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CANADIAN PHILATELIC SOCIETY

OF GREAT BRITAIN



Maple Leaves

PRINCIPAL CONTENTS

International Reply Cards	3
People on the Stamps	21
Morris St. - Halifax	30

Whole No. 229

Vol. 22 No. 1

AUGUST 1990



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MAPLE LEAVES

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Vol. 22 No. 1**AUGUST 1990****Whole No. 229**

EDITORIAL

So Stamp World 1990 has come and gone. It must have been pleasing to the organising committee, after all the criticism of the chosen venue beforehand, that nearly all the written comment subsequently has been favourable.

Some 95,000 passed through the turnstiles, though many like your Editor were repeat visitors; this compared favourably with pre-show projections of 75,000. Yes the venue was a little out of the way but the shuttle service seemed to work very well in both directions and, once inside, the collector was met with a veritable feast of philately.

The Court of Honour was a magnificent, homogeneous display entitled, 'Before and After the Penny Black', instead of the usual heterogeneous selection of invited displays. Material was loaned by the major institutions and a handful of private collectors. It was good to see several items from the collection of past president Stanley Cohen, even if they were not Canadian; these included the fabulous first day cover bearing ten penny blacks.

The competitive exhibits were well laid out and, needless to say, the material was first class. It was in this area however that CPS members might have felt cause for dissatisfaction - only two Canadian exhibits and four from the provinces. This seemed a poor representation from a major stamp-issuing area. I gather from the organisers that the aim was, as far as possible, to show exhibits from all the stamp-issuing countries. Very commendable but, as something of a die-hard, I found 38 frames of BNA a poor balance against 374 frames of thematics and 22 of maximaphily. If diversity was the order of the day then why eight exhibits (50 frames) of 'Transport' within the thematic field? Enough quibbling, it was a great show for the broad-minded collector!

We offer our congratulations to CPS members who gained awards at the International, including:

A. Leggett (gold) for 'Canada - First Cents Issue'
Dr. R.V.C. Carr (large vermeil) for 'British Columbia'
Dr. A. Selby (vermeil) for 'Newfoundland 1865 - 1880'

We also noticed the name of Eric Quinn (large vermeil) for 'Disinfected Mail in Europe 1723 - 1918'. Among the literature class were:

N.J.A. Hillson (vermeil) for 'Small Queens of Canada'
D. Eaton (vermeil) for 'The Postage Stamps & Postal History of
Vancouver Island and British Columbia 1849 - 1871'
W.J.Bailey (large silver) for 'Canadian Military Posts Vol.2'

Also among the literature awards were Stanley Cohen and Dan Rosenblat (vermeil with felicitations) for their 'Collecting British Squared Circle Postmarks' and Dale Speirs (Certificate) for Olympex 88, Olympic Stamp Exhibition'.

* * *

Regrettably we must close on a sad note. Just as we were going to press we learned of the death of past president Jim Bacon. A regular attender at Convention until ill-health curtailed his activities, Jim joined the CPS more than 30 years ago and was best known for his study of the Admiral issue. Perhaps less well known was his deep interest in Canadian airmails, an interest that took him to Canada to visit out of the way airfields and drool over obsolete aircraft. Apart from stamps, Jim and I shared a love of football and jazz; we two greatly enjoyed the post-banquet band at Jim's Carlisle Convention in 1981, even if no one else did!

CANADIAN INTERNATIONAL REPLY CARDS

by George B. Arfken

With Department Order No. 27, on 13 December, 1882, the Canadian Post Office announced that it was issuing reply post cards for domestic use. These were domestic post cards with two parts, each with an impressed 1c stamp (Webb P6) (1). One part of the double card was for the original message. The other part, already prepaid, was for the reply.

Department Order No. 27 continued with a promise to issue Canada reply post cards to be used in correspondence with the U.K. (2c impressed stamp on each part of the double card):

'Canada reply post cards, to be used in correspondence with the United Kingdom, will also be supplied at an early date,...'

International reply cards had been used since 1872 (2). The 1878 Universal Postal Union Convention of Paris, effective 1 April, 1879, gave them its approval:

'The Administrations interested are, however, permitted to come to mutual arrangements for the exchange of post-cards with paid reply'. (Article 14)

The next step came with the 1885 Universal Postal Union Additional Acts of Lisbon:

'All the contracting parties are not obliged to issue postal cards with paid reply, but they assume the obligation to return reply cards received from other countries of the Union'. (Article 2)

This 1885 treaty made it very clear that Canada was **not** required to issue international reply cards and, despite the promise of Department Order No. 27, Canada had not yet issued international reply cards.

Following the 1891 Universal Postal Union Treaty of Vienna, Canadian postal officials pushed strongly for Canadian international reply cards. In the 1891 Report of the Postmaster General, William White, Deputy Postmaster General, wrote:

'The principle measures agreed upon, which are of practical interest to Canada, were (2) the issue of reply post cards by every country of the Union;'(p.xxvi)

White's postal counterparts in the U.S. were even more emphatic and dogmatic. N.M. Brooks, (U.S.) Superintendent of Foreign Mails, stated in the November 1892 (U.S.) Postal Guide, p.16:



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'The issue and circulation of post-cards with paid reply (double post-cards) are made obligatory upon every country of the Postal Union'.

The terms 'agreed upon' and 'obligatory' are fairly strong. They are also very strange. A reading of the 1891 Treaty of Vienna discloses no requirement, no obligation for Canada to issue its own international reply cards. Likewise, the Regulations of Detail and Order accompanying the treaty include no requirement, no obligation for Canada to issue its own international reply cards. So how does one account for the statements of these Canadian and U.S. postal officials? Possibly it was pressure from some commercial interests. Whatever the reason, their statements were not supported by the postal treaty.

The Canadian Post Office never issued international reply cards. Perhaps the nicest summary of this matter was given by Walton (3):

'In this hemisphere, only Canada and Equador never issued UPU reply cards; These two countries may have felt that the experiment would not last. Sure enough, at the 1969 (Tokyo) Congress, it was agreed to cease recognition of UPU reply cards effective as of July 1, 1971, and Quito and Ottawa were vindicated in their judgment - only ninety years after the experiment began'.

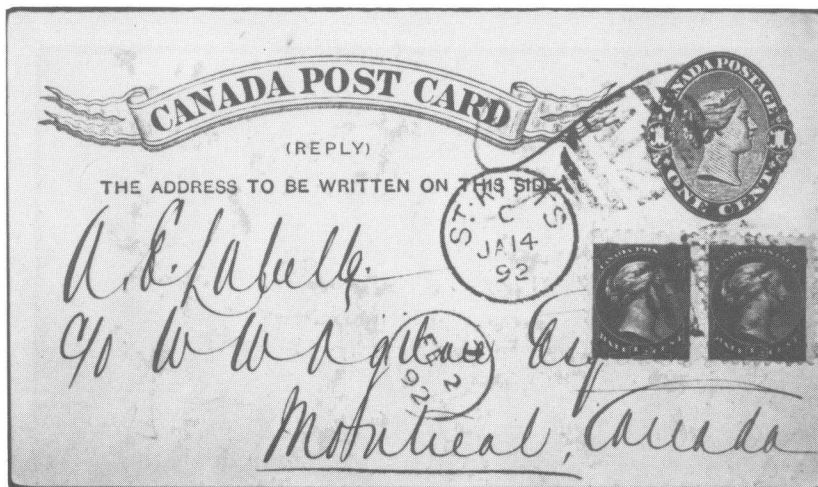


Figure 1. A Canadian improvised international reply card from St. Kitts, 14 JA 92. A pair of half cent Small Queens was added to make up the UPU 2c post card rate. This card was unauthorised and had no postal validity in St. Kitts but it was transmitted just the same.

Yet, for all of this promise, alleged agreement and refusal, Canada did have international reply cards, two of them to be specific. These were brought to the attention of the philatelic community a decade ago by 'The Yellow Peril' (4).

Both of these international reply cards were improvisations by A.E. Labelle of Montreal. Figure 1 shows one of these cards. Labelle took a regular domestic reply card and added two half cent Small Queens to bring the franking up to the 2c UPU post card rate. He mailed the double card to St. Kitts. Here is the reply with a St. Kitts date stamp, 14 JA 92. The St Kitts postal clerk probably knew about international reply cards but had no way of knowing that Canada had not authorised such reply cards. So this Canada Post Card, with 'REPLY' printed on it and 2c postage, was forwarded back to Montreal.

The message on the reverse side reads: 'The following are the values of stamps now in issue in the Colony of the Leeward Islands. If any are required you will please apply direct to the Hon. Colonial Secretary, Antigua, instead of through this office, as it will save time, this office being obliged to forward remittances to the Col. Sec., Antigua.' Then followed a list of eight stamps, two wrappers, two envelopes, two post cards, two reply post cards and two sizes of registration envelopes.

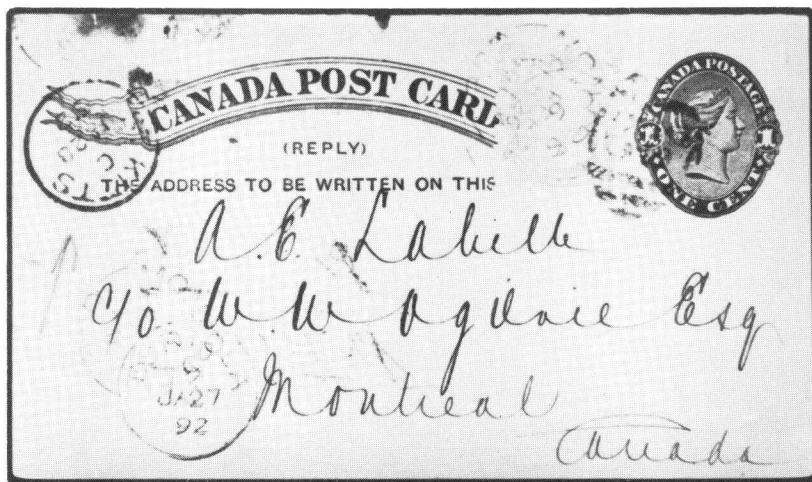


Figure 2. A second Canadian improvised international reply card, this one from Tortola, 27 JA 92. A one cent Small Queen was added to make up the 2c UPU post card rate. Courtesy of Allan Steinhart.

Figure 2 shows Canada's second improvised international reply card. This card, also addressed to A.E. Labelle, bears TORTOLA, 27 JA 92 and St. KITTS, 28 JA 92 handstamps. Here Labelle had added a 1c Small Queen.

The message on this second card reads: 'You should make application for any stamps you want to the Colonial Secretary, Antigua. He will send you Leeward Is. stamps. There are no longer any Virgin Is. stamps. 27.1.92'.

Clearly Mr. Labelle was after stamps. We may wonder if Mr. Labelle and other stamp collector/dealers were part of the commercial pressure that may have persuaded Deputy Postmaster General White to make an unfounded statement. At any rate, we can admire Mr. Labelle's resourcefulness and ingenuity in creating Canada's only international reply cards.

This writer is grateful to Allan L. Steinhart for permission to photograph his reply card and to Thomas A. Hillman and Peter A. Russell of the National Archives of Canada for copies of the Treaty of Vienna and of the Detailed Regulations.

References:

1. *Webb's Postal Stationery Catalogue*, Unitrade Press, Toronto.
2. *The Postal History of the Post Card in Canada, 1871 - 1911*, Allan L. Steinhart, Mission Press, Toronto, 1979. p.21.
3. *Newfoundland Postal Stationery*, William C. Walton, BNA Topics vol. 46, pp. 16-21, July-Aug. 1989.
4. *Reply Cards!* 'The Yellow Peril', *Maple Leaves* vol. 17 pp. 238-239, Apr. 1980.

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**DEALERS IN
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SMALL QUEENS - The Enigma Variations, an Update. by John Hillson FCPS

In the March 1959 issue of The Collectors Club Philatelist 38,39 -72, a well researched, logical and superbly presented article appeared by Winthrop S. Boggs proving that the 5c/6c re-entry was the result of the use of the wrong roller in repairing a 6c plate. The article was convincing. It was also, probably, dead wrong.

The Sign of Four

The trouble is, there is not just one, nor even two, but at least FOUR 5c/6c varieties, and we know the plate and positions of three of them. The conclusive evidence that there are four was produced at the Ayr Convention last October.

We also know that there are at least four 1c 'Strand of Hair' varieties. Before the editor receives a lot of letters saying that a recent article in TOPICS indicated there are seven of them, let me say what one has to do to prove a new variety. Either it must be shown that it comes from a different plate or position from previously recorded varieties of a similar nature, or it must be in a demonstrably different place on the stamp from others known. Slight variations in length or intensity of detail are not enough as these can be due to inking variations or plate wear. So we have four known and proved of each of the two 'Enigma Variations' and what is more, I believe the cause was identical, and maybe, and this is pure speculation, both were caused using the same transfer roller.

Consider, when one talks of a re-entry, what is usually being described is the vestiges of an older impression, where in repairing the plate after wear, the fresh impression has not coincided completely with the old - so there is some doubling. But the 're-entry' is **underneath** - or to be more accurate, the stamp you are looking at is the re-entry and the barely visible doubled lines, the original impression. Both the 1c 'Strands' and the 5c/6c's are **ON TOP OF THE STAMP**. In other words, whoever it was who repaired the plates did not know what he had done-or if he did he didn't care. That is why I have referred to the 'Strands' as 'Inadvertent Re-entries' and the same must now be said of the 5c/6c's. It is a pity that no-one who actually owns, and has written about the 5c/6c, has ever noticed or pointed out that simple fact. It virtually rules out the 'wrong roller' theory. (More's the pity!!!)

So, where do the 5c/6c's come from? The late Peter Hurst wrote an article in The London Philatelist (Vol 78 No 915 p55) entitled ... 'Two

Stages Identified' Well, he hadn't noticed, and nor had I until Bill Simpson showed me the original photos of the two stages; that on the left, the frame line of the variety without the terminal pearl ('Stage 11') emerges slightly, but definitely, at a different point from the one with. That fact establishes it as a different variety, not the slight differences burnished off. The one with the terminal pearl in the left margin is from the Montreal Plate, Pane B, position 3/5. I was at the same time given the privilege of closely examining a late state half sheet from the 'A' plate. Reports that there might be two 5c/6c to be found on this plate were inconclusive describing them as just the 'Arc' with a few extraneous dots and dashes. Well, there is no doubt, the frame lines of the 5c are quite visible under good strong magnification, on both positions, that is, Row 2/10 and 3/1.

Rocking the Roller

So how did they come about? Did a 6c transfer roller exist which had 5c reliefs on it too? Is the cause simply overrocking of this roller? It is possible, but why have a combined 5c and 6c roller? It doesn't make much sense. The original 6c roller was made years before there was any need for a 5c stamp and there is no way reliefs would be added to an old transfer roller. Besides conventional thinking is that the plates were

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made with two-relief rollers and on a 2 1/2" dia roller there would be no possibility of overrocking leaving any impression, nor even with four reliefs placed more or less equidistant. And yet here we have two denominations late in their life where plates after repair show clear evidence of overrocking because reliefs were too close together.

Lets go back to the 6c for a moment. Die proofs from the original master die have certain flaws which show up in all the early impressions of all the plates known. In late repairs these flaws became very indistinct. Furthermore die proofs exist which differ substantially from the original which indicates either for some reason a new die was made or, more likely, the old one was reworked so that these proofs are from its second state. A suggestion has been made that the old 6c two-relief transfer roller got damaged and a new one was made from the reworked die to which was added reliefs of the 5c. But why the 5c - unlike the 6c, one plate of which was repaired at least four times, and all (or nearly all) were extensively repaired at least once, the five cents plates had little remedial work done on them, so why add 5c reliefs when presumably there was still a perfectly serviceable 5c two-relief roller available? The mathematics are such, that from careful measurement of the 1c 'Strands' a relief roller overrocked to produce those varieties would have had six reliefs. Why did they make a six-relief 1c roller? Or did they?

Suppose the two-relief rollers were kept exclusively for laying down plates by the highly skilled siderographers, but repairs were carried out by craftsmen with a lesser degree of skill, at the period these two varieties - and others, occurred, the mid-nineties, and that a special transfer roller was made for this repair work containing one relief for each of the normal size values in use - 1c, 2c, 3c, 5c, 6c, and 10c, that is six reliefs and it was this that produced both the 'Strand of Hair' varieties and the 'Five on Sixes' through two pairs of reliefs being just a little too close together. Pure speculation. And it leaves one awkward point. Boggs in his article pointed out that relief rollers are very narrow in relation to the width of the stamp. There is a very good illustration in Gibbons' GB Specialised Catalogue Part 1 of an Elizabethan GB 'Castle' plate being made; they are still very narrow. So how come the 5c impression is so off centre to the 6c on the variety if both reliefs were on the same tool? Which takes us straight back to maybe it was the use of the wrong roller!!! No, I don't think so either. In true Small Queens fashion it gets screwier and screwier the more one goes into it. The Enigma Variations. How apt.

Footnote The original article, entitled the 'Enigma Variations' appeared in ML No 213, Vol 20 No.9 Page 241.



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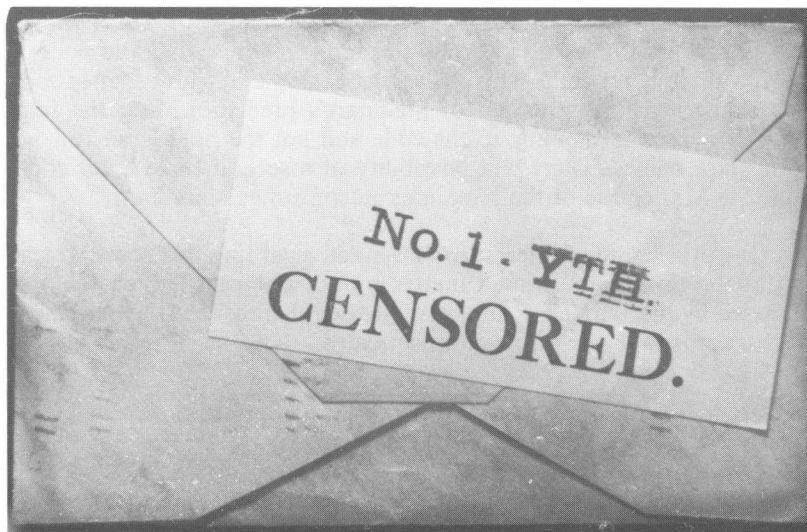
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CONFIRMING 1917 CENSORSHIP AT YARMOUTH

by James Felton

Thirty civil censorship stations were established across Canada in April 1917 and each was given distinctive censor markings. That was ably demonstrated by Allan L Steinhart in his 'Civil Censorship in Canada During World War 1' (Unitrade Press, 1986), where he expanded what was a chapter in his earlier 'The Admiral Era: A Rate Study 1912-1928' (Jim A Hennok, 1981). In 1986 only half the censorship stations had been confirmed by covers in collectors' hands. We can now confirm the nineteenth station, Yarmouth, Nova Scotia, and can point out a slight revision needed in the theory put forward regarding the individual civil censor station code.



To summarize the situation briefly, Canada had two periods of so-called 'general' censorship when mail to neutral destinations was censored extensively. Why mail to neutral destinations? Mail directly to the belligerents was suspended, Great Britain was censoring mail to the Allies, so neutrals were the only option left. That would prevent an end run through neutrals to enemy agents. The first week of April 1917 was the second period of this general censorship, the other being in 1916. The major neutral destination for Canadian mail was the United States. Just why censorship was stepped up at that moment is certainly connected to the still neutral stance of the U.S. Was it meant to be additional pressure on the United States to join the Allies or was it an

attempt at the last moment to detect enemy activity? The US did finally declare war on 6 April, 1917. In any case the general censorship stopped on 6 April though specific instances may have occurred afterwards.

The evidence of censorship is either a paper tape or a rubber stamp mentioning the censorship, and in 1917 there are usually markings supplied by censors with a code indicating the place where the censoring took place. This code has been taken from the name of the place, usually the first and last letter of one word place names or the first letters of the words for two word place names (Civil Censorship, page 25). Thus we find HN for Hamilton, TO for Toronto, MJ for Moose Jaw and so forth. Steinhart gave a list of the stations for which markings had been recorded.

Yarmouth was not among those stations listed so the cover shown here is noteworthy as a confirming example. Notice that the code is YTH, a three letter code. This is the first example of a three letter code so a slight revision is needed of Steinhart's prediction, that the final sound was used in making up the code and not the final letter for one word place names. There is a possibility of a second three letter code; Sault Ste Marie, one of the remaining unconfirmed stations.

One other note of interest can be made regarding this cover. It was sent at the third class printed matter rate of one cent (which was not increased by the War Tax), and was unsealed. Notice that the placement of the censor tape leaves the cover unsealed.

FIFTY YEARS BACK - AUGUST, 1940

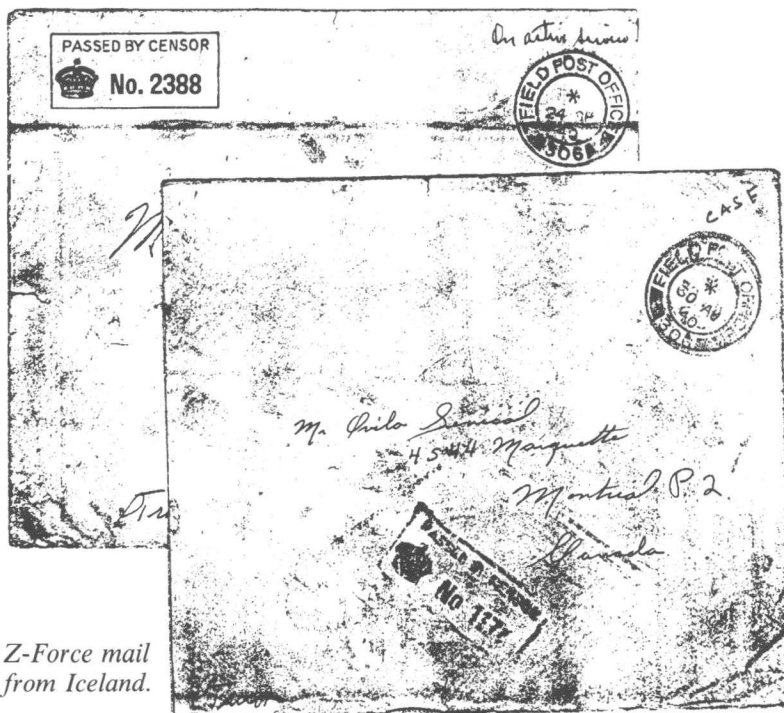
by Kim Dodwell

After the Germans over-ran Norway in the early summer of 1940, it was felt that Iceland, if captured by the Germans, would constitute a most dangerous threat to the vital sea lanes between Britain and North America, so a detachment of Royal Marines was sent in. Canada answered Britain's request for more troops to strengthen this inadequate force and, in June-July, sent an infantry brigade known as 'Z' Force. Some 2,700 men, it was made up of a Brigade Headquarters and three battalions, The Royal Regiment of Canada, Les Fusiliers Mont-Royal, and The Cameron Highlanders of Ottawa (M.G.).

They remained in Iceland until the autumn, with very inadequate protection against the prevailing wind and rain. At the end of October

two of the battalions sailed for England after handing over to British Troops. Only the Camerons stayed throughout the winter. Although 'Z' Force mail to Canada was free, it was restricted to surface mail and was slow and irregular.

The Canadians did not have their own Field Post Offices in Iceland, but used those of the British Army, so the mail from 'Z' Force and from RCAF personnel in Iceland, addressed to Canada, is found with a variety of British Army/RAF f.p.o. marks. FPO 306 is the most common; the covers illustrated were probably sent by a soldier of Les Fusiliers Mont-Royal, which was the French-Canadian regiment. Except for its use on 'Z' Force mail, the British-type, rectangular, boxed PASSED BY CENSOR mark is rarely found on Canadian forces mail. The only other use was for a brief period in May-June 1940 when the 1st Canadian Infantry Division was poised in Britain for an abortive attempt to join the BEF in the Battle of France - by then already lost.



Z-Force mail
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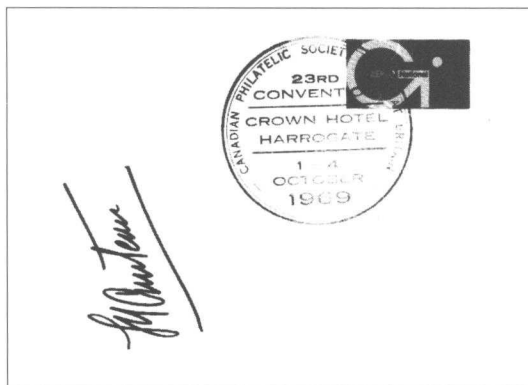
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MEET INTERESTING PEOPLE

by The Yellow Peril
Photo by Canadian Stamp News

A funny thing happened to me on my way home from one of our Conventions a few years ago. My return route invariably includes a 'rest and recreation' stopover in gai Paree and this trip proved no exception. The only difference from previous journeys was that I had to rush to get to Heathrow on time - only to find that my flight was delayed two hours. After I had calmed down and realized that I was not the only one inconvenienced, I began surveying the lady travellers when I noticed a tall distinguished looking man dressed in a safari suit. His posture was so erect that even a drill inspector would take note. I studied this chap until I could no longer resist the urge to approach him. 'Excuse me Sir, but you do look like Jacques Cousteau,' I said. His spontaneous and hilarious laughter told me that he was not only the famous French oceanographer but my opening remark was obviously one of the 'better ones' he'd heard in a long time!



We chatted about his visit to Hamilton, Ontario, and the Saint Lawrence River study which he had recently completed. Unfortunately, the delayed departure was not long enough, and before I realized it, boarding had commenced. Before departing, however, I asked him to sign this 1969 Canadian Philatelic Society of Great Britain 23rd Convention commemorative cover which my good friend, the late Bill Williams, had given to me just that morning. Pity that I did not have a membership application for M. Cousteau to sign.

The moral of this incident? 'Come to CPS Conventions and meet interesting people!'



Ron Winnill provides this salutary warning.

Some examples of the fakes accompanied Ron's letter and a small selection is featured here.



THE S

On 31 May this year, while visiting the forgeries were produced. They are still having been sold by a dealer residing ought to fool nobody. Regrettably purchased complete mint sets at very 'G' overprints, mint and used as well seen.

A most interesting observation is that exist in the genuine form have ever through to the \$1 'Destroyer' has been 'Lumbering'.

The real problem with writing Canadian Specialist who really need philatelic faking. It is the philatelic newcomer to the hobby - to whom He or she will, in all likelihood, be swindled, will be so disgusted as to joining CPS, BNAPS, RPSC, PHSC

The best we, as collectors and history, can hope to accomplish is to oust outright crooks who, though few in all of us with the same brush. The so inexperienced are taken out of circu



ING

shop of a dealer, a selection of 19
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two less experienced collectors
high prices. Both 'O.H.M.S.' and
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that denominations which do not
been produced. The 'War Issue'
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is warning is that it reaches the
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c neophyte - the unsuspecting
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etire from the hobby before ever
or any other similar organisation.

students of stamps and postal
to root out the scoundrels and
umber, plague our hobby and tar
ner such rogues, who prey on the
tion the better.



The fake 'G' overprints would not fool anyone who has looked properly at the real thing but, someone has already been 'stung', you have been warned.





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CHRISTIE'S
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THE PEOPLE ON THE STAMPS - SIR MARTIN FROBISHER

by Alan Salmon

*All the bright company of Heaven
Hold him in their high comradeship,
The Dog-Star, and the Sisters Seven,
Orion's Belt and sworded hip.*

Julian Grenfell. Into Battle

Martin Frobisher was an Elizabethan buccaneer - a 'sea dog' - of the highest order, whose whole life was involved with the sea, gold and glory. He was not quite a pirate, but he certainly was an adventurer. A small, but special, part of his glory is his appearance on the 1963 5c ultramarine stamp of Canada (SG 537, SS 412), depicting him and his ship the Gabriel. He is thus honoured for his re-discovery for Europe, following the Vikings, of Baffin Island and for his discovery of the entrance to the strait eventually to be named after Hudson.



Frobisher was born, of Welsh stock, in about 1535 in Yorkshire. His father died when Martin was a child and he was sent to a kinsman, Sir John York, in London. Sir John, 'perceiving the boy to be of great spirit, courage and hardiness of body' sent him on his first voyage, at the age of nineteen, to West Africa. During the next ten years he acquired his knowledge of seamanship in annual voyages to Africa and the Middle East. In 1566 he appeared before a magistrate 'on suspicion of his having fitted out a vessel as a pirate', apparently he was exonerated. In 1572 he took part in 'special boat services' off the coast of Ireland; these and other exploits brought him to the notice of Elizabeth I, Queen from 1558 to 1603, and of Sir Humphrey Gilbert.

The North West Passage

In 1566 Sir Humphrey wrote his 'Discourse to prove a passage by the north-west to Cathaia', it was published in 1576; but before publication it influenced the thinking of the Queen. She instructed the Muscovy Company, the first of the great joint-stock companies of adventurers and the main thrust of England's northwards maritime effort, one of whose main objectives was to find a northern way to the Far East, to dispatch an expedition to seek this North West passage, or to transfer their privileges to other adventurers. The bearer of this order was Frobisher, who was seeking support for such an expedition; so was Gilbert. In the event it was Frobisher who was granted a licence to find and exploit the passage, and the London merchants, led by the Earl of Warwick, gave modest financial backing.

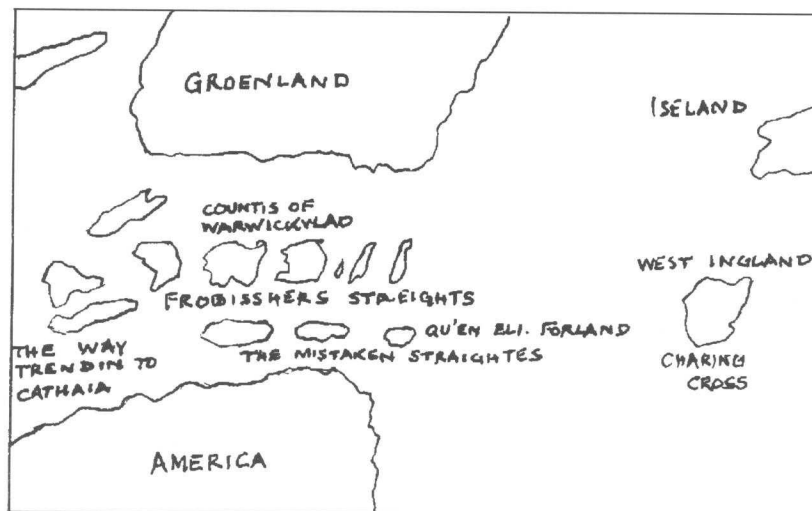
Frobisher set sail down the Thames at the end of May, 1576; his fleet consisted of three small ships - the Gabriel of 25 tons, with Frobisher aboard, the Michael of 25 tons and a pinnace of 10 tons. (A ton was then simply a measure of cargo-carrying capacity, in tuns of wine; it corresponds to today's net tonnage - these were small ships.) The total crew, for all three ships, was 39. Queen Elizabeth watched their departure and saluted them, with a wave of her hand, in response to the firing of their guns. They went north, around the Shetlands, arriving off Cape Farewell, the most southerly part of Greenland, on 1 July. Throughout his northern voyages Frobisher was confused by what was then supposed to be the best world map in existence, that by Mercator; however this included some fictitious geography from an earlier map by the Zeno brothers who were accredited with having sailed in the region 200 years before. Frobisher thought he was off the (imaginary) island of Frisland. Despite gales and pack-ice, which led to the loss of the pinnace and to the master of the Michael terminating his interest in the venture and departing, he pressed on. He sighted Resolution Island, on the north side of the Hudson Strait, on 20 July. Continuing to the north-west he entered an inlet he thought to be a passage between America and Asia; he called it Frobishers Streights. Now it is Frobisher Bay.

Gold

At the mouth of the Frobisher Bay the Gabriel was surrounded by Inuit kayaks; initially good relations prevailed, the Inuit came on board to swing in the rigging and to trade salmon, seal and furs. But five sailors landed, against Frobisher's orders, were captured and never seen again. Now reduced to 13 men Frobisher tried to take hostages to obtain the return of the lost five; he succeeded in capturing one but could not get the Inuit to exchange the five for the one. He returned to London in October to announce that he had found the passage; the unfortunate

Inuk was displayed but soon died 'of colde'. He also brought back some heavy black rocks which a London assayer pronounced to contain gold.

Immediately preparations were started for a second voyage in the following year; 'for the searching more of this gold ore than for the searching of a passage'. The fleet left the Thames on 27 May 1577 - the Michael and Gabriel, as before, and a large ship of 200 tons, the Aid, provided by the Queen. The voyage was relatively uneventful; whilst attempting to obtain the release of the five lost from the first voyage there was a fight with the Inuit in which Frobisher was wounded 'in the buttocke'. But the ships were away from Baffin Island by 24 August, this time with three Inuit and 200 tons of the 'gold ore'. The news of the 200 tons was widely publicised and 'filled England with rejoicing'; most was deposited in Bristol Castle, the rest in the Tower of London. The assayers reported that the ore was of inferior quality to that of the previous year; nevertheless Frobisher retained the Queen's support and it was decided that another, larger, expedition should be dispatched the next year. Frobisher sailed on 31 May, in the Aid, at the head of a fleet of 15 ships. On 20 June he reached Greenland, where he landed and named it West England, giving the name Charing Cross to the last



A map drawn by George Best, who was with Frobisher, published in 1578. The group of islands were named by Queen Elizabeth: Meta Incognita- the Unknown Goal - as the region is known today.

headland he could see on departure; Frobisher thought he was back at Frisland! A map, from a report on the voyages, with its original spellings, is shown overleaf. On 2 July the fleet sighted the islands off Baffin Island but could not proceed because of ice; it was then dispersed by storms and damaged by the ice. It took nearly two months to collect and repair the ships during which time Frobisher, uncertain of his position in fog and snow, sailed about 180 miles down the Mistaken Straights, afterwards explored by Hudson. The fleet returned to England with the soundest ships loaded with ore; it arrived at various ports near the beginning of October. This time the ore was declared to be worthless. Frobisher's standing with the Queen, and the public, suffered a severe fall.

Back into Battle

By 1580 Frobisher was back in favour; he was given command of one of the queen's ships, the *Foresight*, and was again fighting the Spaniards off Ireland. A fourth expedition to Canada was proposed with Frobisher in command; as the objective was to be trade, not exploration, he declined the post. In 1585 he sailed, as vice-admiral, with Drake to the West Indies where he distinguished himself in an assault on Cartagena - a rendezvous for the Spanish treasure-ships. In 1588 he was in the thick of the fighting with the Armada, his exploits ranking with those of Drake and Hawkins, for which he was knighted at sea. For the next six years he was in almost continuous action at sea against Spain. In the last fight Frobisher was leading his men, successfully, in the relief of Brest when he was wounded in the hip. Capriciously the wound was received on shore. He died soon after reaching Plymouth; his entrails were buried there, his other remains were interred in St. Giles's, Cripplegate, London in January 1595.

Thus passed the first great English arctic explorer who was diverted by misleading results from the assayers of precious metals. His voyages did provide a detailed report on arctic conditions and, virtually, a manual on arctic seamanship. From his youth he was trained in a hard school whose highest ideal was courage, tempered by hard fighting. He was one of the great Elizabethan seamen - there is no higher testament to his skill and courage. He is remembered in the history of England and of Canada, and on the 1963 5c of Canada.

FURTHER READING

The Dictionary of National Biography, London, 1886.
Newby, E., *World Atlas of Exploration*, Beazley, 1975.

CANADA POST - A Service and an Image

by Rodney Baker

At the turn of the century there were about 4,000 post offices in Canada, roughly 1 to every 5,000 Canadians. This represented a peak and there has been a steady trickle or stream of closures ever since.

To some, the status and importance of the Post Office was epitomised by such grand edifices as the Toronto building shown on the card (figure 1) sent in 1905. Or perhaps, the elegant buildings shown in the 1987 set of 'Heritage' Post Offices comes to the minds of older Canadians. Other than an example from Toronto, this attractive set shows Offices at Battleford, Saskatchewan, opened in 1913, Nelson-Miramachi, New Brunswick, opened in 1926 and that at Saint-Ours, Quebec of 1940.

By 1974 it was a different story, many doubted the future of the service with its debt of \$608 million and having to endure a 45 days strike. The speed of delivery was getting slower all the time, the price was rising and union - management relations were at an extremely low ebb.

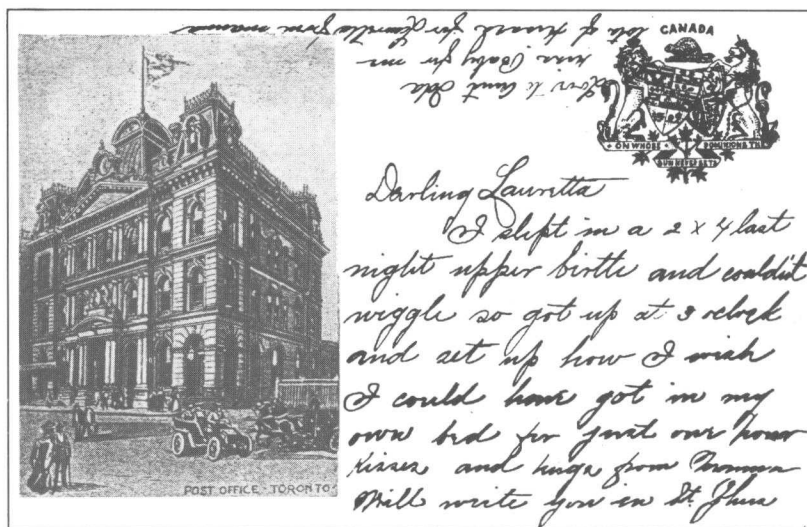
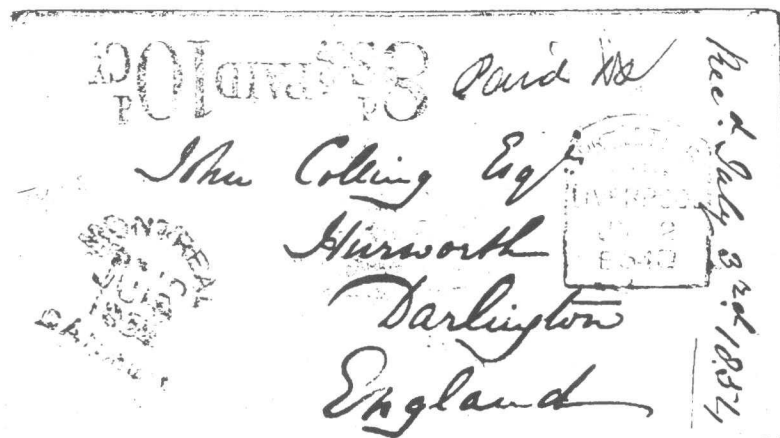


Fig. 1 Postcard showing Toronto Post Office



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Fig. 2 'Elegant buildings' at Battleford, Nelson-Miramachi & Saint-Ours

Fifteen years later the picture has changed quite dramatically and not without controversy in many instances. The Post Office has become a Crown Corporation and for the first time in 30 years the organisation is in the black to the tune of \$96 million. Much 'rationalisation' has taken place and the possibility of a privatised future is very much on the cards. This has taken the form in recent years of granting 2500 franchises to retail outlets while at the same time closing traditional post offices in many smaller communities. In expanding suburban areas 'community mailboxes' (sometimes known as superboxes) have been erected and this enables local people to post and receive mail at the same structure. Not dissimilar in appearance, although not meant to be permanent, are the moveable green boxes which have been erected in small communities such as Trinity East, Newfoundland (figure 3).



Fig. 3 'Moveable boxes' at Trinity East

Across the Bay at Trinity, is one of the 3000 traditional post offices (and 5000 rural routes) still left in Canada. To the collector of modern Canadian used stamps these offices are a 'Godsend' as they still provide the only chance of getting an acceptable cancellation. Otherwise the Canadians rival the British P.O. in their use of philatelically dreadful postmarks!



Fig. 4 Post Office at Shoals Harbour

So the Canadian Postal service is changing rapidly both as a large scale urban business operation and as a traditional rural service and centre of the community. The writer found the latter very much alive last summer in Eastern Canada and functioning in a friendly and efficient manner.

The style and appearance of many is typified in this shot of the Post Office at Shoals Harbour, Newfoundland - opposite the bay on which Balbo's massed flight of Italian seaplanes landed after their famous Transatlantic crossing over 50 years ago.

Acknowledgments

Canadian Geographic Magazine October 1989 edition
Macleans 9 October 1989

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HELP THE MUSKOKA

by Daniel G. Rosenblat

An article in the April 1989 issue of 'Maple Leaves' covered the usage of three related slogans, pertaining to the Sanitarium for consumptives located at Muskoka in Ontario. The appeal for support, in its several different wordings and formats, was used at Toronto during the Christmas Seasons from 1913 until 1944, with multiple dies in each year. Additional data regarding these slogans has now been discovered, and it is sufficiently interesting to warrant further comment.

Beginning in 1921, the wording of the appeal was changed to eliminate the word FREE before HOSPITAL. This action was originally thought merely to reflect altered financial circumstances, but this does not now appear to have been entirely the case. An Ontario member has kindly forwarded a recent clipping from the Muskoka Sun newspaper, which gave some prior history of the Sanitarium and sheds light on the actual reason for the name change.

A privately operated Sanitarium, named the Muskoka Cottage Hospital, was first opened at Muskoka in 1897, charging patients a fee of \$6.00 per week, but in 1902 a second adjoining hospital was opened for the benefit of patients who could not afford the fees. This second facility was named the Muskoka Free Hospital for Consumptives and the original slogans from 1913 were an appeal for public funds to support this charitable effort.

On 30 November, 1920, the main building of the Muskoka Free Hospital burned to the ground. As the two adjoining facilities had always been under a single administration, a decision was made to turn the Free Hospital property into a farm and to rebuild the facility as an addition to and a part of the adjacent Cottage Hospital. This effectively eliminated the Free Hospital as a separate entity; the slogan format, from 1921, reflected this by eliminating the word 'Free'.

However, there remains a second mystery about the related slogans that has not yet been solved. Beginning in 1916, and extending through the 1918 to early 1919 usage, slogan 4485 ('HELP THE MUSKOKA FREE HOSPITAL FOR CONSUMPTIVES') was replaced by slogan 4530, reading 'HELP THE TORONTO FREE HOSPITAL FOR CONSUMPTIVES', but the original wording was revived for the 1919-20 usage. Since this took place during the latter part of World War 1, it is possible that the government may have requisitioned the facility

military purposes. The patients may have been transferred to a Toronto facility from 1916 until shortly after the war ended, and the wording of slogan 4530 reflected this.

While this solution is only conjectural, one new facet of the usage now seems to have been established. While slogans 4485 and 4530 were very similar in appearance, except for the one word change, and were both issued annually from 1915 in five dies, identified A to E, their separate wording and numbering gave the impression that the dies differed. More careful examination now concludes that this was not the case.

The five dies of slogan 4530 can be seen to be identical with those of the preceding slogan 4485, with only the seven lettered word MUSKOKA altered to the seven lettered TORONTO. Since re-issuing exhibition dies with only the event dates altered had been effectively undertaken since 1913, the feasibility of this change was well established and it saved the sponsors the difference between the \$15.00 cost of each new die and the lesser \$3.00 charge for an alteration only.

MORRIS STREET - HALIFAX, NS. 1895-1901

by J. Colin Campbell

The above seven year period witnessed a number of events of philatelic importance which endure to this day. To recall just three, in chronological order; there was the opening of the Morris Street post office 1 May 1895 (1) the Queen Victoria Diamond Jubilee set of stamps followed on 19 June 1897 and, at the bidding of the Dominion's then Postmaster General William Mulock, Canada's famous 2c map stamp made its debut in 1898 (2).

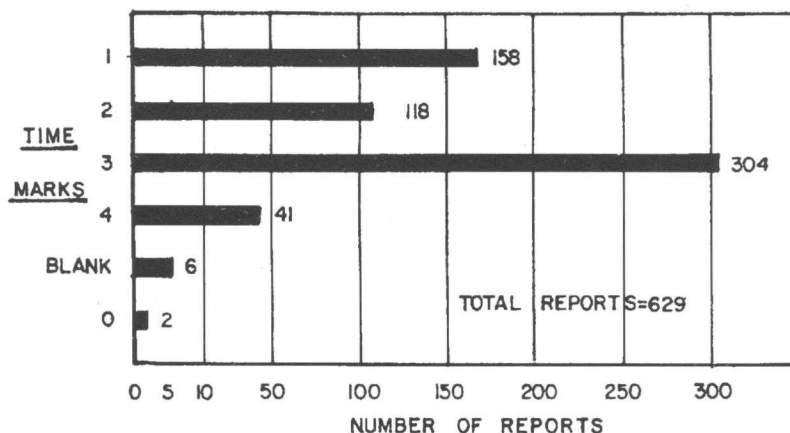
The self-accounting sub-office was located at 38¹/₂ Morris Street, the southwest corner of Pleasant (later Barrington) Street with Louis J. Mylius in charge. A Western Union Telegraph office was also at the same address (3). Morris Street took its name from Charles Morris (1711-1781) Surveyor General of Nova Scotia for 32 years (4). The population of Halifax in 1895 was slightly less than 40,000 souls.

The study of postmarks which originated from this post office has proved to be a most rewarding task and the field is still open to collectors. Only two types of cancel have been found; the regular circular date stamp measuring 24mm in diameter and a three impression

roller where each impression varies from the others. Mylius must have taken his job seriously as the majority of Morris Street cancels were cleanly struck. The office closed 30 September, 1901 (1).

Four time marks were used denoting the different mail clearance times during the working day. The numerals 1,2,3 and 4 appear just above the date as applicable. A very few cancels have been found with the time mark 'blank' and fewer still with the time mark '0'; see bar chart. No plausible explanation has been put forward for the existence of these abnormals. Those so far recorded are not Sunday dates. Sunday dates have been found and in these five instances numerals appear above the dates.

Time Marks - Frequency Chart



The illustration of a Morris Street roller cancel shows it to be the conventional style coming into use at that time. It is numbered '1'. The example on a large Queen shows two of the three impressions. The differences in the impressions are most evident in the vertical relationship of ST. for STREET and the N.S. for NOVA SCOTIA.

In a small sampling of cancels, Wednesday dates seemed most prolific from the Morris Street office. The year 1899 was the busiest and the time mark '3' by far the most frequently found. The latter is presumed to have been the busiest mail clearance time. The earliest date so far recorded is 30 May 1895 and the latest 30 September, 1901. The least recorded year is 1901.

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The Morris Street office re-opened 4 September, 1902 with Henry L. Hallet in charge. Location was changed to 23 Hollis Street (corner Morris) on 1 October. Hallet resigned in April 1924. With Daniel Campbell incumbent from 4 July the office name was changed to Halifax Sub No. 2 on 31 August 1924. No cancellations from the re-opened period have been seen by this writer.

*The Morris St.
Roller Cancellation*



*Note relationship
between NS and ST*

My thanks go to Lewis M. Ludlow, C. Frank Waite, Martin P. Shelton, Ken C. Macdonald, Carl Munden, K. Gray Scrimgeour, Lester Small and W.L. Gutzman for providing useful information which is much appreciated. Very special thanks are due to Dr. Charles Hollingsworth for permission to use certain details from his fine article on Morris Street published in B.N.A. TOPICS, July/August 1977.

Correspondence on Morris Street is invited by the writer and/or Dr. Hollingsworth.

References:

1. *Post Office Record Card. R.G. 3, Records D3.* National Archives of Canada.
2. *The Postage Stamps and Postal History of Canada* by Winthrop S. Boggs, Quarterman Publications, Inc. (1974) pp.317 and 339.
3. *Halifax City Directory.* Correspondence - Public Archives of Nova Scotia, November 1989.
4. *Dictionary of Canadian Biography Vol IV - 1771-1800* by F.G. Halpenny (1979).

Autumn Stampex 16 - 21 October

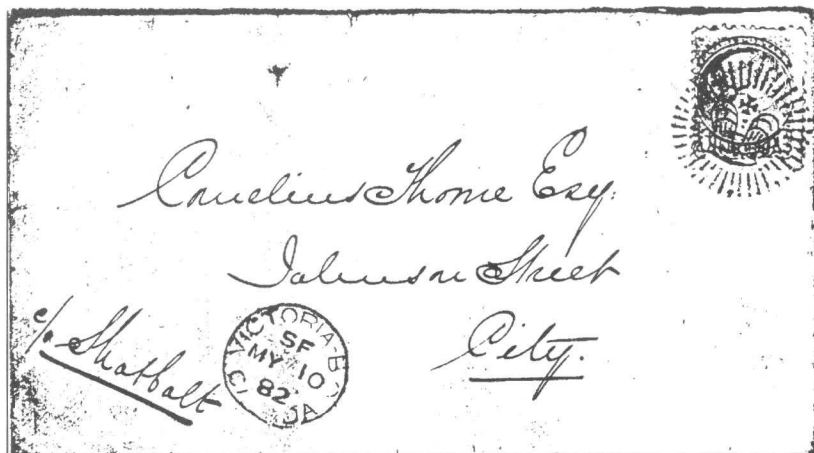
Charles King needs your help with stewarding, see page 354 of the June issue. Please contact him.

LETTERS TO THE EDITOR

Lynda Schutt

CIRCUITOUS ROUTE?

Quoting from George H. Melvin's book 'The Post Offices of British Columbia 1858-1970', published in 1972, there is an article on page 163, entitled 'Handstruck Postmarks of British Columbia' by Jacques Houser. It reads, 'In the 1880's the Victoria Post Office used the letters SF and T in the upper line of the indicia. It is believed that these symbols were intended to indicate that in the first case the letter was to be routed to its destination via San Francisco. Presence of the second symbol indicated that the office stamp was applied as a transient mark as the letter passed through the Victoria office to its final destination.'



Why then does a 1c drop letter, dated 10 May 1882 and posted in Victoria, bear an SF?

Jacques Charron

EDWARD VII BOOKLETS

I am missing only one of the 14 reported different types of information sheet; dated 11th March 1907. Would all booklet members please check their Edwards and send me clear photocopies of all four pages. Cost of postage will be reimbursed. 30 Quinn, #402, Longueuil, Qc J4H 4B3 Canada.

AMENDMENTS TO MEMBERSHIP to 28 June 1990

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2626 TREMPE Louis, 12 Rue Mongeau, Sorel, Quebec, Canada J3P 4B7

C

Resigned

2578 Hopkinson M. J.
481 Robertson W. A.

Deceased

1052 Bacon J.

Change of Address

1046 TRAQUAIR, R.S., Warwick Villas, C10-110 Middle Road, Warwick, Bermuda
WK O9

2403 PETERSON, James W., 4110 Bathurst St., Apt 301, Downsview, ON, Canada
M3H 3P2

1095 KERZNER T., Postcode correction, should be M5P 3L9

Change of Interest

1263 SIMPSON W.L., FRPSL.,

C,CL,CS,Cov,DC,H,P,PE,PH,PL,RLS,V

Revised Total - 545

SPEAKERS WANTED

Our Secretary, Brian Stalker, keeps a register of members willing to give displays within their area. This is a great help when a local society asks him if the CPS can provide a speaker or speakers. This register has dwindled somewhat and a few new names would be welcome. Please contact Brian if you feel able to help, advising your speciality, (if any) and the distance you would normally be prepared to travel.

'THE CANADIAN MAP STAMP'

Our Handbooks Manager, Derek Scoot, advises that the recent Map Stamp handbook is **not** out of print as previously indicated in his advertisement; the statement was made as a result of misinformation received.

Supplies are being obtained and members requiring copies should now order, or re-order, from Derek.

'The Canadian Map Stamp, a Plating Study', by W.L. Bradley costs £14, including postage.

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, re-entries, etc. - condition fair to fine. Roger Ordish, 49 Morley Road, Twickenham, Middx. TW1 2HG.

WANTED: Collector seeks Newfoundland Covers with Town Cancels through purchase or trade. Brian Noble, 11 Trailsmoke Cr., Etobicoke, Ontario, CANADA M9C 1L9.

WANTED: USED CANADIAN AEROGrammes 1945 to the present, addressed to Europe and other foreign locations. Write RK Malott, 16 Harwick Crescent, Nepean, Ontario, CANADA K2H 6R1.

WANTED: AIR CRASH COVERS related to Canada. Covers must be to or from Canada. Write R.K. Malott, 16 Harwick Crescent, Nepean, Ontario, CANADA K2H 6R1



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Catalogue of Canadian Duplex Cancellations	£13.00
Newfoundland T.P.O. Cancellations. C. Kidd	£6.00
Canadian Precancelled Postal Stationery Handbook	£7.00
Canadian Patriotic Postcard Handbook. W. Gutzman	£7.00
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Maple Leaves

PRINCIPAL CONTENTS

Fakes and Forgeries (part 1)	39
People on the Stamps	47
R.P.O. Errors (7)	57

Whole No. 230
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OCTOBER 1990



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INCORPORATED 1946

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Edited by: David Sessions, FRPSL, FCPS.

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Vol. 22 No.2**OCTOBER 1990****Whole No. 230**

EDITORIAL

Following the warning, in the August issue, of fake official stamps being peddled in Canada, we include the first part of a substantial article from the pen of the Yellow Peril on fakes and forgeries. This is not a question of the Editor using his privileged position to include articles on one of his pet subjects! Such things cut across all collecting areas whether stamps, stationery or postal history and should be of interest to all members, even if only as a warning that such things are about.

Since listing members' successes at London 1990 in the last issue we learned with pleasure that John Hillson's new book on the Small Queens has gained a gold medal at the Cardinal Spellman Philatelic Museum's 14th annual philatelic literature fair.

The Exchange Packet is of interest to many readers and Reg Lyon has sent in a preliminary report for the year. Briefly, 46 circuits went out to members, carrying £14,538 of material, from which over £5,000 worth was sold. The Post Office managed to lose one packet and the claim has been met by our insurers but, of course, next year's premium goes up! Reg had a few books on hand to start off the new year but he would welcome more. Covers for the 'Covermart' would also be welcomed by Reg and by recipient members. Why not have a scratch round and see what you can find?

CONVENTION AUCTION 1991

Convention 1991 will be held at the Abbey Hotel, Great Malvern, from 7-10 August with the Convention Auction taking place on Saturday 10 August.

All lots should be sent to Tom Almond, 2 Filbert Drive, Tilehurst, Reading, Berks, RG3 5DZ to arrive not later than 28 February 1991.

This date must be adhered to in order that the catalogue may be prepared for despatch with the April issue of 'Maple Leaves', 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 £5). Any reserve should be clearly shown and it should be noted that a fee of £1.00 per lot will be levied on unsold lots which carry a reserve. The fee will be deducted from gross sales.

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FAKES AND FORGERIES (Part 1)

by The Yellow Peril
Photos by Canadian Stamp News.

The aim of these notes is to acquaint neophyte collectors with the pleasures and benefits that can be derived from collecting 'back of the book' type material. The late E.A. Smythies of our Society did great work in this field. His series of articles which appeared in 'Maple Leaves' was collected in his book '**BNA Fakes and Forgeries**'. Hopefully this outline which represents only the tip of the proverbial iceberg, will complement his excellent book. The reward of collecting forgeries is that the collector gains an awareness of the rich abundance of dubious material on the market.

It used to be that when forged stamps were noticed in a collection the owner would either destroy, trade or put them away where they would not see the light of day until the sale of the collection. Today, these scorned bits of paper have a place of their own and are openly bought, sold* and collected. Forgeries now have value. Just how much value depends to some extent on supply and demand, the popularity of the stamp forged, the status of the seller and the ability of the buyer to pay. Unlike genuine stamps, a forgery of a stamp highly priced in the catalogue can be had, when available, for a small fraction of its listed price, but a forgery of a stamp of low value is apt to sell for more than catalogue. The lower the listed price of the stamp; the greater the value of the forgery. This seems to be the general rule because forgers naturally prefer to concentrate their efforts on duplicating stamps of higher value rather than to copy less significant items - these, therefore, becoming a valuable rarity to collectors.



1859 1c and 1851 12d forgeries

A forgery of the lowly 1859 Queen Victoria 1c, for example, is worth just as much, if not more, than a forgery of the mighty 12d. The



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fairly common 1967 Centennial counterfeit, made to deceive the postal administration, is not nearly as valuable as the forgery of the 6c Centennial counterfeit. The 6c orange Centennial stamp enjoys the distinction of being the only stamp counterfeited, with the counterfeit, in turn, being forged. The counterfeit is fully perforated whereas the forgery is perforated vertically only (imperf x perf) and is better produced. A forgery, incidentally, is made to hoodwink the collector. Apart from the forgeries made by Andre Frodel, there are not too many forgeries of Canadian stamps. Fakes on the other hand are plentiful. Fakes are genuine stamps (and covers), altered to make them appear more valuable.

Some common examples of fakes are: forged overprints or surcharges; watermarks - both Bothwell and script; laid paper; aniline ink; bisects; postmarks including precancels; perforating of imperf. stamps; booklet panes and coils - especially experimental and vending machine coils and covers of every description - even 'first' days.

Overprints and Surcharges



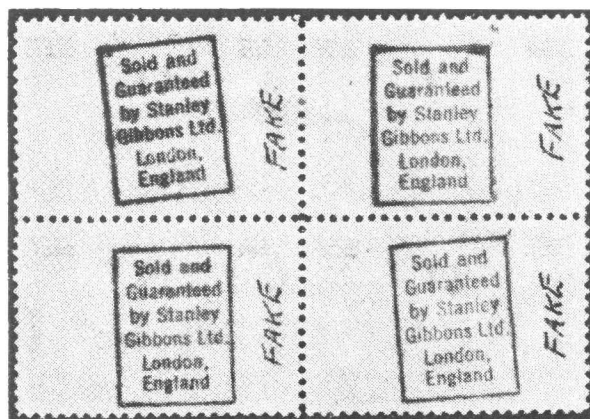
Are any of these inverted surcharges genuine?

Fake 'O.H.M.S.' overprints on the 50c Lumbering and 'G' overprints on the \$1 Ferry stamps, as well as the other values of the officials group, are frequently seen. These overprints are, understandably, done on single used stamps. They should not deceive anyone, however, as the lettering and the ink do not match the genuine overprints. Moreover, the overprints are sometimes erroneously placed on top of postmarks.

In the field of surcharges, mint and used '2 CENTS' single-line, and to a lesser extent the two-line, surcharges on the 3c red Admiral stamps have been forged every which way - doubles, triples, invert, se-tenants etc. Similarly, there are forged 6c surcharges on the 1928 airmail stamps. The early fake error surcharges on the airmail stamps are deceptive and interesting as they bear unauthorized guarantees. Recently forged surcharges are crude.



Forged inverted surcharges



Fake Stanley Gibbons guarantees (in purple) on the reverse of the above block.

Postmarks and Cancellations

Postmarks have been faked in great quantities. Many collections and almost every postmark study have been unwittingly graced by them. Their attractive designs and comparatively low prices render them saleable, especially when surreptitiously mixed with groups of genuine cancels by the seller. Collectors can have a field day collecting forged cancels as they are often 'better' than the originals. A good source is the small queens.



Two 'too nice' Ottawa and Victoria (later Esquimalt) Crown postmarks.

Even precancels have been forged. Fake 'T' and type 'U' precancels are frequently seen on the popular 1898 map stamps. Because of their scarcity, even though crude, uninformed buyers pay big prices for them.



A genuine type 'U' precancel



A deceptive forged type 'U'

At a 1988 winter sale, a postmark dated 6 December, 1898, on a defective map stamp was knocked down for \$2600 (plus 10% premium) - a record price for a circular date stamp. The 6 December, 1898 date is alleged to be the earliest known on the map stamp, predating the official first day 7 December, 1898 by one day. The collecting of the map stamp is very popular and the 6 December postmark on it is a 'status symbol'. Collectors should exercise extreme caution when buying this date on a map stamp.

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A forged die proof of the 5c (blue) Admiral stamp perforated 'SPECIMEN' - so well done that it is difficult to convince collectors that it is forged.

This item, a similar proof of the 7c Edward stamp, and the 1c Admiral War Tax tête-bêche die proofs are the works of Andre Frodel. The latter item is catalogued and illustrated in **'The Essays and Proofs of British North America'**. Other interesting creations by this artist include: a 20c Queen Victoria Numeral (perforated) tête-bêche pair with a postmark; imperf tête-bêche pairs of the 1c George V Scroll; and the 3c brown and 7c red brown Admirals (ML #182, April '81 and ML #208, June '86). The most spectacular fabrication by Andre Frodel is a vertical pair of the 1958 5c mining stamp - one stamp in reverse! Except for the 1c tête-bêche Scroll pair, the above Frodel creations are more fantasies than they are forgeries. A forger cannot forge a stamp that does not exist.

*It is unlawful to sell forgeries in the United States.

to be continued



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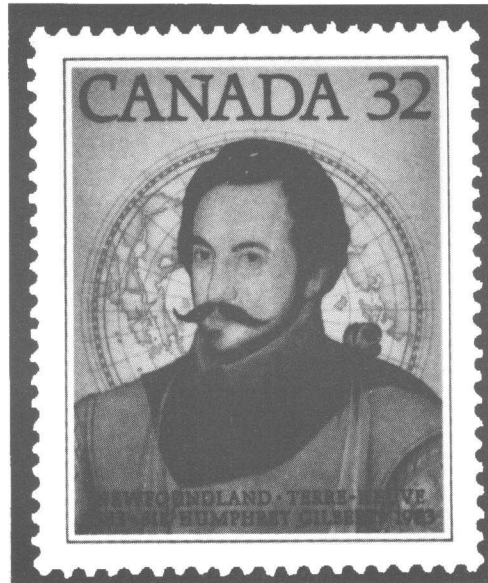
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**THE PEOPLE ON THE STAMPS - SIR HUMPHREY
GILBERT**
by Alan Salmon

*He sat upon the deck,
The Book was in his hand;
"Do not fear! Heaven is as near"
He said, "by water as by land!"
Sir Humphrey Gilbert.*

Longfellow



Sir Humphrey Gilbert was in a different class, in more ways than one, from the people on the stamps of Canada we have met so far. He was a visionary of the highest order and, whilst not aristocratic, his family was well-to-do: the family seat was, and is, at Compton Castle, near Torquay, he was educated at Eton and Oxford. (My apologies to those, like myself, who deplore class distinctions; but they did exist.) Sir Humphrey appears on the 1983 32c multicoloured (SG 1102, SS 995), issued to commemorate the 400th anniversary of his claiming Newfoundland for Queen Elizabeth I. The original of his portrait on the stamp is in Compton Castle, which was built by Sir Humphrey and

is still the seat of the Gilbert family. Visitors can see both the mounted stamp and the original oil painting in the Great Hall of the Castle.

Soldier and Advocate

He was born in Devon, about 1539, of an extraordinary woman, Catherine Champenowne - another son of hers was Sir Walter Raleigh. At Oxford, Gilbert studied navigation and the art of war; in practice he was always a soldier rather than a seaman. Indeed the first mention of him in public service is that he was wounded, in 1563, whilst in Normandy; his commander was the Earl of Warwick who was later to assist Frobisher to finance his first voyage to Baffin Island. In 1566, whilst Gilbert was in London with despatches from Ireland, he managed to arrange a debate with the foremost exponent of the idea of a northeast passage, before the Queen and some of her privy councillors. Gilbert proposed that the way to Cathay was by a northwest passage. No immediate result came from the debate; but Gilbert made an impression on the Queen with both his idea and his person. In 1567 he was sent back to Ulster to found a colony there, of west-country men, with himself as president. The undertaking failed and Gilbert, after this first assay in colonisation, returned to soldiering. He was determined in his counter-insurgency operations; by 1570 he was Sir Humphrey and in charge of Munster (Southwestern Ireland).

Returning to England, Sir Humphrey married (five sons, one daughter) and entered Parliament, as the MP for Plymouth, but the call to arms was strong. In 1572 he was sent to the Netherlands, with 1500 volunteers, to assist the Dutch against their Spanish invaders. In the last battle of his campaign, which had not been noticeably successful, his raw troops broke and fled before the more disciplined Spanish regulars. Gilbert returned to England, reportedly in disgust; that was his last foray in arms for some time.

He retired from public affairs, living in London near the Thames, and devoted himself to the projects that his fertile mind conceived. Two of his proposals anticipated the University of London and the British Library. However his favourite project was the northwest passage. Gilbert read widely in contemporary geography as he prepared his discourse on the new way to Cathay; his research included the original maps and documents left by John Cabot and his son Sebastian. He was convinced that America must be an island and, surprisingly but correctly, he argued that the Indians came into America only from the North West!. The idea of a colony came consequentially, as a trading base between England and Asia. Probably it also had some roots in his

service in his colony in Ireland; indeed the prime movers in the English colonisation of America - Gilbert, Raleigh, Grenville - had all served in Ireland.

Approval at Last

Eventually, in 1575, the Queen acted - a licence was granted to Martin Frobisher to seek the northwest passage! Gilbert's Discourse on the passage was published in 1576 - after Frobisher had returned from his first voyage. Nevertheless Gilbert persevered with his discourses, now proposing: 'How Her Majesty might annoy the King of Spain by ... destroying his trade in Newfoundland and the West Indies, and possess both Regions.' There was no response; but in June 1578 Gilbert was granted a royal charter to find lands not possessed by any Christian prince, to colonise and to be governor. His expedition, of seven ships, was on its way by September but due to discord between the leaders it was a failure from the outset, the fleet was back in Plymouth almost immediately. It set sail again in November, to be mauled by the Spaniards off Cape Verde; it may have been so far south because of the time of year, but there is speculation that he was heading for Florida. Gilbert was back in port, with those left, by May 1579. He had invested all his wealth, and his standing at Court, in the venture; so an adjournment was particularly hard.

The next four years were spent in further research and in raising money for his next attempt to exploit the charter, also there was more service in Ireland. He wrote, during this period, that 'after twenty-seven years service... I am reduced to utter want and have even to sell my wife's clothing off her back.' As the charter expired in 1584 time was an enemy; eventually he concluded a contract with merchants of Southampton whereby he exchanged some of his privileges for their financial support. Thus, on 11 June 1583 he was able to sail from Plymouth on his project to colonise Newfoundland. His fleet consisted of five ships: the Delight, Golden Hind (not Drake's Golden Hind), Raleigh, Swallow and Squirrel.

Triumph and Disaster

The Raleigh returned to port after only two days, pleading sickness on board: not an auspicious start. Gilbert was separated from the Swallow and the Squirrel in fog, but he proceeded with his two remaining ships and was at Belle Isle by 30 July. Coasting southwards he met the Swallow; reaching St. John's on 3 August he found the Squirrel, his smallest ship, already in harbour. He was so delighted with St. John's that he decided to make it the centre of his colony. On 5 August he took

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possession, in the name of the Queen, of the harbour of St. John's and 200 leagues (about 600 miles) every way for himself, his heirs and assigns for ever. He reinforced this claim by warning that anyone who argued would lose his ship and goods, and have his ears cut off.

Lawlessness was now rife in the town, composed as it was of Gilbert's seamen, the fishermen of several nations, the settlers and some convicts who had been transported to be servants to the settlers. Gilbert sent the Swallow home with the sick and those settlers who now preferred the relative peace and quiet of England. He set out with his remaining three ships to explore; on 29 August his flagship, the *Delight*, foundered off Cape Breton Island. Two days later Gilbert set course for England, intending to return early the next year. He was in the *Squirrel*, a ship of only ten tons, which was already heavily loaded. He was urged to sail in the larger ship, but 'with his characteristic waywardness' he stayed on the *Squirrel*. After a storm, south of the Azores, Gilbert was seen sitting abaft in the small ship reading a book; when the two ships were close he was heard to proclaim 'we are as neere to heaven by sea as by land.' At midnight, on 9 September, the watch on the *Golden Hind* saw the lights of the *Squirrel* disappear. Thus Gilbert was devoured by the sea, just 35 days after he had claimed Newfoundland for himself and his Queen.

Sir Humphrey Gilbert was not a great general and no one can claim that he was a great admiral. He seemed unable to get his followers to work together as a disciplined team; also he seemed to have a penchant for grasping nettles and, invariably, getting stung. However he was a man of great ideas; the northwest passage, the colonisation of North America, and the forerunners of the University of London and the British Library. He persevered with his concepts, even though others were to bring most of them to fruition. He did grasp one, and his last, opportunity: a colony in Newfoundland; but even this was a triumph of hope over experience, which ended in personal disaster. However Sir Humphrey Gilbert has a major position in the history of both England and Canada, because of his great, original concepts and his founding of the first English colony in America.

By way of postscript: the heir to the charter was Sir Walter Raleigh who, with the Queen's support, sent Sir Richard Grenville, his and Gilbert's cousin, to found the second English colony in America - Virginia - but that, of course, is another story.

FURTHER READING

Rouse, A L, *The Elizabethans and America*, Macmillan, 1959

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Beresina	Delisle	Goschen	Kronau
Bethune	Devil's Lake	Gowland Lake	Lac Chapleau
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THE 1938 PICTORIALS

by Dale Speirs

On 15 June, 1938, the Canadian Post Office issued a set of KG VI stamps depicting various scenes from across Canada. Besides the regular letter rates, these stamps also covered the airmail and special delivery rates. Imperforate and colour varieties are known.

The final issued colours were a subject of some consideration within the Post Office, and as late as April 1938 no decision had been made. An announcement of that date from the Post Office is quoted below.

POST OFFICE DEPARTMENT, CANADA
Financial Branch,
Philatelic Division Ottawa, April, 1938

ANNOUNCEMENT

In compliance with your request to be kept informed as to new Canadian postage stamp issues, I have to advise that in order to complete the current King George VI regular issue of postage stamps, the lower denominations of which were issued last April and May, this Department will issue the following stamps on Wednesday, 15th June, 1938:

Double-Size Pictorial Stamps

10-cents	Memorial Chamber, Peace Tower, Parliament Buildings, Ottawa
20-cents	Fort Garry Gate, Winnipeg
50-cents	Entrance, Vancouver Harbour
\$1.00	Chateau de Ramezay, Montreal
6-cents	Air Mail - Scene on Mackenzie River, Northwest Territories
20-cents	Special Delivery - Canadian Coat of Arms

The colours to be used for these stamps cannot be announced at present as they have not yet been finally decided upon.

Orders for these stamps in mint condition may now be sent to the Philatelic Division, Financial Branch, Post Office Department, Ottawa, Canada, and will receive the earliest possible attention.

Orders for the new stamps only will be given preference over mixed orders for both new stamps and former issues.

To meet the wishes of First Day cover collectors, particularly those resident outside of Canada, arrangements are being made to furnish a selected

advance supply of the stamps enumerated above to the City Post Office at Ottawa where requests for First Day covers will be attended to.

Persons desiring to obtain First Day covers, should, therefore, forward under cover to the District Director of Postal Services, Ottawa, Canada, any covers intended for transmission on the First Day of Issue, (15th June, 1938), together with remittance by Postal Money Order, Express Money Order, Postal Note, Bank Draft, (not personal cheque) for the face value of the stamps desired to be used, payable to the Receiver General of Canada. If blocks of four double-size stamps are required to be used, allowance should be made for the fact that these are larger stamps than usual and covers affording the necessary space should be forwarded.

The Department positively will not accept any responsibility for consignments of stamps requested to be forwarded by ordinary mail.

PLEASE NOTE: Requests for First Day covers must not include orders for mint stamps as issued. Mint stamps for philatelic purposes can be obtained only from the Philatelic Division, Financial Branch, Post Office Department, Ottawa, Canada, and remittance therefore must be made payable to the Receiver General of Canada at Ottawa.

Collectors resident in Canada are advised that the above mentioned stamps will be on sale in the regular manner at the larger centres, throughout Canada, on the authorized date of issue and if they so desire they may obtain copies for use on First Day covers to be mailed at the point of purchase. Such stamps, however, will not be specially selected for philatelic purposes.

H.E. ATWATER,
Financial Superintendent

The above announcement was issued on a mimeographed 8 1/2 " x 14" sheet of paper, not as fancy as today's full colour brochures but certainly as informative. A copy is in the archives of the Calgary Philatelic Society.

It will be noted that the List of forthcoming issues does not include the 13c value (Halifax Harbour); this value appeared later, on 15 November.

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CHRISTIE'S
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CANADIAN RAILWAY POSTMARK ERRORS (Part 7)

by L.F. Gillam, F.C.P.S.

"To stumble over the same stone twice is a proverbial disgrace" (Cicero)

Tucked away in the furthestmost north-easterly reaches of Vermont, the little town of Beecher Falls seems to be a most unlikely terminus for a Canadian railway post office. It was so, however, for at least 17 years. Situated where Halls Stream tumbles into the Connecticut River, conventional wisdom has it that such a white water site was originally chosen by an early American settler for the construction of a saw mill. If this is so then Mr. Beecher, like Mr. Smith, Mr. Kingsey and others in Canada are now shadowy figures, known possibly by local historians, but certainly otherwise lost in the mists of time. They, like many other enterprising pioneers, have left their memorials on the maps of North America along with the great ones of the world whose names were household words in their time, if not today.

Hereford - Back of Beyond

A few miles to the north of Beecher Falls, on the Province Line which separates Vermont from southern Quebec, the little Eastern Township of Hereford was one of the earliest to be surveyed. Its boundaries were delineated in 1800, and its principal settlement, the village of Hereford was then, as it is now, so far removed from the mainstream of Canadian life that it had greater affinity with its near neighbours in Vermont than with the city slickers of Montreal. Before the advent of railways the same could be said of other Eastern Township settlements near the international boundary. Linked by a primitive system of dirt roads, and sometimes not linked at all, they felt their isolation keenly. It is little wonder, therefore, that the idea of railways possessed the minds of Eastern Township farmers and merchants at least as early as it did those wealthy Montreal businessmen. But while the latter had the money, or could attract it, the country cousins had to wait.

Some had to wait longer than others and perhaps inevitably, those who had to wait the longest were usually those in the most easterly of the Eastern Townships. Beyond lay the truly wild land of fast flowing rivers and streams, undulating highlands and dense forests and lakes through which the international boundary between northern New Hampshire, Maine and south western Quebec wriggles like a stricken snake following the height of land towards the St. Lawrence lowlands.

Hereford was very much 'back of beyond' and its connections with the outside world inevitably orientated towards the United States where a road of sorts below the boundary linked it with Norton and ultimately, via the American section of the Grand Trunk Railway, with Portland. Alternatively Coaticook, on the GTR in Quebec, could be reached by a twenty mile long circuitous dirt track through the woods. Such a means of communication with the outside world had, by the mid-1880's, lasted for more than thirty years, a situation made all the more galling by the fact that from east of the Richelieu River to Coaticook and northwards to Levis, opposite Quebec City, a complex of railways had been built which in terms of train mile to heads of population easily exceeded those in any other part of Canada. Moreover, at half a dozen points along the Province Line, at Stanhope, Stanstead, Highwater, Abercorn, Frelighsburg and St. Armand, the other settlements in the Eastern Townships enjoyed railway communications with Portland, Boston and New York as well.

Actions Speak Louder

Now it was almost axiomatic in Canada at this time that what one community enjoyed others had to have as well, and nowhere did this apply more forcibly than where railways were concerned. Not surprisingly, therefore, by 1885 the men of Hereford began to cease to talk about a railway (and write complaining letters to the local press about the lack of one); they began instead to help themselves. The catalyst in this case was almost certainly the arrival at Beecher Falls of the railhead of the Upper Coos Railroad, a subsidiary of the Maine Central Railway. This maverick American railway with its terminus in Portland was very much the creation of the lumber barons of Maine and New Hampshire, and its extension to the international boundary was undoubtedly designed to tap the vast resources of the still unexploited heavily-forested land through which the boundary ran.

Quite clearly the Maine Central did not intend to halt at Beecher Falls, and quite clearly the businessmen of Hereford did not want it to do so. Thus it was that a group of them, which included an inn-keeper, and George Vandyke, a New Hampshire lumberman, secured a charter from the Federal Government in June, 1887 to build what was originally termed the Hereford Branch Railway. In the following year this was changed to the Hereford Railway which, upon completion, ran from Lime Ridge via Dudswell Junction, Cookshire, Malvina and Hereford to Beecher Falls, thus providing connection not only with Portland but also, via the Quebec Central Railway at Dudswell Junction, with Quebec. Upon the completion on the 'Short Line' of the Canadian

Pacific Railway, connection, via Cookshire, was also effected with St. John and Halifax to the east and Montreal to the west. All this was brought about by the construction of 54 miles of line in the space of little more than two years. It was not without cost however. In the nineteenth century 'working on the railway' was regarded by most Canadians as only slightly less reputable than running away to join a circus. As a consequence the construction work was left to Italian labour gangs hired by the Maine Central Railway. Their propensity for making the nights hideous with their drunken revelry, and raiding farmers' hen roosts did not endear them to the staid citizenry of Hereford and its near neighbours. The Maine Central also provided the construction engines and a steam shovel that was as unpredictable in its behaviour as that of the Italians. The cost, of course, was borne by the Federal Government, and since there was never any prospect of the line paying its way it was glad to lease the line to the American railway when that opportunity presented itself in 1890.

Earliest Postmark

Just when a railway post office was introduced to serve the needs of the sparsely populated area through which the railway ran is not known; but it was certainly in, or before, 1908. This is the earliest date recorded for the postmark used, which read BEECHERS FALLS & DUDSWELL JNC. R.P.O. This remained in use for ten years until 1918 when the railway post office service was extended to Lime Ridge where the Dominion Lime Company's quarries and kilns had, for 31 years, been actively engaged in the production of lime for building and agricultural purposes. Thereafter a new postmark was introduced reading BEECHERS FALLS & LIME RIDGE R.P.O. This remained in use until the end of October, 1925 when the Maine Central Railway discontinued its services as it was no longer able to maintain them for financial reasons. It is very doubtful if the Hereford Railway was ever anything other than a lame duck and, until 1927, when the Canadian Pacific Railway agreed to operate a restricted service between Cookshire and Malvina, it was a dead duck with its single track line rusting in disuse. It was another 50 years however, before, in 1977, the final seven mile section between Cookshire and Sawyerville was abandoned, thus bringing to an end another ill-fated branch line, one of hundreds in North America which never did, nor ever could, pay its way.

Every map, every gazetteer and every railway timetable consulted by the writer fails to lend any credence to the spelling 'BEECHERS'. It undoubtedly should be 'BEECHER'. Possibly with Smiths Falls and Burks Falls in mind the originator of the requisition for the first

handstamp thought he knew best. When, ten years later, the same mistake was made, conceivably by the same clerk, he (or she we must hasten to add) may have decided to leave well alone. As the saying goes: 'if it works don't try to fix it.'

Footnote.

The author is leader of the R.P.O. Study Group and is always willing to entertain members' queries on R.P.O. related matters.

UNUSUAL ROYAL TOUR ITEM **by David Sessions FRPSL, FCPS**

Having collected material related to the Royal Tour of Canada, 1939, as a sideline, for a number of years, I was very surprised to come across a cover recently, the like of which I had not previously seen.

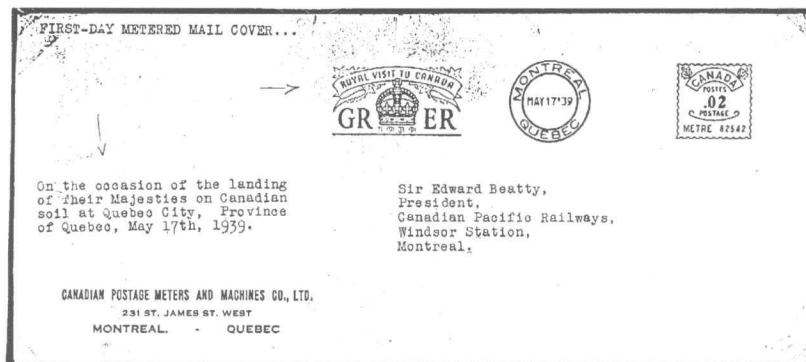
The cover was presumably prepared as a publicity exercise by the Canadian Postage Meters and Machines Co. Ltd. and, as will be seen, was sent by the company to the President of the CPR. The Canadian Pacific Railway was, of course, one of the two railways responsible for transporting the Royal Party across Canada, the other being the Canadian National Railway.

As the owner I should, of course, have liked to think that the cover is unique! However, since acquiring the item I have heard of one other which is dated later in the tour. So there must be a few more about somewhere, perhaps our meter mark specialists are hiding them!


And what about the Canadian Postage Meters and Machines Co. Ltd? Being woefully ignorant on matters relating to meter marks, can anyone enlighten me? When was the company formed, did it flourish?

Incidentally it is interesting to see that the meter company successfully adopted the 'royal purple' as the ink colour for their three-part marking. This was the colour that proved a failure in the cancelling machine that was used on board the Royal Train and provided the rare 'purple flag' variety.

Your Editor would welcome any scraps of information that readers can provide.



Unusual meter mark, in purple, used on the first day of the Royal Tour of Canada, 17 May, 1939.



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FIFTY YEARS BACK - OCTOBER 1940 by Kim Dodwell

The cover below well illustrates the difficulties under which wartime postal services sometimes had to operate. From the London/61 - 4 Oct 1940 forwarding mark on the back of the cover, Mrs Kirzner **had** been bombed out of No. 93 Park Ave., - but that is only part of the story.



BOAC operated a limited transatlantic service in the late summer of 1940, using two Empire flying boats, the 'Clare' and the 'Clyde'. They were fitted with extra tanks to avoid flight refuelling, but only made five round trips between them, from Poole Harbour to New York. From the dates, it is more likely that this cover was carried by one of the Pan American Clippers which, through the summer of 1940, flew thrice weekly from New York to neutral Lisbon. From Lisbon, mails for Britain were collected by BOAC, on flights routed far out into the Atlantic to avoid marauding German planes flying from their recently acquired bases along the French western seaboard. BOAC used a variety of aircraft for this hazardous, vital, but seldom publicised route. KLM pilots who had escaped from Holland ahead of the Germans played a big part, flying their Fokkers from Whitchurch airfield, near Bristol. At this time the flying boats 'Champion' and 'Cathay', flying from Poole, were also used. Many peace-time flight covers have stories of pioneering adventure to tell, and this they do with pilot's signatures, flight cachets, newspaper articles and the like.

When a collector handles a humble 30c World War II transatlantic cover, there is no way of knowing what adventures it has been through. What stories of darkened runways, overloaded planes at the limit of their endurance fighting Atlantic gales and pursuing German fighters, lie behind the uniform anonymity of its markings.

This letter was franked 30c, which remained the airmail rate for a $\frac{1}{2}$ oz letter throughout the war. Because the stamps had not been affixed in a horizontal line, a roller cancel was used. The letter was censored on arrival in England. Had it been posted five weeks later it would have gone by winter Clipper route, involving refuelling at Bermuda, where it might have been censored instead of in England.

SHADES OF CHAMBON

by Derrick Avery

Way back in 1960 De La Rue were producing the definitive series for New Zealand and were using a conventional single-row comb, perforating twelve stamps at a time. In an effort to speed up production they introduced a double-row comb of unusual layout, supplied by Messrs Chambon.

With one strike of this comb a horizontal row of stamps was completely perforated and at the same time half the vertical sides of all adjacent stamps in the rows above and below were perforated. The next strike completed a half perforated row, completely perforated another row and half perforated the vertical sides of another row. Therefore the junction of successive strokes occurs half way up the stamps on every other row and, when defective, is much more noticeable than when a conventional comb is used in which the junctions are in the corners.

Figure 1 illustrates defective junctions resulting in a thin tooth on the top stamp and a broad tooth on the bottom stamp. Figure 2 illustrates two stamps from the recent Canadian set 'commemorating' the Second World War. The left hand stamp is normal in size and perforation but the right hand stamp, which I found in a packet of commercially used, appears to have been perforated with a comb similar to the Chambon, as described earlier. The long sides have obviously been perforated at two strikes with a defective junction half way along with the two halves out of alignment. The defective strike has also resulted in a shorter stamp.



Figure 1

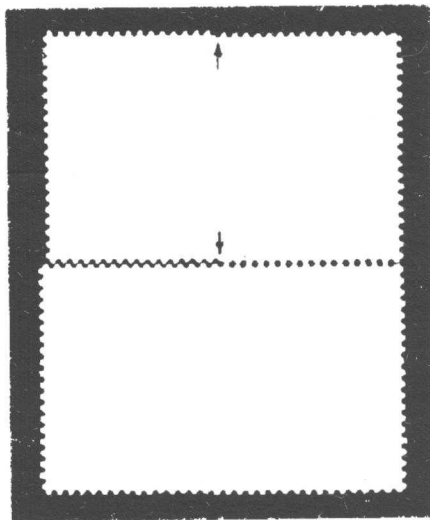


Figure 2

I am recording my thoughts on this discovery in the hope that one of our Canadian members, with access to full sheets of this issue, will be able to confirm the use of a Chambon type perforating comb.

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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.

BALLOON MAIL IN CANADA - A month to remember by E. Moore

A very busy period in the history of Canadian Balloon Flights and Mail commenced on 5 July 1967. On this date the balloon 'OE-DZB, PRO JUVENTUTE AUSTRIA', pilots E. Maerkl and W. Gruber, flew mail from Montreal Baseball Stadium to Sutton.

The 13th saw an international balloon race held at Calgary, Alberta, where four balloons took part - 'NIMBUS', pilot Nini Boesman - to Acme, 'TORCK', pilot A.V.D. Bemden - to Beiseker, 'RAPPERSWIL', pilot E. Krauer - to Linden, and 'SPELTERINI', pilot F. Dolder - to Carbon (Fig.1).

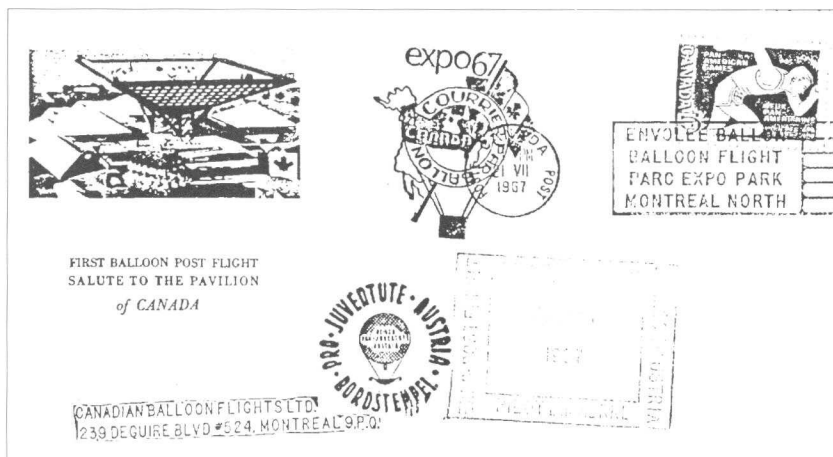


Fig. 1. Cover carried by balloon 'SPELTERINI', 13 July 1967

The 21st again saw Maerkl and Gruber in 'OE-DZB' carry more mail at Montreal, this time from Expo Park (Fig.2). Also that day the four balloons were flying at Yorkton, SASK. At this meeting 'NIMBUS' was flown by Jan Boesman to Ebenezer. The others as before: 'TORCK' to Tonkin, 'RAPPERSWIL' to Saltcoats whilst 'SPELTERINI' also landed at Ebenezer.

These four balloons were to fly again on the 24th from Brandon, Manitoba. 'NIMBUS' back under the control of Nini Boesman, the others keeping the same pilots. 'NIMBUS' and 'TORCK' flew to Stockton, 'RAPPERSWIL' and 'SPELTERINI' to Hilton. In total 14 mail carrying flights. Truly a month to remember.



Fig. 2. Cover carried by balloon 'PRO JUVENTUTE AUSTRIA' 21 July 1967

An Invitation

To Members of the Canadian Philatelic Society of Great Britain

If you are not already a member of The Royal Philatelic Society of Canada and you would be interested in joining the "Royal", please write to The National Secretary, Department C, The Royal Philatelic Society of Canada, National Office, P.O. Box 5320, Station "F", Ottawa, Ontario, K2C 3J1, Canada, for membership application forms or information.

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BOOK REVIEW

Territorial Post Offices of Canada by W.G. Robinson and W. Topping

This is the fifth and last in the excellent series of checklists of Western Canadian post offices, which commenced in 1983 with British Columbia.

The term 'checklist' might be misleading, this is a handbook (A5 format, soft cover) of some 70 pages crammed with data on the relevant post offices in checklist form. Dates of opening and, where appropriate, closing are listed along with types of cancellation used and rarity factor.

Anyone interested in nineteenth century Canadian cancellations will need this book in the bookcase as the period covered runs from the 1870's to, in most cases, 1905 when Provincial status was attained by a number of territories. Northwest Territories are covered in two sections, pre and post 1905, while Yukon, which is still a territory, is covered to date.

Text has been produced from a personal computer and is a little on the small side, but is easily readable. As the publication is classified as a checklist one should not perhaps expect illustrations. Nevertheless the editors have seen fit to include a few which are necessarily of photostat quality but adequate for their decorative purpose. Having done this one might be tempted to ask why not a few more to fill the odd gaps that occur at the end of listings etc. This is not offered as a serious criticism, the value of the book lies in the tremendous amount of research encapsulated in this slim volume, not least of which are the brief but very useful historical notes that preface each section.

Bill Topping is to be congratulated on making this series available to collectors in handy and economic form. As for Bill Robinson, knowing his wide philatelic commitments I can only marvel at his industry; his days must have Tardis-like quality and I for one would love to know how it's done!

Copies are obtainable from the publisher, Bill Topping, at 7430 Angus Drive, Vancouver, B.C., Canada, V6P 5K2 at \$14 (Canadian). It is assumed that overseas postage is extra. I Understand that copies of the previous books in the series are still available: Manitoba, Saskatchewan and Alberta at \$10 each and British Columbia at \$8.

LETTERS TO THE EDITOR

Jeffrey Switt

A FREAK DUPLEX FREAK!

The April 1990 issue of MAPLE LEAVES contains an article by Stan Lum regarding the 1873 New Glasgow 'Freak' duplex to which the following comments and corrections apply.

The positioning of the duplex killer at roughly a 4 o'clock position in relation to the dater, as opposed to what is considered by some as the standard 6 o'clock position for this device, was previously documented by Robert A. Lee in his CATALOGUE OF CANADIAN DUPLEX CANCELLATIONS, published in 1987.

Regarding Mr. Lum's Figure 3, a similar datestamp sans killer, a casual comparison of the duplex dater and the CDS shows that these strikes are not from the same device.

Editor's Note. Well spotted Jeff, you've produced the definitive answer to the puzzle posed by Stan with his third illustration! For the record, my copy of Bob Lee's excellent catalogue notes the location of the killer at 3 o'clock, not 4 o'clock; perhaps someone can provide an illustration of the 3 o'clock position for comparison.

The Yellow Peril

UNIQUE ADMIRAL PLATE BLOCK SURFACES (ML June 1989 p. 204)

Collectors may be interested to know that the rare Plate 162 (die II) of the Admiral 2c single line surcharge stamps, block of eight, was sold by R. Maresch & Son Auctions on 20 June, 1990 - lot 1007.

The Yellow Peril

THE RIGHT PLACE AT THE RIGHT TIME

For map stamp collectors and first day cover collectors, the find of this priceless document, as reported in the June 1990 Maple Leaves, is exciting news. Over the past twenty years I have been chasing map first day covers - the official date of which is 7 December, 1898. Only nine

fdcs have passed through my hands. Curiously, every one of these covers was franked with a lavender ocean map stamp. The mystery as to why there are no first day covers of the blue ocean map stamp is finally explained - the blue ocean map stamp was not issued on 7 December!

Howes* mentions the first colour of the 'seas' was lavender and it was not until about 20 December that the colour was changed to blue. Mr. Lunn's document, dated 20 December, 1898, authenticates this information. Furthermore, it could well be the very document on which Howes based his findings.

Member Robert Lunn is commended for taking the trouble to report his find.

*Clifton A. Howes, **Canadian Postage Stamps and Stationery** Lawrence, Massachusetts: Quarterman Publications, Inc.), p. 184.



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Maple Leaves

PRINCIPAL CONTENTS

Fakes and Forgeries (part 2)	75
X-Ray Fluorescence Analysis	83
People on the Stamps	95

Whole No. 231
Vol. 22 No. 3
JANUARY 1991



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EDITORIAL

Another Convention has come and gone, report and pictures will be found elsewhere in this issue. The other major event of recent times, apart possibly from a change of Prime Minister, was the magnificent exhibition staged by Charles King on the Society's behalf at Stampex. Charles reports on the show in this issue but we cannot let it pass without offering a vote of thanks for all the work he put in, not least of which was his virtual ever-presence as steward throughout the six days of the show. In addition to the exhibition itself, we had good exposure in the Stampex Catalogue and in 'Stamp Magazine.'

In the 'Letters' section of this issue will be found a brief 'Answers' feature. It is encouraging to find that a few members do take the trouble to help when queries are published. 'Maple Leaves' is an ideal forum in which to ask your questions and test your theories, but only if members with the knowledge and/or relevant material respond. 'Maple Leaves' is your magazine so why not use it?

The tremendous sale in September, by Christies, of archival material from the American Bank Note Co. caused great discussion amongst BNA collectors; should such material be sold to collectors or should it be preserved in museums? Perhaps the best answer was

achieved in the end with a significant portion being transferred to the Canadian Postal Archives and some further lots purchased by them. This still left much to be fought over by collectors and dealers.

And finally may we, on behalf of the Society, offer our thanks to John Hillson for ten years of very sound stewardship as our Treasurer.

COME FLY WITH ME

So says Charles King, who is endeavouring to organise a party to fly to Vancouver for the BNAPS Convention (29-31 August, 1991). A number of members have expressed serious interest.

The flight would be with a charter company, Globespan, and Calgary would be an intermediate stop so it is possible to join the flight back from there if you wish to travel after the convention. Estimated return fare is £500, including insurance, if the party exceeds 14 in number. A deposit of £50 per person is necessary, the balance being payable at least 70 days before departure. The flight would be from Gatwick and a minimum of seven days in Canada is required. Return can be any time within six months, the date/time being governed by Globespan's schedule. Connecting flights to Gatwick from several UK airports can be arranged if required.

If you are interested in joining the party, please contact Charles NOW if you have not already done so. The address is 10 St Leonards Rd., Claygate, Esher, Surrey, KT10 0EL.

CONVENTION AUCTION 1991

Convention 1991 will be held at the Abbey Hotel, Great Malvern, from 7-10 August with the Convention Auction taking place on Saturday 10 August.

All lots should be sent to Tom Almond, 2 Filbert Drive, Tilehurst, Reading, Berks, RG3 5DZ to arrive not later than 28 February 1991.

This date must be adhered to in order that the catalogue may be prepared for despatch with the April issue of 'Maple Leaves', 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 £5). Any reserve should be clearly shown and it should be noted that a fee of £1.00 per lot will be levied on unsold lots which carry a reserve. The fee will be deducted from gross sales.

Single stamps or small lots should be mounted on card. No responsibility will be accepted for loosely mounted or badly packaged material.

FAKES AND FORGERIES (Part 2)

by The Yellow Peril
Photos by Canadian Stamp News

A fascinating forgery of the bilingual-REPUBLIQUE CANADIENNE-CANADIAN REPUBLIC Riel Essay. Its reddish brown is believed to be the colour of the original.



During the Red River Rebellion of 1870, Louis Riel organised a provisional government and assumed the role of its president. Jarrett says of the above illustration, "An essay for a stamp intended for the new 'Republic' was prepared by a member of Louis Riel's Cabinet and is now, we understand, in the possession of the Catholic hierarchy, St. Boniface, Man."

Revenues



*A fake 1868
\$2 Bill Stamp 'Invert'*

(Courtesy E.S.J. Van Dam)



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The centre of the stamp was surgically removed and re-attached upside down. The workmanship is so excellent that it is very difficult to detect from the front.



Bootleggers' forgery (counterfeit) of the Unemployment Relief Tax stamp. Lithographed, rouletted and dull.



Genuine: Perforated, engraved and sharp impression.

These 1934 Unemployment Relief Tax Stamps were used to collect a special tax on bottled liquor. They were affixed to the bottle labels or wrappers and the money collected, used to maintain a fund for the unemployed.

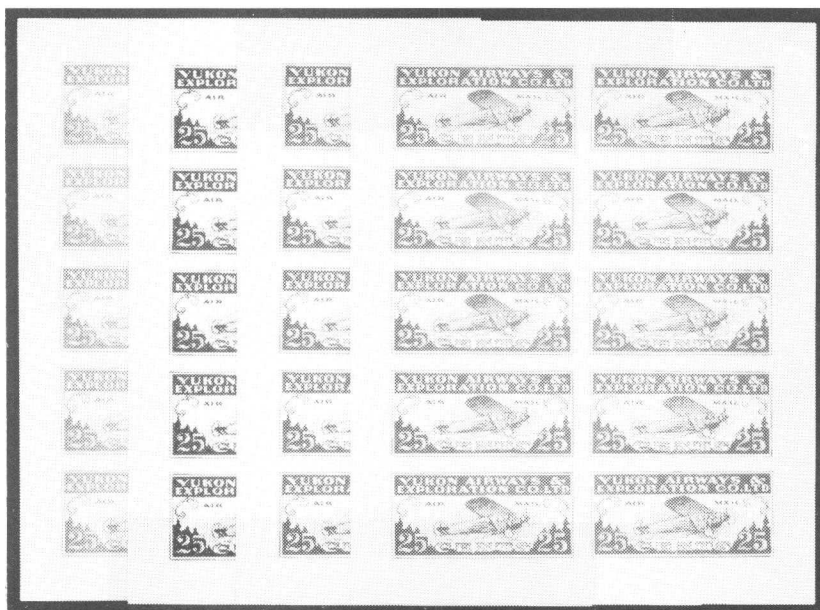
Semi-Official Airmail Stamps



Crude forgeries of the Aero Club and Grand Army pioneer air stamps of Canada.

According to Holmes, the original Grand Army Stamps had \$1.00 in lower corners; but were 'demonetised' and the value blocked out. Several smaller reproductions are on the market and have been 'authenticated' as genuine; but are fakes. They were evidently made from the original stamps as the \$1.00 is not blocked out.

Among the semi-official airmail group there are various forgeries of Canadian Airways, Maritime and Newfoundland Airways, and Yukon Airways stamps. The latter are most plentiful. They are printed in sheets of ten (2 x 5) and in four colours: blue, orange, pink and vermillion. The genuine stamps are blue and come in vertical booklet panes of ten.



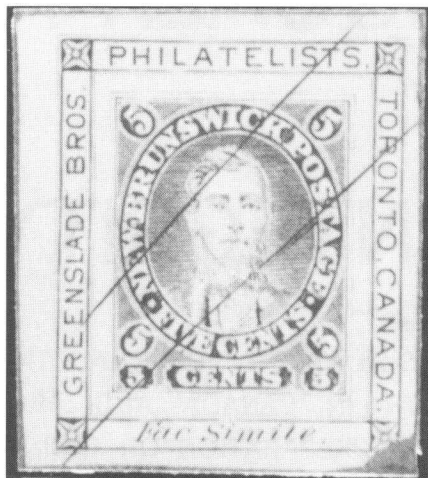
Yukon Airways forgeries that are still being sold as colour proofs.

During the mid-seventies, while still an enfant stamp novice, a prairie dealer fed him this fable: "In anticipation of company expansion and the requirement for a different colour stamp, colour trial proofs of the Yukon Airways stamps were produced." This probable tale convinced him to purchase a quantity of these stickers. Common logic should have betrayed the fact that proofs are not mass produced! A hundred or so sets were quickly sold to a Victoria dealer. Seemingly, the

dealer passed some to his customers and the customers, to theirs. Somewhere along this happy chain of events, a buyer was told that these proofs were nothing but forgeries. The dealer's money was promptly refunded and this collector managed to obtain a refund without litigation. These forgeries are still being sold as colour proofs.

The New Brunswick Connell

Although not a Canadian item, this 'piece de resistance' of the forgeries discussed in this paper is included because of the unique incident of the Connell stamp - Charles Connell's likeness, instead of the Queen's, on an 1860 stamp; his subsequent resignation; and the circumstances of the forgery are far more interesting than any other BNA forgery.



The Connell Forgery.

Accompanying this exciting forgery is the following letter written by W.W. Alexander on March 14, 1936:

"About 1887 - when I was apprentice in my brother's company, The Alexander & Cable Lithographing Company of Toronto, I recall the circumstances of the engraving of a fac-simile of the famous Connolly Stamp of New Brunswick issued without authority of the Crown, by the then Postmaster General of New Brunswick.

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**DEALERS IN
FINE STAMPS
SINCE 1924**

My brother John, the engraver, had no knowledge of its scarcity or value, when he undertook to engrave on copper, a replica of the original, for a stamp dealer also a tenant of the Mail building where the company's plant was also located. They represented, it was merely for advertising purposes, as it bore on an outside border the firms name and 'facsimile' below, but stipulated that a space of $\frac{1}{8}$ " or so be left around the stamp. The plate was finished and a thousand copies were printed, when it occurred to my brother to ascertain if the copying of this old stamp was an infraction of the law, and in reply, the Attorney General at Ottawa, hinted that it might be an offence under the Criminal Code. Of course the stamps printed were never delivered to the customer, although he insisted on being a witness at their incineration in the furnace of the Mail building where A&C Co plant was located.

The plate also was defaced with 2 grave cuts across the head, and afterwards boy-like I pulled a proof of the counterfeit showing the gashes of destruction, the only copy to my knowledge ever made, as this plate was scrapped. The angry attitude of the customer was suspicious evidence that they were likely to be going to sell the specimens as genuine to the unsuspecting public..

Five years afterwards, when a fire occurred in the plant of A&C with considerable damage, a letter came from Chicago, in which the former philatelic faker, gleefully gloated over the Co's misfortune, inferring 'I told you I'd get even' etc etc.

Comprehensive and fascinating details of the Connell stamps, the Postmaster General's resignation and the forgery can be found in Nicholas Argenti's **New Brunswick and Nova Scotia**. Argenti points out that if the outer borders were cut off and the stamp perforated, the forgeries would have deceived a number of people. This copy was the only one printed, but there is always the possibility that a few escaped the incinerator in which case they would be clear of defacement lines.

to be continued

**THE CONVENTION AUCTION is early this year.
All lots to Tom Almond by 28 February, 1991.
See details page 74.**

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The Use of X-Ray Fluorescence Analysis to Characterize Printings of

EARLY CANADIAN STAMPS (1851-1897)

by Dr. John E. Milks X-ray spectra by Dr. Robert L. Kugel

A study of the printing inks used for Canadian stamps in the period from 1851 to the end of the Small Queens issues has shown that many deliberate changes took place, not only in the identity and proportion of the colourants in the inks but also in the white pigments added for their binding and coating properties.

Presumably these changes were required of the printers as orders for stamps increased from a few hundred thousand in 1851 to many millions as time progressed. Since the inks were required to flow from the recesses of the intaglio plate to the wet paper when placed under stress in the presses, a control of the viscosity was necessary to compromise the colour intensity and the rheology of the inks. Our work has found that the trend of the recipes to allow for this as time progressed was to reduce the content of the non-coloured pigments, and hence the viscosity, in order to maintain the intensity of the hue. In general the slower the press speeds the higher the viscosity needed.

Of particular note was the finding that the intermittent use of zinc oxide (ZnO) in the inks was at times so abrupt as if to signal a developing concern in the printing operations. This change in recipe does not appear to be related to improvements in opacity. Rather, throughout the long printing history of the issues, lead oxides and basic lead carbonate (white lead) were essential ingredients in the inks. A combination of lead and zinc has long been held to be desirable in a paint presumably because of its covering properties which in the case of stamps would be needed for thin films.

X-ray fluorescence analysis (1) was adopted for this work to obtain data as a follow-up to an earlier publication on Small Queens (2). Thus it has provided a means of identifying printing recipes through the chemical elements revealed by the spectra of the pigments present in the inks and also has given a method for distinguishing between the occurrence of shades from a conscious alteration of a recipe by the printer, as opposed to a haphazard production of a shade as a consequence of normal problems in a continuous printing with the same ink.

The identification of the pigments responsible for the chemical elements came primarily from an understanding of the chemical compositions of the ingredients listed in two hand written recipe pages recorded by Boggs (3). A reference to the pigments used in early printings of the 1840 two penny blue and the 1841 one penny red in England (4) and spectra of the same was also of value.

A search for printings of 1c and 3c stamps with inks corresponding to the recipes shown below, where both stamps were printed in the same production run, showed that these recipes were used for the first printings of the red orange 1c Small Queen (Sc35 iv) and the 3c Indian red Small Queen (Sc37b). Spectra for these are shown respectively in Fig.1, and in Fig. 2 for a 3c perf. 12¹/₂ x 12¹/₂ dated MR 22 1870.

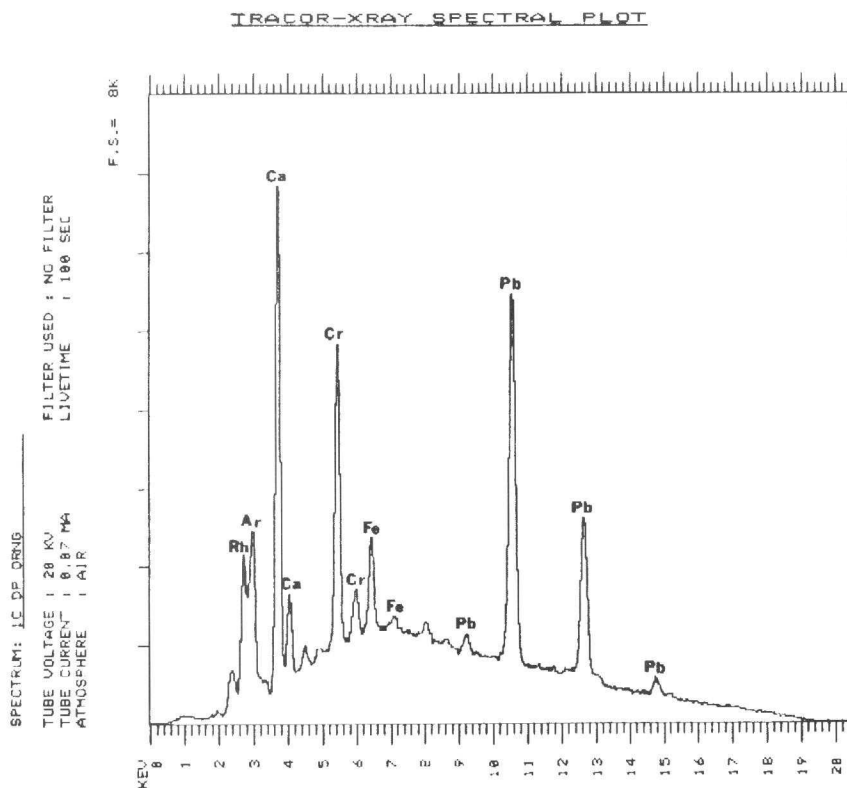


Fig. 1. Red orange 1c Small Queen (Sc35iv)

Although virtually identical spectra were found for inks of the Large Queens, namely, the May 1868 issues of the 3c rose red (Sc25ii) and the January 1869 issue of the 1c deep orange (Sc23a), the time span difference eliminated these as candidates for stamps printed at the same time as the printers directions were written. Thus it was quite unexpected to find that on changing the plates from 100 subjects to 200 subjects the preceding yellow orange and yellow inks for the Large Queens were not satisfactory for use in subsequent issues.

1c Canada Postage

6lbs Lemon Chrome Yellow
 3lbs Orange Chrome Yellow
 1/2lb Venetian Red
 2lbs White Lead
 2lbs Paris White (Cliff Stone)

3c Canada Postage

8lbs Rose Pink
 8lbs Orange Mineral
 2lbs Persian Red

References which identify the chemical compositions of the constituents in the recipes are the Colour Index (5), The Pigment Handbook (6) and the Dictionary of Commercial Chemicals (7).

Rose pink is composed principally of calcium carbonate (CaCO_3), or whiting, and is an extender for the precipitated extract of Brazil wood. Brazilwood is native to the West Indies, Brazil and other South American countries, from which colourless organic material is extracted which changes to red on oxidative alteration of the structure. Over-oxidation leads to a brown colour. This organic dye was reportedly used in the printing of the imperforate one penny red in England in 1841 (4). Only the calcium (Ca) part of the mixture exhibits X-ray fluorescence; no organic compound consisting of carbon, hydrogen and oxygen is responsive to X-ray excitation.

Orange mineral or red lead (Pb_3O_4) appears, from X-ray spectra and its colour, to have been used extensively in all domestic rate issues but, unfortunately, it is very prone to react irreversibly with traces of hydrogen sulphide (rotten egg gas) in the atmosphere to form a surface film of black lead sulphide (PbS). This darkening is frequently referred to in philatelic literature as oxidation.

Persian red is obtained by boiling lemon chrome yellow or lead chromate (PbCrO_4) with alkaline solutions. When fully converted the empirical formula is $\text{PbCrO}_4 \cdot \text{PbO}$. If the conversion is incomplete the product is orange chrome yellow. Some references identify Persian red

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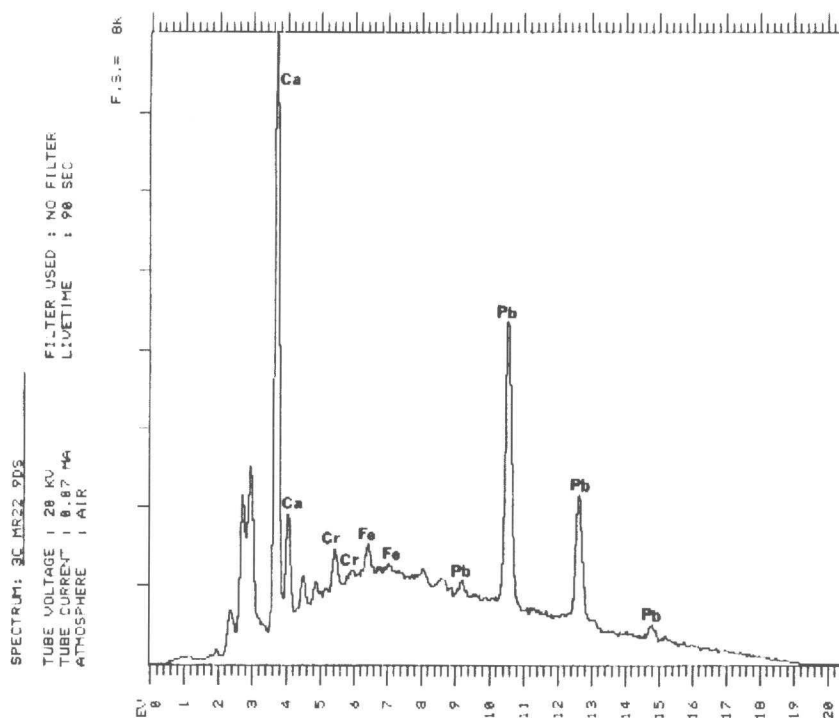


Fig. 2. Indian red 3c Small Queen (Sc37b)

incorrectly as an iron oxide pigment. The proper name for the latter is Persian Gulf red.

Venetian red, the last colourant on the list for the 1c stamp, is a red iron oxide (Fe_2O_3). White lead or basic lead carbonate is considered to be the oldest of the white hiding pigments. Paris white (Cliff Stone) is a naturally occurring form of calcium carbonate.

The X-ray peak emissions shown in Figs. 1 and 2 occur when chemical elements in the inks and stamp papers absorb a continuum of incident X-rays and then re-emit specific X-rays which are characteristic of the chemical elements present. The technique is non-destructive and it can be carried out without removing air from the X-ray chamber. It is similar to visible light shining on specific wave lengths in the visible region.

Since all the stamp papers with few exceptions were made with calcium carbonate as a filler to provide opacity, the relative heights of the calcium peaks in each figure are due to both the amount of limestone in the ink and in the paper. Small amounts of iron, as for example in Fig. 2, have been found in all 3c stamps studied up to 1897 and appear to originate in the stamp papers used throughout the period. Spectra of stamps on envelopes were very complex because of a large variety of chemicals, including iron, in the envelope papers. In some cases it was necessary to remove the stamp in order to identify the ink at the time of usage.

The first two major peaks on the left hand side of the spectra are due to X-rays emitted from rhodium (Rh) and argon (Ar). The former is a secondary effect from the use of rhodium in the X-ray machine as a target to produce x-rays from a stream of electrons. The latter peak

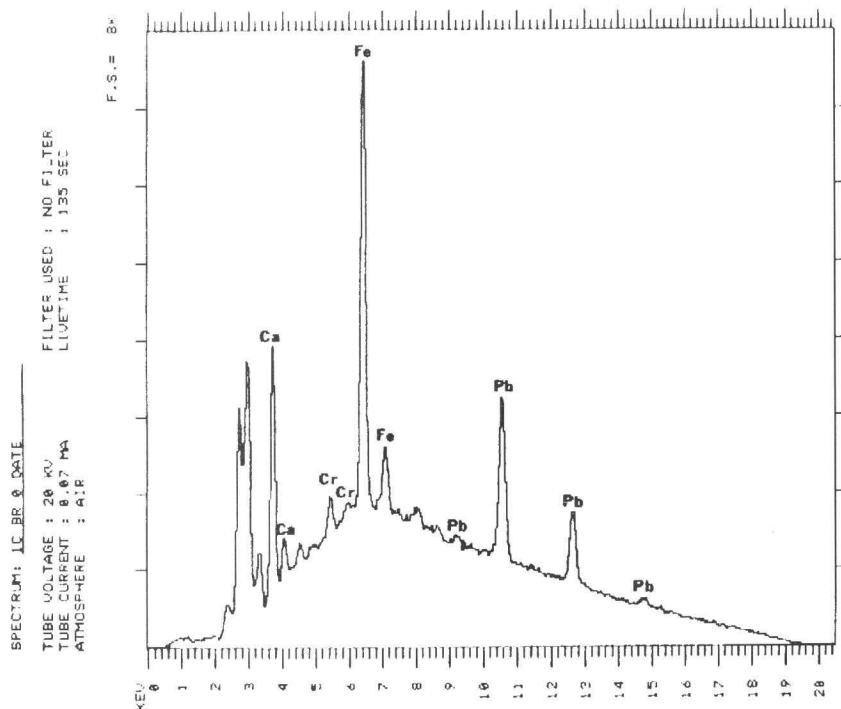


Fig. 3. Brown red 1c Large Queen (Sc22)

arises from argon in the atmosphere and provides a means of normalizing spectra when comparing shades of different stamps.

When the 1c Large Queen was issued in April 1868 (Sc22) the colour was produced from what appears to be a mixture of Venetian red and orange mineral (red lead), and/or a chromate pigment, based on its colour and X-ray spectrum (Fig.3). The ink of the 3c Large Queen of similar shade, including the ink on watermarked paper (Sc25a), was comprised of the same chemical elements but the ratio of iron (Fe) to lead (Pb) was much less. An ink composition for a red 3c Large Queen was also found which was the same as that used for the 3d Beaver on laid paper (Sc1). In this case neither Venetian red nor rose pink had been used in the recipe and the colour appeared to have been derived from a preponderance of orange mineral with a small amount of chromate pigment.

Just as the ink recipes for the 3c Large Queens were quite inconsistent and varied widely in composition, so also were the recipes for the 1c Large Queens. After the change in colour to the deep orange in January 1869 a marked reduction in chromate usage took place though still maintaining the deep orange shade. Presumably the chromate pigment was Persian red. Since the total lead content was the same, an increased amount of white lead must have been added. The same spectrum was found for the yellow orange of April 1869 and the yellow of July 1869. This diminution in orange colour points to a progressive shifting to orange chrome yellow and then to lemon chrome yellow.

References:

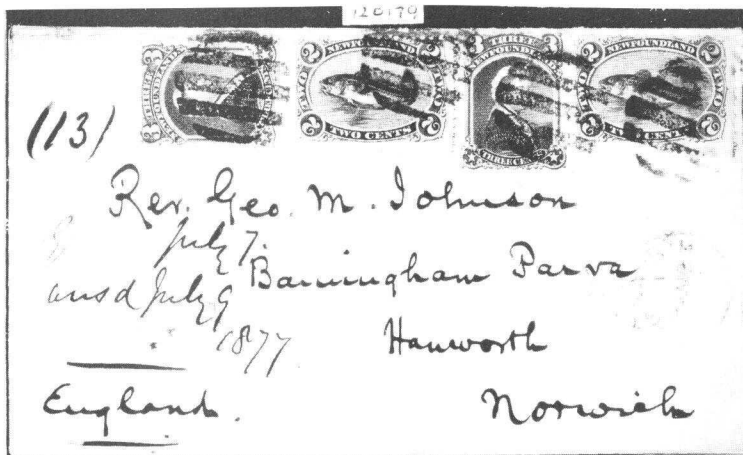
1. The authors are indebted to King Industries of Norwalk Ct. for permission to use an X-ray fluorescence spectrometer for this study.
2. John E. Milks, MAPLE LEAVES 21 (10) 306 (1990)
3. *The Postage Stamps and Postal History of Canada* by Winthrop S. Boggs, 1945.
4. *The Postage Stamps of Great Britain 1840-1853* by J.B. Seymour, 2nd Edit. 1950.
5. *Colour Index*, published by the Society of Dyers and Colourists, Yorkshire, England.
6. *Pigment Handbook, Vol.1*, edited by Temple C. Patton, John Wiley and Sons.
7. *Dictionary of Commercial Chemicals* by Foster Dee Snell and Cornelia T. Snell, D. Van Nostrand Co. Inc.

To be continued

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AUTUMN STAMPEX

First let me extend my sincere thanks to all those who helped with the Society's superb display at Autumn Stampex, whether as contributor or steward and in several cases both. Without these stalwarts the display could not have been mounted.

We filled 58 frames of 16 pages each from 20 members. Many of the exhibits had won medals at international level but all were of the very highest quality and interest. It is invidious to single out particular items but the Society's UK members can be proud of their contribution to and knowledge of Canadian philately.

Our thanks also go to BPF and in particular to Lindsay Towle the organising Secretary; Tony Finlayson for getting the frames ready promptly and especially for 'beating the field' in dismantling on Sunday evening; and to the disciplined security arrangements.

Over 400 visitors found their way up to our 2nd floor site in the New Hall. We signed up on the spot six new members including the Secretary-General of a large French Society whose members are collectors of Canada. He also took application forms for further recruitment 'over there'. Who knows, we may open a branch office in Europe!

We had some very interesting visitors during the show who spent some time inspecting the display and chatting with those on duty. We also found time to sell £100 worth of assorted handbooks on various subjects so missionary work was also undertaken.

We received many compliments and comments but some of the latter should give us pause for thought in terms of recruiting and the future of the Society. Many potential members admired the display but pointed out that only two frames of the Centennial Issue were modern stamps. They said there was no way that they could afford to take up most of the other subjects shown. Recruiting is more likely to take place amongst first-time collectors rather than from hitherto specialists.

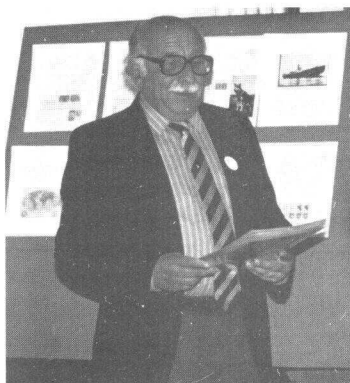
I should like to hear suggestions from members as to the subjects after, say, 1930 which could form the basis of fairly cheap collections from reasonably available material.

Charles King.



Mike Perry.

CONVEN



George Bellack

Dr Dorothy Sanderson



The Society's 44th annual Convention, fully maintained standards seen in small measure, thanks to the quiet and the impression of total control coupled with us who have had the privilege of organising how difficult this facade is to maintain.

The philatelic fare was even more evening being given over to short displays gave us the opportunity to see a wealth of otherwise have remained hidden. The John Hannah and Geoff Whitworth Stan Lum whose health had demanded on the day of departure, was not for the Yellow Peril really collects? A disappointed as Stan had previously each of them at the banquet. Between treated to fine displays by Dr Dorothy Jim Brown of British Columbia, who Precancels, with the additional help opened up new vistas for some of the transit country.

The business side of the Convention the results of the Annual competition nearly 750 lots go under the hammer.

On the social side the visit to the be no small beer and we were privileged home of the Dukes of Rutland, was ever the Convention closed with the president of the Royal PS, London, gave a most entertaining fashion and Geoffrey Alan Salmon toasted our overseas members South Africa replied. Frank Laycock and Margaret Gatecliff was gracious

in Chesterfield, city of the twisted
previous years. This was, in no
doubt of Geoff Manton who gave
with a casual calm. Only those of
the previous conventions know

ON 90

Mac McConnell



varied than usual, with the first
two by a number of members. This
variety of material which might
at the evening was a double act, with
one deputising for the unfortunate
clearance from his doctor which,
coming. Will we ever learn what
caused the ladies were not entirely
tipped over a token in jade for
the first and last evenings we were
Sanderson (Cross-Border Mail),
displayed QV and K. Edward VII
slides, and 'Mac' McConnell who
when he illustrated Canada as a

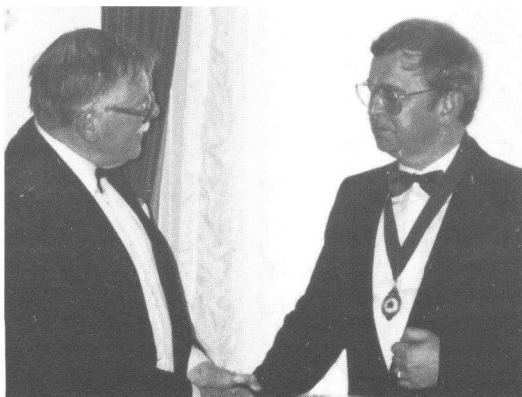
Jim Brown



*Geoffrey Manton
& Brian Stalker*

on is dealt with elsewhere, as are
The ever-popular auction saw
its gross sales exceeded £6,000.

Mass Brewery Museum proved to
be in that Haddon Hall, mediaeval
opened especially for our visit. As
usual banquet. Ron Butler, past
presided over the health of the Society in
Manton replied in like manner.
Members and John Wannerton from
said nice things about the ladies
in her response.





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CHRISTIE'S
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THE PEOPLE ON THE STAMPS - HENRY HUDSON by Alan Salmon

*Death, be not proud, though some have called thee
Mighty and dreadful, for thou are not so:
For those whom thou think'st thou dost overthrow
Die not, poor Death; nor yet canst thou kill me.*

Death *John Donne.*

Henry Hudson became a slave to desperate men, as is Death in Donne's sonnet. But death did take him; nevertheless his image is alive in the memories of many. One of the most haunting paintings in the history of exploration is that, by John Collier, of Hudson and his son being cast adrift on the waters of James Bay. The same scene is depicted on the 24c multicoloured stamp of 1986 (SG 1201, SS 1107). The stamp shows a small boat containing eight men, whose faces we cannot see, with Hudson shouting at the mutineers on his departing ship. Indeed this is a better representation of the event than in the famous painting; Collier shows Hudson full face, but there is no reliable portrait of Hudson in existence, also the son appears to be about ten years old whereas he must have been about twenty when cast away.



*Hudson
cast
adrift -
the stamp.*

Northwards and Eastwards

The date of Hudson's birth is uncertain, it was sometime about 1565; there is no record of him until 1607, when he was appointed by the Muscovy Company to command the Hopewell on a voyage 'to discover the pole'. He must already have been accepted as a skilled navigator.

Hudson's son, John, sailed as a member of the crew; he was then a youth of about seventeen; the total aboard the ship was only twelve. The overall objective was to proceed beyond the pole, when discovered, to 'the isles of spicery' - again the seeking of the way to Cathay. Hudson sailed from Gravesend, on 1 May, to the east coast of Greenland, coasted northwards but was forced east by the ice. By the time he had reached Spitzbergen he concluded that there was no way to the pole, by ship, in that region. He returned, via Jan Mayen Island, on 15 September. He had reached about 80°N; in Canadian terms this is as far north as Eureka on Ellesmere Island.

The next year, 1608, the Muscovy Company despatched him again with the same overall objective, but this time to voyage along the coast of Russia. He sailed in the *Hopewell* on 22 April, fifteen were aboard, including his son and a Robert Juet as mate; we shall meet Juet again in this story. Hudson attempted to sail north of Novaja Zemlya, finding this impossible he turned south to try to pass through the Kara Strait between the mainland and Novaja Zemlya. Even this was impassable so, after riding out a heavy gale, he decided that there was no way to Cathay by this route; he was back in the Thames on 26 August. However there had been trouble, with Juet involved, to such an extent that Hudson, surprisingly, had given his crew a note stating that he was returning on his own initiative and under no compulsion from them.

Eastwards and Westwards

His third major voyage was in the employ of the Dutch East India Company. Hudson had spent the months, after his return from his second voyage, in Holland arranging a contract, which was for an exploration to the northeast; but he also discussed possible ways to Cathay, by both the northeast and the west, with Dutch geographers. He sailed from Amsterdam, on 25 March, with two ships, the *Good Hope* and the *Half Moon*, to force his way through the Kara Strait which he had been unable to do the previous year. Off the coast of Novaja Zemlya his crews, mainly Dutchmen but including Juet, refused to go on, because of icebergs, and compelled him to turn back. History tells us nothing further of the *Good Hope*, but Hudson, in the *Half Moon*, sailed westwards and southwards across the Barents Sea and the Atlantic to Nova Scotia! He coasted southwards as far as 35° N, then turned to explore Chesapeake Bay and Delaware Bay; there were suggestions that there was a waterway through America in this region. Finding no such way he was at Sandy Hook on 2 September; he then sailed up the great river which now bears his name. He spent a month exploring up to the present site of Albany. On 4 October he was back to the sea and by

7 November he was, amazingly, in port in England! His ship and crew returned to Amsterdam the next year. Perhaps not surprisingly this was the end of Hudson's Dutch connection; but as a result of his report, which the Dutch received that winter, they built, in 1624, a fur-trading post at Albany, Fort Orange, and, in 1625, established New Amsterdam. However the voyage established Hudson's reputation as an explorer; to such an extent that he was prohibited from re-entering Dutch service and forbidden to leave England except in the service of his country.

Discovery and Tragedy.

Hudson's fourth expedition, and his last, was in the service of England; his sponsors included a Sir Dudley Diggs and a John Wolstenholme. On 17 April 1610 Hudson sailed from London in the *Discovery*, with a crew of twenty-three including Juet, to attempt the northwest passage. By 4 June he had reached Greenland, a slow crossing, and on 24 June he entered the strait which now bears his name. Passing through 'with much ice', he named, after his backers, the two landmarks at its exit: Digges Island and Cape Wolstenhome. He then turned south to enter the 316,00 square miles of Hudson Bay, calling it the 'Bay of God's great mercies'; that name still exists as a bay on Southampton Island. He sailed on southward, rather than westward, confident that he had found the passage; there is another memory of Hudson halfway down the Bay - the Hopewell Islands. Some 700 miles from the entrance to the Bay he found himself in the desolate deltas of James Bay; this must have been a great disappointment, Hudson had been expecting the warm waters of the Pacific. He then spent weeks wandering around the south end of James Bay; the crew were puzzled and demoralised as winter came closer. Hudson accused his mate, Juet, of disloyalty and replaced him by Robert Bylot - who was to be honoured by the naming of Bylot Island for his later northwest explorations. On 1 November the *Discovery* was hauled into the shore near Fort Rupert; by the 10th it was frozen-in for the winter.

The winter was terrible, with the crew wet, cold, hungry and racked by scurvy. Eventually the scurvy was cured by boiled conifer buds, but Bylot was now estranged from Hudson and replaced. Frogs and moss were eaten to ward off starvation; some of the crew accused Hudson of giving an unfair share of the available food to his favourites. As soon as the ice allowed, Hudson set out in a small boat to seek an exit to the south, his search failed so, on 12 June, he weighed anchor apparently with the idea of still pressing on to the Orient. Food was still scarce and, according to the survivors' stories, probably untrue, there was a suggestion that some of the crew would have to be left behind.



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Eventually, on 23 June 1611, just after the Discovery had reached the open waters of James Bay, Juet and some of the crew mutinied. After a fight Hudson, his son and six of the crew were bundled into a small boat, cast adrift and never seen again. The only further evidence we have of Hudson's fate is that a later explorer, in 1631/2, found a shelter which might have been used by the castaways.

The mutineers elected Bylot as captain of the Discovery; at Cape Wolstenholme they attempted to barter with Inuit but a fight started in which five of the crew were killed. Juet died of starvation on the return journey; the eight survivors put in to Bantry Bay, Ireland, on 6 September, eventually they reached the Thames. They were put into prison but, blaming the dead and reporting that the passage had been discovered, they were soon released; the following year Bylot, on the Discovery, sailed back to Hudson Bay.



*Hudson cast adrift -
the Collier painting.*

Such was the sad end of Henry Hudson; without doubt he was a great explorer - his memorials: the Hudson River, Hudson Strait and Hudson Bay. He also discovered, on his first voyage, Hudson's Touches - which was later renamed Jan Mayen Island. However, being human, he had his faults: headstrong, somewhat vacillating and unable to keep the loyalty of his sailors; these, and the Arctic, resulted in his tragic death. If tragedy means that disaster will almost certainly result from a given set of circumstances, then truly the saga of Hudson was tragedy. Although overthrown by death his memorials remain, as will his images on the stamps of Canada.

MESSAGE FROM THE PRESIDENT

It is a great honour to be elected as President of the Society and it is with considerable pride and humility that I take on that office for the next year. First of all, it is appropriate that I should say thank you to Geoffry Manton not only for the work he did during his Presidential year but also for everything he has done over the many years for philately in general and the Society in particular.

All members who attended the Autumn Stampex will appreciate the effort expened by Charles King in organising a magnificent display of BNA Philately. Over four hundred people visited the 58 frame display. There were many complimententary remarks, we already have nine new members and hopefully more applications will follow. That display probably did more to raise awareness of our Society than any other initiative for many years. Thank you Charles, and thanks to everyone who provided displays, helped with stewaring, setting up and dismantling frames.

Convention 1991 will be earlier than usual, at the Abbey Hotel, Great Malvern from 7 - 11 August. I hope to welcome as many of you as possible to Great Malvern and, if you have not attended Convention before, why not call in for a day or two - or three or four?

Brian Stalker

Members paying subscriptions to the Society by Direct Debit

Please inform your bankers of the change of account details **NOW**.

New account No. 11293965 is at the Royal Bank of Scotland, Warrington; sorting code 16-33-33. Subscription will be £9.50 from 1 October, 1991.

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.

FIFTY YEARS BACK - JANUARY 1941 by Kim Dodwell

For twenty days of January 1941 this cover was travelling between Kenora Ont. and a remote Canadian Baptist Mission deep in the forested hills of east central India.



At the start of World War II most Canadian airmail to India was sent eastwards 'Via Transatlantic' to England and thence on to Calcutta by the twice weekly BOAC/Qantas 'Empire' Flying Boat service that went via the Mediterranean and ended at Sydney.

The entry of Italy into the war on 10 June, 1940, closed the Mediterranean route. Initially a short detour over French North Africa was tried but this was prohibited on 28 June thereafter the 'Horseshoe Route' through Central Africa had to be used. This was so circuitous and long, and so taken up by priority military loads, that mails had to be reduced to the essential minimum. What had previously been a little-used option for Canadians, to send their mail to India westwards over the Pacific (at exactly three times the cost of the east-bound route), now became the official route, and airmail to India was required to be endorsed for this method. There was a twice-weekly departure of the PANAM Pacific Clippers, alternate flights terminating at Hong Kong (North Pacific route) or Auckland N.Z. (South Pacific). Canadians with urgent mail who knew the flight schedules could endorse mail for either of these routes - the cost was the same, 90c. Strangely, for Indians

writing to Canada the same route options were offered, but to them the cost via Auckland was much less, and doubtless for this reason one finds the Auckland routing commonest on covers from India to Canada, while the Hong Kong route seems commoner on Canada-India airmails of 1941.

The various stages of this cover's complicated journey are:-

1. Kenora to Winnipeg by rail (or perhaps by internal airmail?)
2. Winnipeg to San Francisco by Canada/U.S. internal flights.
3. S.F. to Hong Kong by the weekly North Pacific Clipper Service, via Honolulu, Midway Island (International Date Line), Wake Island, Guam, Manila and Macao.
4. Hong Kong to Bangkok by BOAC's feeder service of D.H. 86 aircraft, or Hong Kong to Rangoon, via Chungking, by the C.N.A.C. service.
5. Bangkok or Rangoon to Calcutta by the eastbound BOAC 'Empire' Flying Boat Service.
6. Calcutta (back transit mark-GPO 27 JAN) to Parlakimedi (Sub PO c.d.s. 28 JAN) by rail.
7. Parlakimedi to the tiny branch office at Serango (BPO c.d.s. 29 JAN) by Postal Service 'peon' on a bicycle, or perhaps even on foot.

Had this cover been endorsed 'Via Auckland' it would have gone there via Honolulu, Canton Island and Noumea. From Auckland it would have been carried by Trans-Tasman Airline to Sydney to connect with the eastbound QANTAS/BOAC 'Empire' Flying Boat Service.

The trans-Pacific routing continued, with minor modifications, through 1941 until the entry of the Japanese into the war brought it to an end. The last flight out of Hong Kong, a C.N.A.C. plane flying to India via Rangoon, was on 5 December. Thereafter a different route to India had to be found, but that is another story.

CALLING SCOTTISH MEMBERS

The Society will have a table at the Collectors' Day during the Scottish Philatelic Congress at Falkirk Town Hall on Sunday 24 March, 1991 from 10.30am till 4pm. An invitation is extended to members to bring along some 20/25 sheets for display. It is proposed to hold a meeting at 2pm. Would members proposing to attend please notify Jim McLaren, 15 Murray Place, Perth, PH1 1BP (Tel. 0738 37372)

FROM THE SECRETARY

The following are the main points from the 1990 AGM, minutes of which are available from the Secretary (SAE appreciated). The President and 27 members attended.

The President, Geoffrey Manton, thanked members for the assistance he had received during his Presidential year. In particular he thanked John Hillson for his many years of service as Treasurer, Colin Banfield for organising the London Reunion and Charles King for organising the display for Autumn Stampex. The Secretary, Brian Stalker, reported that 36 members had been recruited during the year but the gains were offset by losses due to resignations and failure to pay subscriptions.

David Sessions, Editor, hoped to publish further 36 page issues of 'Maple Leaves' but this would depend upon receiving sufficient articles from members. An increased level of advertising, reported by the Advertising Manager, George Bellack, helped to sustain the larger issues of 'Maple Leaves'.

The Packet had achieved sales of £5124.78 during the year and Packet Secretary, Reg Lyon appealed for more material to sustain the Packet and Cover-Mart during 1990/1991. The President, thanked Mr Lyon for the re-establishing the Packet.

In his final report as Treasurer, John Hillson reviewed the progress made in establishing the Society's finances on a sound footing. Despite achieving healthy reserves the ever-increasing cost of printing, postage and other services necessitated an increase in subscriptions for 1991/92 to £9.50. John thanked fellow officers from whom he had received support during his ten years as Treasurer.

Geoffrey Whitworth announced that the Fellows of the Society had nominated Allan Steinhart to receive The Founder's Trophy for his published works on Postal Rates and History.

In 'Any other Business' David Sessions reported that the Society was invited to give a morning of mini-displays at the 1991 Convention of the Postal History Society, on Saturday 5 October at the Gloucester Crest Hotel. CPS of GB members are invited to attend.

The following Officers were elected at the AGM:-

President & Secretary	B T Stalker
Vice President (South)	Vacant
Secretary	B T Stalker
Treasurer	Dr A Salmon
Committee Members: Scotland	A S Mackie F.C.P.S.
North	Dr J Gatecliff
South	A E Jones


Officers elected by the Committee are listed inside the back cover.

Competition Awards:-

Class 1	1. Dr C Hollingsworth F.C.P.S.	Morris Street Postmarks
	2. Dr D Sanderson	Large Queen Rates
Class 3a	1. J Wannerton	Boer War Canadian Contingent
	2. G Whitworth F.C.P.S.	Pence Issues on Cover
Class 3b	1. J Pilkington	1967 Centennial 6c Orange
	2. M A Perry	Semi-Official Airmail 1924-34

Trophies:-

Stanley Godden Trophy	J Wannerton
Lees-Jones Trophy	J Pilkington
Members Trophy	J Brown
The Founders Trophy	A L Steinhart



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LETTERS TO THE EDITOR

Mike Street

THE MAP STAMP HANDBOOK

Since Mr Peril chose to attack, in ML (April 1990) an article of mine which was not printed in ML, I wish to respond briefly.

Sandy Mackie has dealt very well with the facts (ML June 1990), so I will not repeat them. I would like your readers to know, however, that Whit Bradley put years of hard work into developing and proving his method of plating the Map stamp. BNAPS officials, and our printer, put many more hours into seeing that the book, with its hundreds of illustrations (many of them in two colours), was properly printed at an affordable price.

It is sad indeed to see that instead of complimenting people on a fine effort and offering a correction, Mr. Peril can only take offence on a minor point.

Doug Murray

PEI POSTMARKS

I have sent my first book* on the post offices of this province off to be set up for printing and am planning the production of the second one on the postmarks of PEI. One appendix I will consider adding, if enough information is forthcoming, is a list and reproduction of bogus postal markings on PEI covers or stamps. These would be added either to tie stamps to the cover or to enhance ordinary covers or, in the case of extraordinarily creative types like DeThuin, the only authentic part of the cover is the stamp. Some of these have been exposed in the philatelic press from time to time but a consolidated reference included with a book on markings might be appropriate. If any readers would share photocopies of this material with me I will be sure to acknowledge them in print (if desired). I have written to North American expertizing agencies and all have offered support but there is very little material on file. Any assistance or comments would be appreciated. Thank you.

Doug Murray, Box 693, Charlottetown, PEI, C1A 7L3, Canada.

**See advertisement elsewhere in this issue.*

Fred Fawn

DEC 25 1898 EMPIRE RATE G.B. TO CANADA AND COLONIES.

It is most gratifying to read many articles on the Map stamp in various issues of Maple Leaves. This undoubtedly reflects not only the wide interest in the stamp itself, but the exceptional and varied background surrounding this most popular issue.

The greatest change in rate was, obviously, on December 25 1898, a reduction from 5c to 2c between Great Britain and most Colonies. In this connection, the matter of letter weight, i.e. $\frac{1}{2}$ oz or 1oz, was queried (ML Jan 1989 Mr Robert Lunn) and clarified with precision (ML June 1989, by Messres Len Belle, Stan Lum, and Ron McGuire).

While visiting London '90, I also dropped in to the Archives of the National Postal Museum and came across British Post Office Circular, December 20, 1898 (see illustration opposite). This Circular gives the rate from Great Britain to Canada and the Colonies; it substantiates Maple Leaves' position.

Alterations in despatch and receipt of Mails.—Revision of Form Postmasters.—No. 85.

The form supplied to Postmasters for reporting to the Sub-Controller of the Circulation Office alterations in the despatch and receipt of Mails has been revised so as to provide for the insertion of particulars as to the times of trains and Sunday Mails.

Applications for the necessary supplies should be made at once to the Controller of Postal Stores, and any copies of the old issue which may be in hand should be made waste.

Olympia, West Kensington, W.

A temporary Post and Telegraph Office in the above building is now open. The hours of attendance are from 9 a.m. to 5 p.m.

Penny Postage to India and the undermentioned British Colonies and Protectorates.

On and after Christmas Day next, the postage to be prepaid on letters from this Country for the undermentioned British Possessions and Protectorates will be 1d. per $\frac{1}{2}$ oz. instead of 2 $\frac{1}{2}$ d. as at present:—

Aden.	Fiji Islands.	Montserrat and	Somali.
Ascension.	Gambia.	The Virgin Islands.	Seychelles.
Bahamas.	Gibraltar.	Malay States (federated).	Sierra Leone.
Barbados.	Gold Coast Colony.	viz.:	Straits Settlements.
Bermuda.	Hong Kong.	Bombay.	Tanganyika.
British Central Africa.	India.	Solomon.	Trinidad.
British East Africa.	Johore.	Negri-Sembilan and	Turks Islands.
British Guiana.	Lagos.	Pahang.	Uganda.
British Honduras.	Leeward Islands, viz.:	Natal.	Windward Islands, viz.:
Canada.	Antigua.	Newfoundland.	Grenada.
Ceylon.	St. Kitts.	Niger Coast Protectorate.	St. Lucia and
Cyprus.	Nevis.	Niger Territory.	St. Vincent.
Falkland Islands.	Dominica.	St. Helena.	

Letters to and from Her Majesty's Ships abroad will be transmissible at the same rate of postage.

The postage payable on letters addressed to any other British Possession, or to any Foreign Country, and that payable on postcards, printed papers, samples, &c., for any part of the World will remain unchanged.

Mails for Canada.

The Canadian Government having entered into a Contract for the conveyance of Mails between this Country and Canada by the steamers of the Allan and Dominion Lines, the arrangements for the Mail Service which were in force in former years will, with the exception specified below, be resumed, that is to say, Mails will be forwarded once a week to Halifax, Nova Scotia, by Steamers leaving Liverpool every Thursday, commencing on the 22nd instant, the final Mails from London being made up on Thursday evening for embarkation on board the Steamers when they call at Londonderry on the following day.

The practice, however, which formerly obtained of keeping back till Thursday letters for Nova Scotia posted in time for despatch on Wednesday will not be renewed. Such letters, unless specially addressed for conveyance by Canadian Packet, will be forwarded with those for the rest of Canada in the Mails going on Wednesdays via New York.

Parcel Post to Constantinople and Smyrna via Gibraltar.

NEXT DESPATCHES.

DESTINATION.	DATE OF DESPATCH FROM LIVERPOOL.	NAME OF STEAMER.	LINE.	TIME OF MAKING UP MAIL.
Constantinople and Smyrna ..	28 December	[Not fixed]	Panayuni ..	8.0 a.m.
Constantinople and Smyrna ..	31 December	Cherbourg	Canard	8.0 a.m.

Ron Winmill

CANADA POST - A SERVICE AND AN IMAGE.

With due respect to Mr. Baker, I wish to point out a gross error in his article in the August 1990 issue of 'Maple Leaves'. By 31 March, 1865, there were 2197 post offices in Canada. This number continued to mushroom as the following figures show:

Date	Number of post offices
30 June, 1890	7,913
30 June, 1900	9,627
30 June, 1905	10,879
31 March, 1910	12,887
31 March, 1911	13,324
31 March, 1912	13,859
31 March, 1913	14,178
31 March, 1914	13,811
31 March, 1915	13,384

Thus 1900 was not the peak in terms of number of post offices. Political patronage, always a factor in opening small rural post offices, was still alive and thriving. When the Liberals assumed office in 1896 they had to reward the party faithful for 18 years in the boondocks; William Mulock knew his role well. Of course, when the Tories finally returned, they too had debts to repay.

This course of events was finally altered due to two factors. First, starting shortly before the second decade of this century, rural mail delivery was inaugurated, thus necessitating fewer small rural post offices. Second, and far less a factor, beginning in August 1914 there were other, more important, utilisations for Canadian manpower - notably service in defence of the Empire.

The P.M.G's Report for year ending 30 June, 1890, states that there were 631 persons for every post office; Mr Baker claims the figure to be 5,000 in 1900. This is suspicious as Canada's population in mid 1900 was 5,301,000(1). Were Mr Baker's figure of 4,000 post offices correct, there would be about 1,325 persons per post office and not 5,000 as claimed. However, with 7,913 offices, the correct figure is almost 670 persons per post office.

The number of post offices did not begin to decline in 1900 as stated. This and the fact that 1900 was represented as the zenith represents an erroneous claim.

(1). M.C. Urquhart and K.A. Buckley (Eds): *HISTORICAL STATISTICS OF CANADA*, Ottawa: Statistics Canada, 1983, p. A1-14.

ROYAL TOUR ITEM

Your Editor posed a question in the October issue concerning a commemorative meter mark used in connection with the Royal Tour of 1939. Three members have so far responded and a short article will appear in the next issue summarising what appears to be a very unusual situation.

CIRCUITOUS ROUTE

Lynda Schutt raised the question of the indicia SF and T in a Victoria, BC, datestamp of 1882, quoting Jacques Houser in Melvin's 'The Post Offices of British Columbia'. Jacques has written to point out that his article goes on to say that a number of examples exist which do not fit his proposition that SF stood for San Francisco and T for transient; in the absence of documentary evidence the proposition is no more than a theory.

Roger Grigson has sent in a photocopy of the T indicium but claims it refers to Tacoma (in Washington State), not Transient. Such marking was intended for use on mail routed through these two places but, and here Roger agrees with Jacques, these marks were not always used correctly and more often than not were used as a general c.d.s. on all types of mail.

Jacques is not convinced by the Tacoma proposition. He points out that Tacoma had no rail connection with the eastern seaboard or anywhere else until the completion of the Northern Pacific Railway to Tacoma on 23 September, 1883. Prior to that, San Francisco had the only rail connection with the rest of the United States. So, if the T indicium only appeared after 1883, then the Tacoma proposition could be valid; if earlier then there must be serious doubts. Unfortunately the year is not clear on the photostat of Roger's cover, it could be 1880 or 1889.

How about having a look at any Victoria BC postmarks you may have; if you spot the T indicium in the 1880's then drop a line to the Editor. Incidentally, the Editor apologises for incorrectly adding an S to 'Jacques' in presenting Lynda Schutt's letter.

SOCIETY TIES

Ties featuring the Society's logo on a plain ground abd can be obtained from Brian Stalker, the Secretary, at £6.00 each. A choice of green or navy blue background is available. Overseas members requiring Airmail delivery should add £1.00. Cheques, in £ Sterling should be made payable to the CPSofGB.



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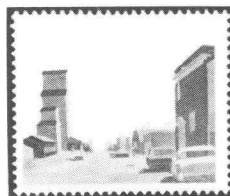
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AMENDMENTS TO MEMBERSHIP to 5 November 1990

New Members

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 2629 MONTGOMERY, Malcolm B., M.B.E. 26 Cambridge Rd., Southampton,
 Hants, SO2 0RD Trans-At1 PH
 2360 MOULD J T., PO Box 2324, Lethbridge, AB Canada T1J 4KB C
 2361 ROSEN Jonathon., #28 211 W 92nd Street, New York, NY 10025 USA CG
 2632 EARLY William., 7 Whitefauld Road, Ninewells, Dundee, Scotland DD2 1RH
 C,PH,F
 2633 SANDERSON, Miss Jose, 17 Knowle Avenue, Ashton-under-Lyne, Lancs OL7 9DX
 CR-CGC
 2634 WIGGINS, W R D., 22 Burnham Drive, Queens Park, Bournemouth, BH8 9EX
 Map, CQ
 2635 BOULANGIER, Francois, 48 Bis, Rue Frederic Clement, 92380 Garches, France
 NB,NS
 2636 DOWNER R A. 212 Leigh Road, Wimborne, Dorset BH21 2BZ FF
 2637 WILSON John S P., 16 Smith Street, London SW3 4E CR-CG
 2638 BELL M Lorne., Dovers Hill House, Chipping Campden, Glos. GL55 6UW C, BL
 2639 DICKINSON R P. 6 Kingston Close, Dover, Kent CT17 0NQ CL-CGC
 2640 BRYAN Walter, c/o 8th Canadian Hussars, CFPO 5000 Belleville ON Canada
 KOK 3RO C,FDC, PBL
 2641 MOSS B J., 8 Rushmead Close, Croydon, Surrey CR0 5JG C
 2642 YULE D A., 1 Hawthorne Ave, Garstang, Nr Preston, Lancs PR3 1EP C,PC

Change of Address

211 HEDLEY,R.P., 120 Hedgerow Drive, Orchard Park, NY 14127-4430 USA
 2255 CROWTHER,A., The Conifers, 3A Chester Road, Holmes Chapel, Cheshire CW4
 7BH
 2580 KIMPTON L.J., 12 Riverbank Way, Glossop, Derbyshire SK13 8SN
 2491 WASHINGTON T., P0B 820 TORII Station, APO S.F. 96331-1608 USA
 2453 CROKER John., 35 Hildale Road, Backwell, Bristol BS19 3JZ
 2127 REED John W., PO Box 39, Delaware, ON, Canada N0L 1E0
 2497 JANSSON Per-Olaf, Uppegardsvagen 5, 44536 Bohus, Sweden
 2532 HARDIE W G L., 4220 Union St, Burnaby 2, B.C. Canada V5C 2X4

Resigned

2605 Moore

Deceased

962 BARCHINO J
 2510 VICKERS R

Removed for non-payment of subscription

2581 ANDERSON W E	2314 McINNES G A
2586 BREMNER P	1792 PEKONEN W
2437 COLE C L	2587 PHILLIPS Dr C G
2583 CREIGHTON R W	2584 THOMPSON D W
2512 DESPREZ Dr J D	2433 TOMLINSON J
1602 GOODHELPSON F	2324 WATT Dr J H
2585 KIMMERLY I	1532 WIRTH E
2041 LUNDBERG J P	2591 WHARTON P R

Revised Total: 536

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OF GREAT BRITAIN



Maple Leaves

PRINCIPAL CONTENTS

Fakes and Forgeries (part 3)	115
People on the Stamps	125
X-Ray Fluorescence Analysis (2)	133

Whole No. 232

Vol. 22 No. 4

APRIL 1991



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INCORPORATED 1946

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Vol. 22 No. 4

APRIL 1991

Whole No. 232

EDITORIAL

Your Editor, with scant regard for the Society's coffers, was feeling quite pleased with the 40-page January issue until a gentle note arrived from John Hillson, pointing out that he had passed over the mantle of Treasurer in October but was still receiving all the subscriptions. Whoops! The subscription 'box' has now been amended and members are asked to send subscriptions, when due, to Dr John Gatecliff who has assumed the role of Subscription Manager.

In a rare interlude between editing and corresponding, I have mounted a selection of photographs, covering the last three conventions. I believe I have one or two from earlier events. I should very much like to create a photographic archive of the Society, based on conventions, and would welcome any spare prints that members may have of conventions past. It would be of great assistance if appropriate identification could accompany any donations. Such donations will be acknowledged in the album(s) which, it is hoped, will be on show at convention. If you've ever wondered what our forefathers (fore-runners?) looked like then you will realise that, in turn, someone may one day wonder what **we** looked like.

In 1974 the Society published a cumulative index to 'Maple Leaves', covering volumes 1 - 14. A supplement, covering volumes 15 & 16 was prepared in 1978 and lodged in the Society's library for reference. We do receive the occasional request for an up-dated index. Such a publication would place a substantial burden on our funds as most members, while applauding the idea, are slow to purchase such indexes. Our Assistant Editor, Jed Taylor, kindly prepares the index to each volume that is issued free to all members and could probably be coerced into producing the cumulative version. Such an index is a boon to serious collectors and researchers and should be made available but my personal view is that the cost cannot be justified. However, it might be feasible to prepare such an index in typescript and photocopy a limited number. A copy could be placed in the Library and further copies run off on private subscription as required. I should welcome members' comments. No comment will probably mean no action!

Convention is earlier than usual this year. Booking forms and entry forms for the competitions were inserted in the January issue; if you have not sent your form(s) in yet, please do so without delay. If you've lost the form then contact our President by letter or telephone, Brian will be pleased to hear from you. A provisional philatelic programme is published elsewhere in this issue; it's looking good so why not come along?

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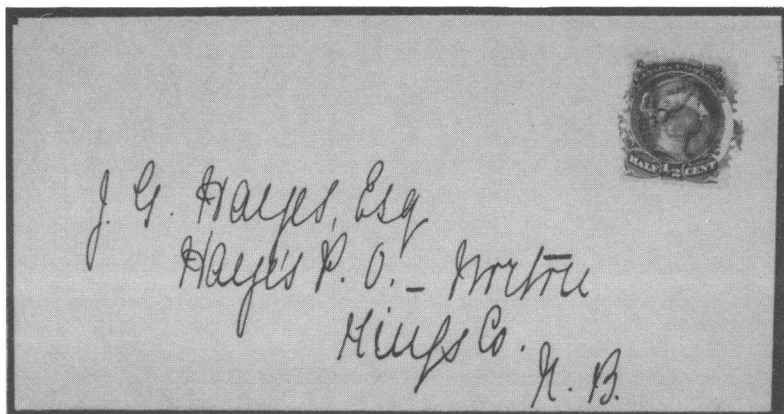
Members who have not paid the current year's subscription by 31 December
will be removed from the *Maple Leaves* circulation list and reinstatement will
incur an additional fee of £1 or its \$ equivalent.

FAKES AND FORGERIES (Part 3)

By the Yellow Peril
Photo's by Canadian Stamp News

Covers

Very few covers exist where both the cover and its stamps are forged. Practically all fake covers have genuine stamps cancelled with fake postmarks or postmarks struck from genuine cancelling devices.* Instances of forged covers in this category are wrappers with single Large Queen stamps and genuine wrappers where the original stamps have been substituted by a single 1/2 c Large Queen.



A genuine 1/2c LQ tied to a piece of paper with a fake postmark, addressed and folded to mimic a wrapper.

There are several classifications of fake covers that can deceive the unwary buyer. One type includes covers where the stamps are 'doctored' i.e. the adhesive is cut and the uncanceled portion of the stamp is removed to create a 'bisect'. Since the mutilation of stamps is seldom, if ever, authorized by a postmaster, bisections need not deceive anyone if they are purchased only as curios. Philatelic bisections that have 'slipped through' properly cancelled and whether rated or not can, in some instances, enhance a collection. Such philatelic bisections are neither true fakes nor forgeries; they are products of mischievous collectors amusing themselves.

* Just as there are collectors of philatelic literature, there are collectors of postmarking devices. Postal paraphernalia such as scales, cancellers etc from defunct small town post offices can sometimes be found at flea markets and antique shows.

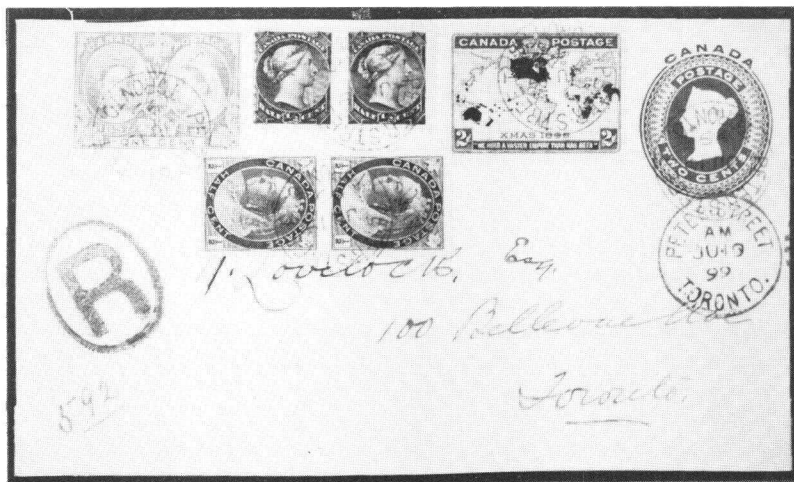
Along the cover line, exist interesting forgeries of the Nesbitt postal stationery envelopes. Since all Nesbitt forgeries are in the form of cut squares, they pose no real problem as collectors prefer to buy intact stationery envelopes. These forgeries are, in fact, more intriguing than they are deceptive. Used Nesbitts are worth looking for as they are frequently cancelled with a postmark that is seen only on the forgeries. This fancy marking consists of a double frame circle housing a ring of 'x's'



5c and 10c Nesbitt forgeries



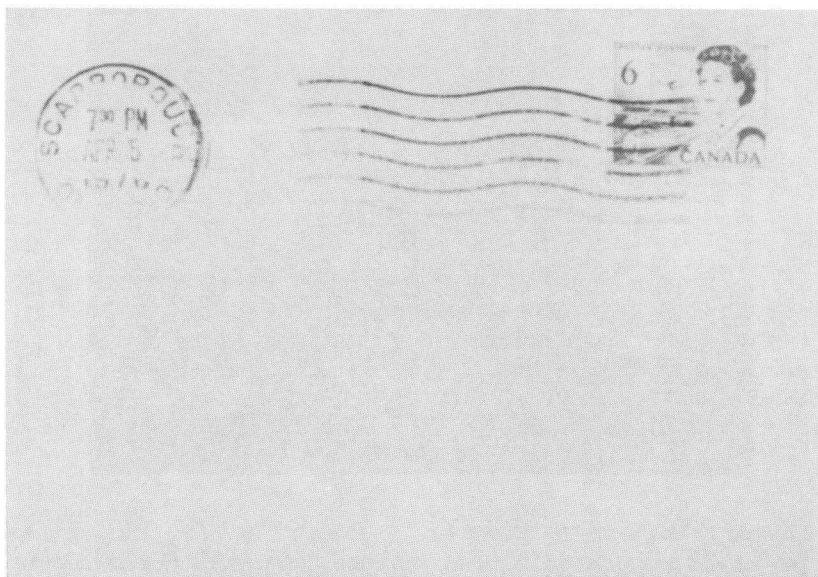
The other group of fake covers is more common and dangerous. These are covers to which stamps have been added to change a rate or a franking.



A posthumous registered cover.

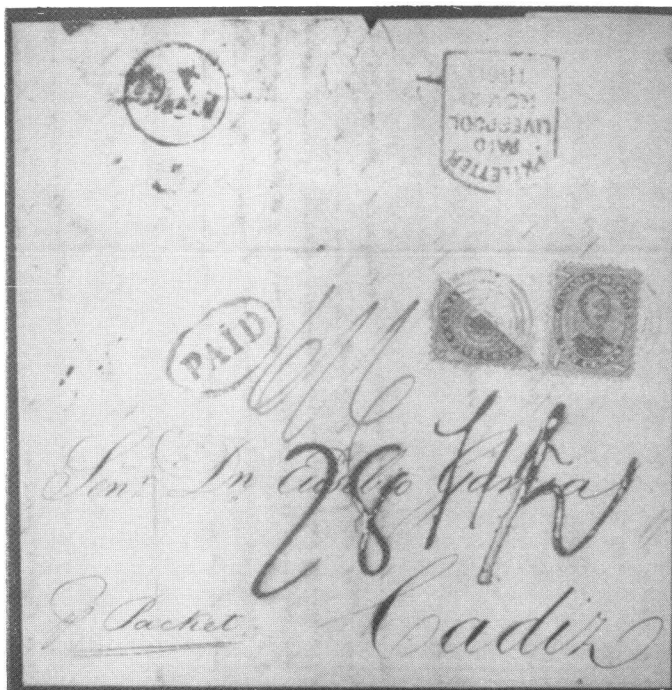
This 2c Queen Victoria (violet) postal stationery envelope, which prepaid the local letter rate, is postmarked with the 'PETER STREET JU 19 99 TORONTO' duplex. The letter is converted to a registered letter by the subsequent addition of a pair of 1/2c Small Queens a pair of 1/2c Numerals, a 1c Jubilee and a 2c Map stamp to make up the 5c registration fee. These newly added stamps, as well as the stationery stamp, were then cancelled with five strikes of a 'PETER STREET' single ring dater. This marking and the manuscript '592' registration number are fakes but the 'R-in-oval' could have been struck with a genuine handstamp.

The scenario: A postal clerk would not first cancel the stationery stamp with the duplex hammer, then use another hammer to cancel the stationery stamp again as well as the other stamps; nor would a clerk normally go to the trouble of using four different stamps to make up the rate when a single 5c stamp will do the trick. The single ring dater is obviously copied from the duplex dater after the removal of it's 'AM' time indicia. The single ring circular town date stamp not only has a phoney appearance, but the colour of it, as well as that of the 'R', is not the same colour as the Peter Street duplex.



A counterfeit stamped R.S.V.P. wedding invitation type of envelope with it's address cut away - probably for obvious reasons.

Unlike the somewhat plentiful aforementioned type of cover, which should be avoided, there are also covers for which to be alert. Two, in particular, are well worth seeking. Hospital Service Association envelopes franked with a 1960 4c Cameo counterfeit (machine tied), addressed to the Bank of Montreal and to other businesses, is one type. The other group consists of covers bearing a 1967 6c orange Centennial counterfeit (also machine tied) addressed to the Minister of Finance in Quebec. Another example of proper Centennial counterfeit usage almost as desirable but just as interesting - is the wedding reply type of envelope from which the addresses have been cut away. Although proper and commercially used counterfeit stamps on cover are scarce they can, with luck, be found. Happy hunting!



A forged folded letter by Raoul Ch. de Thuin of Yucatan, Mexico. The cover carries a genuine 1859 10c Consort and a bisected 5c Beaver to make up the 121/2c Canadian Packet rate. The concentric rings postmark, red 'PAID', 1861 green Liverpool Tombstone, the Spanish receiver, address and indecipherable markings are all faked.



The 5c Beaver stamp on this cover is a 'transplant!' Courtesy Chuck Firby

Mr. Firby, who is conversant with an enviable 'find' of these rare mixed-franked 1859 5c Beaver and 1868 1c Large Queen covers, explains that not all the covers were sound. There were defective stamps on sound covers as well as damaged covers with sound stamps. The dilemma in one instance was ingeniously resolved by transplanting a sound stamp from a damaged cover to a sound cover with a defective stamp. 'Not the original stamp; but a stamp from the original correspondence!'

TWO PLATE FLAWS IN THE 50c FLAG BOOKLET by Dale Speirs

In late 1990, I went to the Calgary Marlborough Postal Station and bought a couple of hundred 50c booklets. This booklet contains two 5c stamps, a 1c stamp, and a 39c stamp. The stamp designs are those of a Canadian flag waving in the wind against a colourful background. The panes are attached to the booklet cardboard by selvedge at the top. This selvedge has the imprint of the security printers and five colour dots as a check against missing colour .

I bought these booklets for two reasons. The first was to lay in a stock of 40c values for the 1991 domestic postal rate (the 1c and 39c stamps are se-tenant with each other), as Canada Post almost never releases new stamps ahead of a rate change but rather prefers to wait until after. Why this is so is a matter of speculation. It may be the usual bureaucratic inertia which always results in brochures explaining the new rates not being released until six months after a rate increase. It may be a desire to clear out old stocks of 1c stamps, for which there is a sudden demand when the rates go up. The second reason for buying was



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to avoid the 7% General Sales Tax, which began 1 January 1991. The GST is the Canadian equivalent of the VAT, and because of it, the actual increase in postal rates was from 39c to 43c (40c new rate plus 3c tax).

While separating the panes from the booklets for use as postage, I discovered two constant flaws appearing on the colour dots in the selvage. The booklet panes can be sorted into three types, one of which is the normal pane.

One type of pane has a triangular mark above and to the left of the red colour dot, and exactly the same colour. It is about one millimetre away from the dot. It appears, therefore, that this was a flaw in the red plate. I don't know how many panes are printed at once from a single plate, but because the flaw only occurs on some of the panes, it must have happened after the plate was made up. The fact that the flaw is triangular leads me to suspect that it may have resulted when the printing plate was nicked by a tool. See Figure 1 for an illustration.

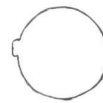
The other type of pane has a blue colour dot with a small bulge on its edge at the nine o'clock position, as shown in Figure 2. This bulge is slightly above the nine o'clock mark, and is ragged and irregular, more like a blob.

▷

Figure 1.



Figure 2.



These two flaws do not occur together, so they must be on different panes in the printing plate. They occur in numerous booklets and are identical in each case, therefore they are not transient inking freaks.

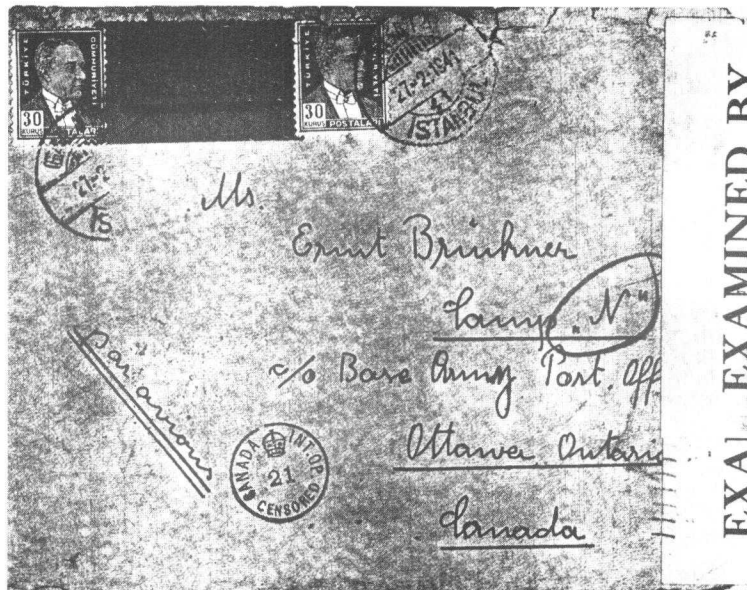
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FIFTY YEARS BACK - APRIL 1941

By Kim Dodwell

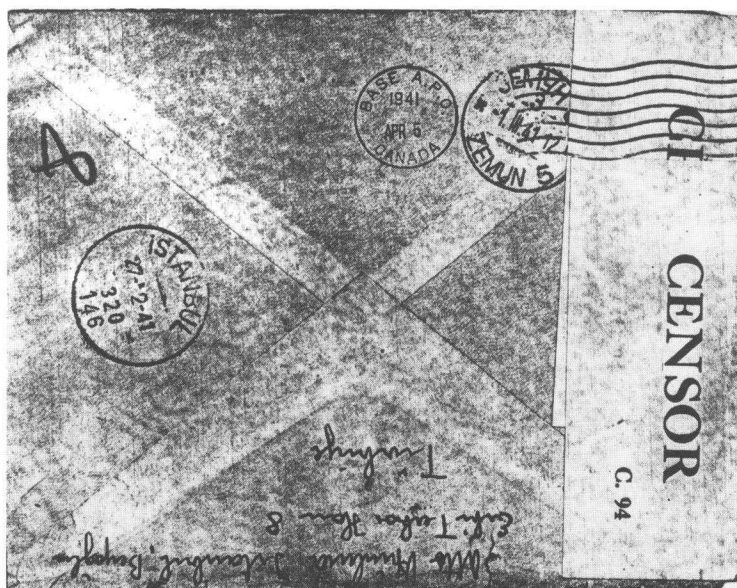
In April 1941 this cover ended a journey started two months earlier in European Turkey. From Istanbul it went to Zemun, the airport for Belgrade. Thence it would have been carried almost certainly by the Italian airline, Ala Littoria, to that great hub of airline activity of both sides, Lisbon. From there a PanAm Transatlantic Clipper would have carried it to New York, and then on up into Canada. However, inward mail (albeit of an uncommon routing) is not to everyone's interest, and it is the cover's handling on arrival in Canada which I will treat in greater detail.



From their names we may judge both writer and addressee to have been German. The former, part of the considerable German presence in Turkey, where their influence was strong at the start of the War; the latter, a civilian internee, either confined in Canada from War's declaration, or one of those sent from Britain 'for safe keeping' when the threat of invasion arose in 1940.

The Camp 'N' of the cover's address was one of about 30 across the width of Canada. Some held German civilians, some captured German service-men; others held Italians, and later, Japanese. Mails to and from

these camps make a collectable interest, and their study has a following in North America. The subject is well covered by Bailey & Toop in chapter 17 of their 'Canadian Military Posts, Vol.2'. Camp 'N', along with several other camps, changed its role more than once during the War. Originally opened to hold internees, in June-July 1941 it was turned into accommodation for refugees. The latter were former internees who, as a result of a favourable outcome of security screening, were judged to be friends and not enemies (it would be interesting to know whether Herr Buckner was allowed to stay on at Camp 'N'!). Later still, Camp 'N' was again reclassified; its refugees were moved to the Ile Aux Noix camp and military POWs moved in. By then the code letters of the various camps had been changed to a number system, and it became 'Camp 42'.



Returning to our cover, we see that it has been censored twice. The procedure was for all POW/Internee mail arriving at Base APO (Ottawa) to be sent, unopened, to the Civilian Censors in Ottawa for examination. That this was done is evinced by the paper sealing strips and the Civilian Censor's number, C.94. A dedicated researcher, John N. Tyacke, published a paper in 1983, giving the results of his study of Canadian Civil Censor marks and their offices of use. The sealing strip illustrated, by virtue of its paper, wording and format, is 'Tyacke Type330', and both it and No.94 are ascribed to Ottawa, so all is well with our cover

from the collector's angle. After No.94 had examined the contents, it would have been returned to Base APO where the Internment Operation Censors (No.21 in this case) would have re-checked and then struck their round red mark on the cover's front. A seemingly time-consuming and cumbersome procedure, but 'ours not to reason why'.

Had the cover not passed the censors, it would have been struck across the front with a red single-line 'REJECTED' and detained, but in this case the contents were found to be innocuous and the letter went forward and at last reached Camp 'N' and Herr Bruckner.

Editor's Note.

By sheer coincidence I was recently shown, by a former inmate, a couple of items sent from internment camps in Canada (Camps Q & I) to the U.K. Mr Karl Kirschner, of 22 Seymour Road, Chippenham, Wilts, SN15 3NJ, kindly indicated that he would be happy to answer any queries to the best of his ability. The items are on officially issued card and letter form. If any of our military buffs have any burning questions on the subject, here is an opportunity to get a response at first hand.



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THE PEOPLE ON THE STAMPS
- SAMUEL de CHAMPLAIN
by Alan Salmon.

*A name that even now all men do praise.
Of a boundless river's source you strive to find the key.
So the time may come when it is found -
Then will you have us reach thereby the China Sea.
To Champlain. Marc Lescarbot.*

Champlain was the greatest of all French Canadians. Superlatives should not be bestowed lightly, but here we have a man who was: explorer, colonist, writer, soldier and statesman. In all these functions, except as a soldier, he was outstanding, serving his country well; he is rightly called the Father of New France. Canada has honoured him by depicting him on five of her postage stamps. Possibly the most famous of these, and the most beautiful, is the one dollar blue of 1935 (SG 351, SS 227).



Early Days.

He was born in Brouage, on the Atlantic coast of France, in about 1567; ten years after the death of Cartier. His father was a sea captain; the family was Protestant, Champlain nevertheless became a devout Catholic. He joined the Army in 1594 and served as a billeting officer until the French civil wars ended in 1598; he then became a servant of Spain visiting the West Indies from 1599 to 1601. During this period he honed his skills in cartography and navigation. In his later writings he remarked: "of all the most useful and excellent arts, that of navigation

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has always seemed to me to occupy the first place.... This is the art which won my love in my early years...". On his return to France he published an account of his travels and ideas, including the suggestion of a canal at Panama.

He had caught the eye of King Henry IV, who also had been converted to Catholicism; in 1602 Champlain was appointed a royal geographer. In May 1603 he arrived in Canada as geographer to a fur trading and colonising expedition - France having recovered sufficiently from her internal troubles to try again to colonise the regions discovered by Cartier. The fur was for private profit; the colonisation was the quid pro quo required by the King, for the fur trading monopoly, so that France's claims for the region were reinforced against the competing claims of England, Holland and Spain. Champlain was there because he had just written a report on the only North American colonies, those of Spain.

He reached the rapids on the St Lawrence, named by him La Chine as he hoped to find the way to the Orient beyond them; here he heard reports from the Indians of the great falls (Niagara) beyond a freshwater lake, and of Lake Huron which he believed was a sea. During a journey up the Saguenay he learnt from the Indians of a saltwater sea to the north; from this he inferred, seven years before Hudson reached the Bay, the existence of 'some gulf of this our sea, which overflows in the north into the midst of the continent'. He explored the Richlieu, but not so far as to reach the lake which was eventually to bear his name. By the end of the year he had reported his experiences to the King and published 'Des Sauvages', an account of what he had seen and learned.

He sailed to Canada again in 1604 as geographer to the next expedition. Champlain favoured a settlement in Acadia (Nova Scotia), because of reports that its climate was milder than on the St Lawrence and that silver or iron mines were there. After exploring the Bay of Fundy the first attempt at a settlement, near the mouth of the St Croix, was unsuccessful; 35 of the 79 colonists died of scurvy that winter. In 1605 Champlain built the first lasting French settlement in America at Port Royal, now Annapolis Royal NS. During the following years he explored and mapped the Atlantic coast, as far south as Martha's Vineyard. He returned to France in 1607.

Days in Charge.

In 1608 Champlain returned to Canada to develop the fur trade and to discover the passage to China. He realised that Acadia was too far from the main sources of fur to be able to control the trade, so he chose the deserted site of Cartier's Stadacona, which he called Quebec. Here he

built a fort and traded with the Indians so well that a full ship of furs went to France before the freeze. However that winter was severe, by spring only Champlain and seven others were still alive. He was robust, he had also been unaffected by the scurvy so prevalent in Acadia.

In 1609 he ascended the Richelieu with a party of 60 Algonkians, reaching the lake which he named after himself. At Ticonderoga, deep in Iroquois territory, they were confronted by 200 Iroquois; Champlain went ahead and killed two chiefs with his musket, to the great surprise of the Iroquois who fled. This journey had major consequences: it opened a route to the south, added significantly to knowledge of the region between New France and New England, it cemented the alliance of France with the Hurons and Algonkians against the Iroquois but from then on the Iroquois did not want trinkets from their trade with the Dutch - they wanted guns to kill Frenchmen, and they eventually became allies of the English. That September Henry Hudson explored the Hudson River as far as Albany, only 90 miles from Ticonderoga.



Samuel de Champlain, on the stamp issued to commemorate the 350th anniversary of the founding of Quebec, (SG 505, SS 379).

In 1611 Champlain established the trading post of Mont Royal; but he had to spend much of his time at Quebec looking after the fur trade, consolidating his influence with the Indians and dealing with potential competitors; also he had to return to France periodically to report on his stewardship and to ensure his support there. So he developed a system of sending out young men to live and travel with the Indians, and to report back. The first of these was Etienne Brûlé, the prime *coureur de bois*, and the hero of a further story, who went to live with the Hurons. One

coureur reported that he had gone westwards, beyond the Algonkian lands, to reach a sea coast upon which were wrecked English ships. Champlain was doubtful but had to deny, or confirm, such a momentous statement himself. Hence, in 1613, he canoed and portaged up the Ottawa with one Indian and four Frenchmen to Allumette Lake; here he met the Algonkians with whom the young man had lived. The story was found to be false; but Champlain had led the French to the interior on a route which was to be of major importance for 250 years. He published his third book on his travels following this journey.

During his visits to France he advocated continuing trade, the further exploration of the continent and missionary work amongst the Indians. On his return to Canada in 1615 he brought with him four Récollet Friars, the first missionaries to arrive in New France. One, Father Le Caron, immediately went to Huronia, between Georgian Bay and Lake Simcoe; he was followed by Champlain who had agreed to assist his allies against the Iroquois who were raiding the fur trade routes. Champlain went up the Ottawa, across Lake Nipissing, down Georgian Bay to Lake Simcoe, east to the north end of Lake Ontario and then south to the Iroquois fortress at the western end of Lake Oneida. The battle for the moated stronghold was a failure, the Hurons' attacks were bloodily repulsed. They retreated two days before Brûlé arrived from the west with 500 reinforcements; the original plan had been for a pincer attack from the north and west. The withdrawal was made by the 1,000 mile approach route, the Iroquois controlled the short route down the St Lawrence. Champlain, wounded in the knee, was detained by the Hurons; he spent the time studying them and exploring Huronia; the next spring he returned to Quebec.

Consolidation and Disaster.

Champlain spent the next decade, in Canada and in Paris, furthering the cause of New France; in total he crossed the Atlantic twenty-three times. His prime interests changed from the fur trade and exploration to strengthening the colony; he had to leave the exploration to his young men and the missionaries, both groups reported their findings to him. He advocated agricultural colonisation as well as trading, this was not well received by the fur companies who regarded it as an infringement upon the wilderness which provided their products. Nevertheless in 1617 the first real settler arrived, Louis Hébert, who eventually ploughed his field outside the stockade of Quebec.

Champlain wrote a further account of his journeys to the interior and of the unfortunate attack on the Iroquois at Oneida; he petitioned



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King Louis XIII for help, warning that the English or the Dutch might occupy the colony if it was not strengthened. Initially he got little help, France was again in financial difficulty. However in 1627 he received support from Richelieu, the King's principal minister, who formed The Company of New France with the monopoly of trade with New France, the responsibility for colonisation and for keeping the colony in the Roman Catholic faith. Champlain retained his position as the King's representative and became the Company's lieutenant in Canada. The next year war broke out with England, who supported the French Protestants against Richelieu.

The St Lawrence was immediately blockaded and, in 1629, Quebec and Champlain were captured. He was taken as a prisoner to England. The fur trade and the St Lawrence were now controlled by England, and Scotland claimed Acadia as New Scotland. Champlain was allowed to discard the status of prisoner for that of diplomat; he pleaded, in London and Paris, for the colony to be restored to France. In 1632, he published his final book on his work for France in Canada. Peace was declared that year, England being in poor financial straits, with Canada and Acadia being restored to France in exchange for about £10 million in today's money values! Champlain returned to Canada, in 1633, to his previous position. In 1635 he suffered a paralytic stroke and died, on Christmas Day, at Quebec.

Le Premier Canadien.

Not until much later were Champlain's contributions to the cause of France in Canada fully appreciated; now his achievements are recognised. His relationships with the Indians were not entirely successful; his alliance with the Hurons led to the debacle at Oneida and eventually to their destruction by the Iroquois. However Champlain was the first to appreciate that an American colony benefited from friendly Indians, he learned to communicate with them and maintained the alliance so that the French never had major problems in their rear. Champlain's explorations and cartological work would have left his name in the annals of Canada even if he had done nothing else. But his writings made France aware of the potential of Canada and his unstinting work, in Canada and in Paris, for the small colony ensured its future, notwithstanding a large measure of official indifference for most of the forty years that he was its founding father. His place is secure amongst the great men of Canada.

CONVENTION 1991

Provisional Programme

Convention this year is to be held from 7 - 10 August 1991 at the Abbey Hotel, Great Malvern, Worcestershire. Great Malvern is a delightful spa town overlooked by the Malvern Hills, great for walking, some interesting little shops (for the ladies) and strong associations with Elgar, George Bernard Shaw and Jenny Lind. If the cultural interests fail to satisfy your curiosity, perhaps the philatelic programme might persuade you to come along:-

Wednesday evening:	Selected Pages from The Yellow Peril a slide show presented by Dr Charles Hollingsworth
Thursday morning:	The Chalon Portrait and ABNC Proofs & Essays a Robson Lowe exhibit presented by Geoffrey Whitworth
Thursday evening:	Semi-Official Airmails display presented by William E Topping of Vancouver BC
Friday morning:	Display / Study to be advised presented by Dr Michael Russell
Friday evening:	Directional Markings of the Dead Letter Office up to 1899 presented by Roger Grigson
Saturday 11am:	Annual General Meeting
2pm:	Auction
evening:	Banquet & Presentation of Awards

Social events will include a visit to the Royal Worcester Porcelain Company and an after dinner talk by the General Manager of the Festival Theatre – George Bernard Shaw had strong ties with the theatre, there is also a link with Canada via the Shaw Festival held in Ontario.

Give yourself a treat, come along to Convention, meet up with friends and join in the discussion, social activity and change of company that make CPS of GB Conventions so different and enjoyable. If you wish to book accommodation at the Abbey Hotel, please return the booking form sent out with the January issue of "Maple Leaves" not later than 31 May 1991.

Brian Stalker

**The Use of X-Ray Fluorescence Analysis to Characterize
Printings of
EARLY CANADIAN STAMPS (1851-1897) - Part 2.**
by Dr. John E. Milks X-ray spectra by Dr. Robert L. Kugel

Throughout the years spanning the printings of the 3d and 3c issues, printers were repeatedly challenged to provide a colour which was redder than the orange red of red lead.

The 3d Beaver

Shortly after the first printing of the 3d Beaver on laid paper in 1851, a second printing was issued on thin paper for which an iron oxide, probably Venetian Red, had been added to the ink. Little change in colour resulted, however, and it required a third printing later with mercuric sulphide in the recipe to produce a satisfactory shade. It is possible that Rose Pink was also a constituent of the ink because of the increased calcium content seen from X-ray data and the particular reddishness of the colour. No ink composition has ever been found where the inorganic pigments possessed a reddishness greater than the vermilion shade of mercuric sulphide. Accordingly, any stamp which is redder than vermilion must contain an organic dye. However the corollary is not valid since the presence of red lead would have a tendency to reduce the colour to an orange red or red orange. This third printing also included the perforated 3d stamps of 1858, but X-ray analysis and the change in shade gave evidence that a fourth printing occurred when the Beaver was re-issued in 1859 in the 5c denomination. This printing lasted until the operations were transferred from New York to Ottawa after Confederation in 1867.

The First Cents Issue

The basic change in 1859 appeared to comprise the elimination of Rose Pink and a possible reduction in the amount of red lead, with a corresponding addition of White Lead (basic lead carbonate) to account for the colour. No 3c ink mixture was again found to contain mercuric sulphide except for an isolated instance in a second Ottawa printing. The shade also existed on stamps which did not contain mercuric sulphide and the two were indistinguishable. This finding, accordingly, contradicts an inference from an earlier X-ray study on the use of mercuric sulphide for vermilion shades (2).

Although Whitworth in 1965 (8) attributed the wide variations in colour of the 10c Consort to breaks in the printing due to drying capacity, it would seem more likely that a variation in shade of these, or any stamp from a single recipe, was caused by a low productivity in the

printing operations. This is reflected in the small batch sizes of the inks shown by Boggs (3). Thus, if it is assumed for the purpose of the argument that only one impression was made every five minutes, about 100 sheets could be printed in an eight-hour shift. This would amount to only 10,000 stamps per day if one shift were in operation and the plate contained 100 subjects. The range in size of the ink batches as recorded by Boggs provides an idea of the rate of production of early Canadian stamps and suggests that many batches of ink must have been used over the life of each recipe.

The Large Queen Issue

With the advent of the 3c Large Queen came the abandonment of the recipe that had proved so successful for over eight years in New York. If the first issue in 1868 is represented by the printing on thin paper (9) then the composition of the ink, which consisted of red lead with a small amount of Persian Red, according to X-ray analysis, was the same as that for the first printing of the imperforate 3d Beaver 17 years earlier. A subsequent printing of a rose red shade on wove and laid paper in early 1868 and an issue on wove and watermarked paper containing substantial amounts of Venetian Red were two additional printings in the two-year life of the 3c Large Queen.

In order to produce the fine details seen for each of the various denominations, printing inks must have been similar to artists colours in physical properties. The latter were prepared by grinding pigments to a thixotropic paste in a drying oil such as linseed oil. Dryers were added, usually as a metal soap, to control the drying rate, the active constituent in the soap for postal inks being manganese as shown by X-ray spectra. A copy of the printing recipes, illustrated by Boggs, showed that a dryer was not required for the 1c and 2c Small Queen but was on the list for the 3c value and the 6c and 12 1/2c Large Queens. In the case of the 3c Small Queen 11b. of Patent Dryer was added to the batch composition listed earlier. Manganese in small amounts could not be detected in all cases since the co-existence of chromium usually masked the manganese peak.

An X-ray examination of the 6c Large Queen showed that the change in colour from brown to yellow brown was undoubtedly due to the slow drying rate of the former. The recipe illustrated by Boggs corresponds to brown colour in which lamp black was mixed with a large amount of Orange Lead. This grade of red lead was probably chosen over Orange Mineral in order to incorporate a lower purity pigment for its better drying properties. When the yellow brown issue first appeared in June of 1870 (10) an entirely different recipe had been devised. The X-ray spectra in this case corresponded to the addition of a

large amount of raw Sienna, an iron oxide pigment containing a significant amount of manganese, the presence of which would not only have altered the drying rate but also eliminated the need for lamp black which is known to retard drying.

The Small Queen Issue

In the case of the 3c Small Queen, this was first issued in January 1870 in the characteristic copper red shade. However by the fall of 1870 an unprecedented ink approximating a pale lilac red and containing a large amount of zinc oxide appeared. Since prior variations in the recipes seemed to be designed to establish colour, the use of zinc oxide implied that a significant problem in the printing operations must have happened to cause the change. In the present study the altered recipe was noted on a stamp dated December 70 from Hamilton and one dated 27 November 1870 in script. The shades were entirely different from those of the first 1870 issue and have been described in an article in 'Maple Leaves' by Walter P. Carter in 1963 (11). It should be noted that pale shades in the fall of 1870 were not a consequence of the addition of zinc oxide. The same pale lilac red shade was also found for a stamp cancelled on 5 July 70 in Hamilton where no zinc oxide had been added to the ink. From an X-ray examination of a 1c orange Small Queen dated 28 July 71 it was found that zinc oxide had been added for this particular printing and in the same order of magnitude. None was present in the first issue as shown by Fig. 1. (Jan ML, p84).

Coupled with these observations was the discovery from X-ray spectra that the ink composition of the 6c yellow brown Large Queen which appeared in June 1870 was the same for the yellow brown Small Queen which was issued in January 1872. It is noteworthy that zinc oxide had been used in the printing of both the large and small sizes.

The Move from Ottawa to Montreal

The above findings suggest that the controversial transfer of the postal operations from Ottawa to Montreal probably took place in the spring of 1870 as a result of a fire in the printing plant in Ottawa before 23 March 1870. The fire was extensive enough for a lease to have been taken on a building in Montreal sometime after 3 October 1871 to replace the premises in Ottawa. Although these events were first published in a definitive article in 1979 by J E. Nixon (12), reference to the transfer of the plant in 1871 had been made earlier, by Douglas and Mary Patrick in their book on Canadian stamps, (13).

Hence it is possible that it was actually the transfer of the administrative office that occurred after 3 October 1871, while the

transfer of the printing operations had taken place more than a year earlier to the then existing facilities in Montreal. This conclusion is consistent with the question of how perforations from an 11.75 head, thought to have come from Montreal only, could have been used prior to 1873 (14). Questions raised about the appearance of perf. 11.5 x 12 for the 121/2c Large Queen and the finding of 11.75 x 12 perforations for this denomination (15) can be reconciled either by some of the stamps having been printed after the spring of 1870 in Montreal or by unperforated sheets having been transferred after the fire and the last of these sheets not being perforated until 1873. The appearance of the pale emerald green 2c Large Queen in 1871 (16), whose ink composition was quite different from the earlier dark green issue, is a reasonable clue that some of the 2c Large Queens were also printed in Montreal.

To be continued...

References:

- 1-7. See p89 of January Issue.
8. G. Whitworth, MAPLE LEAVES 11 (1) 3 (1965),
9. Brig.-Gen. W. E. R. Dickson, MAPLE LEAVES 1 (2) 10 (1946).
10. Horace W. Harrison, MAPLE LEAVES, 9 (2) 25 (1961).
11. Walter P. Carter, MAPLE LEAVES 9 (11) 208 (1963).
12. J. E. Nixon BNA Topics, November-December, 6 (1979).
13. Canada's Postage Stamps by Douglas and Mary Patrick, McClelland and Stewart Ltd. Toronto, (1964).
14. The Small Queens of Canada by John Hillson, 1981.
15. F. Laycock, MAPLE LEAVES 16 (3) 74 (1976).
16. Brig.-Gen. W. E. R. Dickson, MAPLE LEAVES 1 (3) 20 (1946).

Erratum. Lack of editorial perception resulted in a line of text being omitted from the previous instalment of this series. The last sentence on p87 of the January issue should have read, 'It is similar to invisible light shining on fluorescent paint which absorbs the energy and then re-emits it at specific wavelengths in the visible region'.

2 CENTS ADMIRAL BOOKLET - SQUAT SIZE

Hans Reiche FCPS

There may be a problem in identifying clearly a so-called squat size 2c red booklet pane.

G.C. Marler in his well known handbook and G. Drew-Smith in his book on Booklet Panes describe the various features of booklets. Since these early booklet panes were printed on a horizontal wove paper the paper shrank, after drying, in a vertical direction. That is the stamps appear to be shorter in the vertical length compared to the regularly printed sheet stamps, with a few exceptions of some values in sheet format.

This shorter appearance has given rise to the idea of the so-called squat printing. Measuring the picture size of such stamps reveals that indeed they have different dimensions from the regular or later booklet stamps. As will be seen, the dimensions of the booklet stamps from the early printings do not differ widely in terms of millimetres so care must be exercised when making measurements to 0.1mm.

The majority of gauges used by stamp collectors may not be accurate enough to make such fine measurements. A special, but commonly used, type of steel gauge for precision metal work was used to make these measurements.

The first six plates which were used for these stamps were of the flat type, that is they were not curved. The plates can be divided into three types but, as can be noted, the differences in dimension among the three types is small and even overlaps. This feature is one reason why it may be difficult to identify clearly the squat printing.

From actual panes and single stamps the following measurements have been taken:

Type 1 Plates 1 and 2	Type 2 Plates 3 and 4	Type 3 Plates 5 and 6
17.7 x 21.3	17.6 x 20.6	17.7 x 20.8
17.1 x 21.4	17.7 x 20.6	17.7 x 20.9
17.5 x 21.4	17.7 x 20.7	17.7 x 21.0
17.7 x 21.5	17.7 x 20.8	
17.6 x 21.5	17.7 x 20.9	
17.7 x 21.6	17.6 x 21.0	

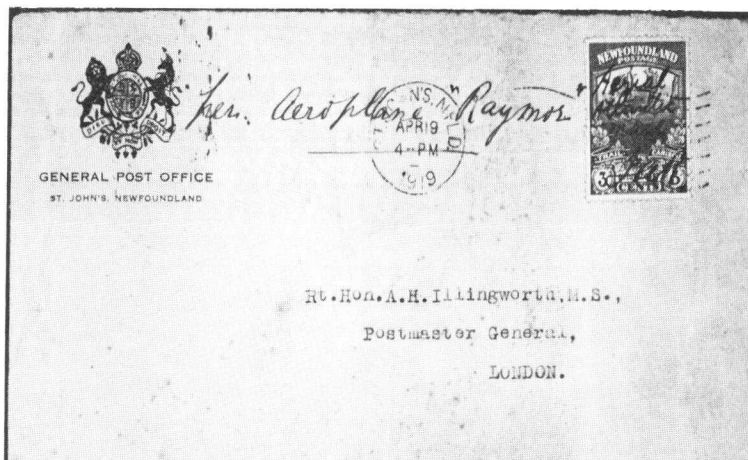
There could well be others with slightly different dimensions and more samples are needed.

Some writers have restricted the description 'Squat' to only the second type shown above (i.e. plates 3 and 4) but, by virtue of the measurements alone, one would assume that both types 2 and 3 are squat.

It should be remembered that all the plates were printed the same way, with the same horizontal wove paper. One would therefore assume that all would show the squat printing. But when looking at the dimensions of a number of booklets which have been examined, it appears that plates 1 and 2 are much longer than the other plates. The reason cannot be fully explained, but may be due to a different moisture content of the paper or to the drying process used. The next plates, 3 and 4, show the squat size with one exception, which measures 21.0mm; a similar measurement was found on one pane from plates 5 and 6.

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CHRISTIE'S
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UNUSUAL ROYAL TOUR ITEM - an update.

by David Sessions FRPSL, FCPS.

If you wish to provoke a response to an article in 'Maple Leaves', claim that you have something that is probably unique! In the October issue I illustrated a meter mark, specially prepared for the Royal Tour of 1939, which was presumably the work of the Canadian Postage Meters and Machines Co. Ltd. The frank in question was dated 17 May, the first day of the Tour, I had not previously seen such an item.

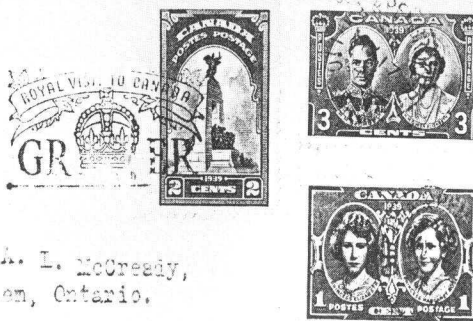
First off the mark was Tom Almond with a philatelic cover celebrating the fifth anniversary of the commencement of the Tour! The cover is franked by three Royal Visit stamps, two are cancelled by Ottawa and Pembroke RPO cancels of 17 May 1944, the 2c value is cancelled by the 'logo' portion of the frank used in 1939 (Fig.1) The cover is addressed to A.L.McCready, compiler of the first flag handbook, and was sent to R.A.Jamieson, an authority on Royal Tour philately. Enquiry of Lionel Gillam established that the RPO cancel was in official use at the time so the cover is likely to have been carried by rail and it seemed possible that Jamieson had acquired the special die of the Royal Tour frank and used it to create this commemorative cover.

Then along came veteran RPO collector, Phil Grey, who reported a cover bearing a frank consisting of the Royal Tour logo, double ring dater of Toronto and 1c 'stamp' with 'Postes'/'Postage' running vertically at the sides (meter no. 54022) The meter mark is in red but carries no date and there is no backstamp. The cover is addressed to D. Campbell Esq. Secretary, Dominion Commercial Travelers Assoc., 410 St. Nicholas St., Montreal, Quebec. Assuming commercial use, the 1c rate suggests third class mail and might account for lack of date and, probably, backstamp. If use was contemporary with the '39 Tour then we would know that more than one franking die was made; without the date we are still in the dark.

Why should it not have been contemporary, I hear you ask, after all the 1944 job was clearly just a philatelic 'one-off'? Well, Rodney Baker came up with the Royal Tour logo used on 16 May 1959, 20 years after the Tour (Fig. 2)! Although the cover looks commercial, the date is hardly coincidental, one day before the anniversary of the actual start of the 1939 Tour and one day after the originally scheduled start.

All very unsatisfactory; but then a mixed lot in a Jim Hennok auction caught my eye. One of the items appeared to be the elusive meter. A request for a photo-stat was promptly met and lo it was indeed.

Fifth Anniversary
of Royal Visit
to Canada -
May 17, 1939
May 17, 1944



Mr. A. L. McCready,
Golden, Ontario.

Figure 1

GREENSHIELDS-HODGSON-RACINE LIMITED

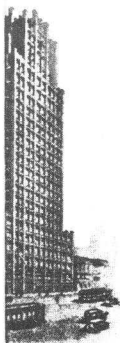


Stauffer-Dobbie Limited,

Figure 2

GALT,

ONTARIO STAR
STREET WEST
TORONTO, E



The Ford Printing Company,
709 First Street East,
Calgary, Alta.

Figure 3

The cover (fig.3), from the Toronto Star, is dated 12 May 1939 and appears to conform to Phil Grey's description. The meter is number 54023, right next to Phil's reported 54022. So we can safely say that the Canadian Postage Meters and Machines Co. Ltd made a Royal Tour die available to at least one of its clients; there should be a few more about.

I did also enquire as to the Company itself and Dan Rosenblat emerged from a mass of research papers to provide some information.

The 'Universal' cancelling machines which replaced the 'Internationals' in 1919 were made by the Universal Stamping Machines Co. of Stamford, Connecticut, who leased the machines to the Canadian P.O. at between \$100 and \$220 a year. In 1928 a Montreal firm persuaded the Canadian P.O. to buy machines from them at \$2,500 each; by late 1934 the P.O. had 132 'Perfect' machines and had cancelled all their leases with Universal.

In an effort to stem the ebb tide and counter alleged pro-Canadian bias, Universal established a subsidiary in 1932, named 'Postal Meters and Machines', in Ottawa and, on 1 January 1934, appointed a British subject to head it. Title to all the machines still being leased by the P.O. (over 100) was transferred to the new subsidiary. It did little good at the time but, gradually, the P.O. became dissatisfied with the performance of the Perfects and the cost of maintaining them. The advantages of leasing became apparent. Also the Perfects came in only one, heavy duty, size and there was a need for smaller machines at smaller, but growing, offices. From 1937 the P.O. ceased to buy Perfects and again began leasing both large and small machines, all from 'Postal Meters and Machines'. By 1955 all the Perfects had been scrapped.

The Universal Stamping Co. was, for many years, the sole distributor of Pitney Bowes postal meters and eventually merged or was bought out by Pitney Bowes. Around 1950 the 'Postal Meters and Machines Co.' was re-named 'Pitney Bowes of Canada'. So yes, the company did flourish.

Although Dan makes no reference to the 'Canadian' prefix, this would probably have been used to distinguish the company from a subsidiary based in London (England). And before the pedants accuse the author of not knowing his franks from his cancellers, perhaps I should just clarify that the Internationals, Universals, Perfects etc. were in fact cancelling machines; machines that defaced the stamps on a cover with a slogan or with wavy lines. A frank, in this context, is impressed on a cover in lieu of stamps, under licence from the post office to whom postage would be paid in bulk. The apparent overlapping arises from the fact that many of the early franking machines were merely machines, where the cancelling die could be replaced by a franking die.



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Letters to the Editor

Jonathan Rosen

ADMIRAL GEMS

Recently, at Jim Hennok's May 1990 auction, I had the pleasure of purchasing two very rare Admiral pieces: (1) block of four of the 3c brown, with full lathework, dry printing (not the very common wet printing) and (2) a block of the 10c blue from the right margin with pyramid lines.

In all my years of collecting Admirals I have seen only one other example of the 10c with pyramid lines - a pair in the 1981 Marler sale. I have never seen a 3c brown, dry printing, with lathework before.



*Admiral 3c brown, dry printing,
with lathework.*



Admiral 10c blue with pyramid lines.

Dean Mario

Readers interested in early Newfoundland airmail history and the first flights of that period may be interested in the item below. It is found on the reverse of a Newfoundland postcard entitled 'Humber River, Newfld.' and was probably enclosed under separate cover:

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NEW YORK

"Dear Uncle & Auntie 20.4.19

This may give you an idea of the scenery, I'm sorry I have had no chance to write you—as yet—but am writing this note to tell you I am in the best of health—but fully anxious, as you may guess from the newspapers re. the flight. The bad Atlantic weather will enable "umpteens" pilots to start level - -a bitter pill for us to swallow! However we [sic] have great hopes & confidence—but can now only wait & see. Locally, the weather is ideal to-day, but snow blizzards are quite frequent. I am hoping to get a letter thro' to you on the machine—as it would be of much interest in the future[!], Am glad to have found a club in the town having had an intro—we here have London papers up to the 28th March I hope there's no other war started again. We know not.

Much love—Thatson"

Members are aware of the initial problems of these early flights, Both the Hawker and Martinsyde attempts had problems. One can assume that if the above message was enclosed in an early airmail cover, it may have been after these two attempts. Mail was loaded on the Sopwith on April 12 (Hawker), but covers exist with an April 19 date (Martinsyde). It clearly demonstrates, however, the anticipation, competition, and weather problems these early aviators had to deal with.

ANNUAL GENERAL MEETING

In accordance with Rule 19, notice is hereby given of the Society's Annual General Meeting, to be held at the Abbey Hotel, Great Malvern, Worcestershire, on Saturday 10 August 1991, commencing at 11.00 am. In accordance with Rule 17, nominations are sought for the following offices:-

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

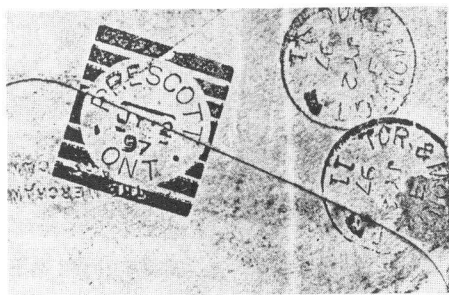
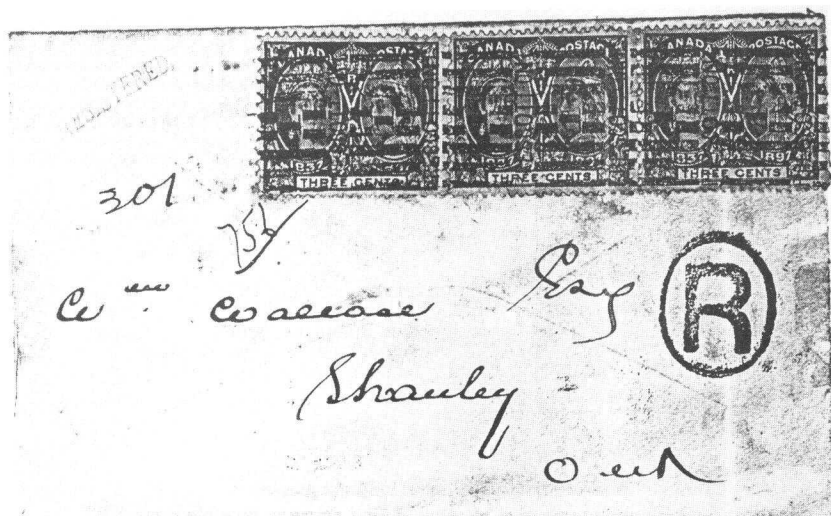
The three retiring Committee Members are: Mr J.C.McLaren (Scotland), Mr G.Whitworth F.C.P.S. (North), Mr R.Grigson (South).

Nominations and any proposed amendments to the Rules should be sent to the Secretary to be received by 10 May 1991.

George Bellack

UNUSUAL 1897 REGISTERED COVER

At first sight, the three 'Jubilee' stamps seem to have been cancelled with a Roller-type device, such as one would expect to see on second, third and fourth class mail - but not on a first-class registered letter.



Closer inspection reveals that the cancel extends only to the edge of the stamps. Does this not point to the sender having bought pre-cancelled sheets? Perhaps there is a clue in the fact that the sender was a bank, namely the Merchant Bank of Canada (at Prescott, Ont.). Taking conjectural thinking a stage further, would it not be reasonable to find here an explanation for the overfranking with 3x3c stamps against the correct letter rate of 8c? After all, 3c stamps were the ones in the widest use at the time.

Clearly this raises the question of unauthorised use and conditions of issue, i.e. minimum quantities, at the time - would anyone care to comment ?

In anticipating the question about there being no datestamp on the cover - unusual for a registered letter - I have provided a photo of the c.d.s. struck on the back.

Again bearing in mind the nature of the sender, could the 'Registered' handstamp be a private one? Struck in light-blue, it has not so far been traced among the official ones....

Editor's comment: At the time of this cover's posting, the minimum quantity of letters required for one mailing, to qualify for pre-cancelling, was 25,000. This is a high figure, even for a bank, in Prescott. It is known that unauthorised pre-cancelling took place, giving rise to a directive from Deputy PMG, R.M. Coulter, in 1904, that it should cease forthwith. Such use seems the most likely explanation.

The single line 'Registered' in blue is indeed most likely a handstamp used within the bank to guide their own postal despatchers. Other comments welcome.

An Invitation

To Members of the Canadian Philatelic Society of Great Britain

If you are not already a member of The Royal Philatelic Society of Canada and you would be interested in joining the "Royal", please write to The National Secretary, Department C, The Royal Philatelic Society of Canada, National Office, P.O. Box 5320, Station "F", Ottawa, Ontario, K2C 3J1, Canada, for membership application forms or information.

Members receive The Canadian Philatelist, published bi-monthly, and other benefits.



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	U.S. Members	\$25.00(US)
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Admission Fee:		\$ 5.00

GROW WITH THE ROYAL

Derrick Avery

ARE WE THE CULPRITS?

In the January 1989 issue of M.L., as a result of discussions which took place at the 1988 Convention, a questionnaire was put to members in an effort to find out what could be done to attract new members. The only further reference to this matter was a mention in the Editorial to M.L. in August 1990 from which we gather that the response to the questionnaire was minimal.

From this it was deduced that the membership was satisfied with the services provided by the Society. In respect of established members this is borne out by their continual support and naturally they could not come up with anything to encourage non-members to join the ranks.

With the foregoing in mind the following outburst was brought on when I read two items in the January issue of M.L.

The first was the announcement of the Convention Auction 1991 wherein the auctioneer suggested a minimum of £5 per lot and then mentioned a levy of £1 on unsold lots.

As I see it this is a Society Auction and is firstly for the benefit of members and secondly for the Society. Lots value £5 and over are unlikely to contain material of interest to newcomers who would much prefer a £2 to £3 mixed lot which would provide them with 2-3 hours pleasure cleaning, sorting and mounting as an introduction to their newly chosen area of collecting.

Regarding the levy of £1 on unsold lots I see this as the first step towards imposing professional charges on our Society members. For a Society Auction our commission of 15% is high and means that a small group of vendors are providing sufficient funds (£900 in 1990) to finance the Annual Convention and, to charge them £1 on unsold lots, is rubbing it in.

Postage on the return of unsold lots is debited to the vendor's account so I would question the validity of imposing this levy which, to my knowledge, has not been approved at any A.G.M. of the society.

The Society's auctioneer has a thankless task each year but to impose restrictions to reduce the number of lots may well be a deterrent to the influx of new members.

The second item which caused me to write was the report, on our contribution to the Autumn Stampex, in which Charles King pinpoints our lack of imagination when setting out to attract new members. We can all appreciate the attraction of the early postal history and stamps displayed by some of our members but, as was apparent, some possible new members were deterred by the cost of forming such collections.

It is to be hoped that we have learned a lesson from this excursion and that in future we will present a more balanced display to prove that interest in Canadian philately did not die with Queen Victoria.

Far more beautiful stamps appeared during the reigns of George V and VI than any other period before or since and obtaining suitable displays should not be difficult if one peruses the annual competition results. Since 1983 winning entries have included the 1928 Scroll issue; varieties of the 1930-31 Definitives; 1967 Centennials and the 1972-77 Definitives.

Apart from stamp issues, members have won with displays of Slogans, Air Mails 1924-34, Royal Tour Mail and Street Cancellations.

There are many approaches to the issues of QEII which do not require a deep pocket, e.g. thematic collections as instanced by Alan Salmon; The definitive issues above will provide hours of research and the pleasure of the hunt, if you want them correctly used as singles on cover. If you want to collect modern postal history I suggest you try and carry on where David Sessions left off, and, of course, you can always collect the not-so-dull postal stationery issues.

It is unfortunate that in the M.L. series of articles for beginners we have fallen into the same trap in that we have covered everything from postal history to the Admirals.

A few of the authors succeeded in their objective by giving a general guide to the tiro but in the main we still come down to the basic fact of cost. We must therefore encourage those in our ranks with some knowledge of later issues to prove to possible new members they can collect Canadian stamps and still have enough of the necessary left to bring up their families.

Editor's note:

A thought provoking letter. It should be noted that the £5 minimum was not mandatory, only suggested; a strong case for setting such a minimum can be made. I propose to pick up the point in the next issue rather than preempt members' responses which are earnestly invited.

Rodney Baker

I note with interest the letter from Statistics Canada regarding the number of Post Offices in Canada. My 'gross' error was in typing 4,000 instead of 14,000, an approximate figure in any case and as stated. I have not available the statistical backup that these gentlemen have and I can best quote my source for this part of the article.

'By the first decade of this century Canada boasted more than 14,000 post offices, most of them miniscule. That gives us the most post offices anywhere on earth, with more than twice as many as the United States, our main competitor. At that time there was roughly one post office for every 5000 Canadians;' (article 'Delivering the rural mail' K & J Sobel in Canadian Geographic October 1989).

I must apologise to Messrs Urquhart & Buckley and other readers of Maple Leaves for the first paragraph of my article. It should have begun 'At the end of the first decade of the century, there were about 14,000 post offices...' Otherwise everything else still appears to stand.

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B, CR-CQ, FF Semi-off Air
2644 MANSFIELD Peter., 71 Redesmere Drive, Alderley Edge, Cheshire SK9 7UR C, BS
2645 SOULE, Chester C., PO Box 663, Peterborough, NH 03458 USA 5c Beaver, Cen
2646 GOTTESMAN Michael R., PO Box 176, Westmount Station, Montreal, PQ, Cen
Canada H3Z 2T2
2647 COLLINS John P., 28 Penryn Road, Kesgrave, Ipswich, Suffolk IP5 7LB CR-CGA
2648 BROWN Linton J., 9 Middleton, Menstrie, Clacks, Scotland FK11 7HA C

Resignation

2391 GARBETT R

Change of Address

2396 BROWN J., 17 Hot Springs Road, Box 206, Fairmont Hot Springs, B.C. Canada
VOB 1LO
1897 National Library becomes CANDIAN POSTAL ARCHIVES, National Archives of
Canada, 365 Laurier Avenue West, Ottawa, ON, K1A 0N3 Canada
2421 BERKOVITS J, York Toronto PO Box 33, 260 Adelaide St East, Toronto, ON
Canada M5A 1N0
1050 RICHARDSON S T., 410-11th Avenue N.W., Calgary, AB Canada T2M 0B9
2304 BARTLET, David., 1359 Front Road S., Amherstburg, ON, Canada N9V 2M5
2095 BOYD David., Phillips, 101 New Bond Street, London W1Y 0AS
2532 HARDIE W G L., 45008 Cumberland Avenue, Sardis, BC, Canada V2R 3B6

Change of Interest

2304 Bartlett, David BS,R,Co, AD

Revised Total:- 541

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 a prescribed form which is available from the Secretary, and must be submitted by 10 June 1991.

CLASSIFIED ANNOUNCEMENTS

WANTED: Women's Forces Military Covers WWII C.W.A.C.; R.C.N. (WRENS); R.C.A.F. (W.D.). Period Nfld. 'Caribou' issue covers: unusual rates; destinations. Photocopies/approvals? Dean Mario, Box 342 (Main), Saskatoon, Sask. Canada S7K 3L3.

WANTED: 1953, 1954, 1962 QE11 definitive covers to overseas destinations - surface, air, S.D., registered, printed matter, short paid, redirected, etc. Jeff Switt, 3962 Belford, Forth Worth, TX 76103 U.S.A.

WANTED: Properly dated Canadian Coils on cover, Scott numbers 279, 297, 298, 300, 309, 331, 332, 466. Also require other coils on cover where used to pay overseas rates. Gordon Hill, 11 Coach Side Terrace SW, Calgary AB. Canada. T3H 2T3.

WANTED to trade Canadian used stamps Scott #1 - #103 F-VF mostly full legible CDS for Newfoundland covers 1865 - 1949. Brian Noble, 11 Trailsmoke Cr, Etobicoke, ON, Canada M9C 1LA

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Maple Leaves

PRINCIPAL CONTENTS

Canada Bank Note Co. Essays	155	Whole No. 233
Fakes and Forgeries (Conclusion)	164	Vol. 22 No. 5
People on the Stamps	167	JUNE 1991
Research Sources for Postal Historians	174	



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EDITORIAL

The response to Derrick Avery's letter in the last issue was not overwhelming (so what's new?), but John Hillson has provided comment on some of the points raised.

John quotes a cost of around £400 for printing the auction catalogue; there is also the additional postage to be considered, which amounted this year to about £50, bringing the total cost to £450. If the average number of lots is 600 then it will be seen that the average lot costs the Society 75p. With a 15% commission charge, a lot selling for £5 brings in 75p and we break even. Sales below this level and unsold lots cost the Society money. A small number of members work very hard, for no reward, to produce a first class auction for the benefit of all members. It would be discouraging if such work did not produce a tangible benefit which, as John says, goes into the general fund and helps keep subscriptions to a reasonable level. The £5 minimum was not made mandatory and the charge for unsold lots related only to those carrying a reserve. Our auctioneer imposes his own reserve, a reasonably high percentage of the estimate, so vendors are protected anyway. Having myself had no involvement whatsoever with the auction I feel that the organisers have acted in the name of good stewardship on behalf of the membership at large.

With regard to the articles for beginners, despite several requests no further articles were forthcoming. I could (as could many others) write such primer articles but would prefer them to carry the name of an authority in the particular field. Derrick's letter has been most useful in allowing these matters to be brought to members' attention.

Dick Malott, a tireless worker in the cause of Canadian aerophilately, has written to say that anyone interested in balloon covers should be able to obtain some this summer when the 'Festival de montgolfieres du Haut-Richelieu' will host the Tenth World Hot Air Balloon Championship at St. Jean-sur-Richelieu (about 40 miles south of Montreal). The latest Canadian 80c aerogramme advertises the event on the back panel.

Whilst on the subject of aerophilately, Bob Lee is advertising, in this issue, the sale of Bill Topping's semi-official airmail collection. Bill is showing at least a portion of the collection at Convention in August, as one of the formal displays, so UK members will have a great opportunity to do some leisurely viewing.

Increased postal charges, not to mention the pound's fall from grace, force us to increase slightly the levy on overseas members who require 'Maple Leaves' to be sent via airmail. Revised amounts are shown in the subscription 'box'. Subscriptions already paid will of course be honoured at the original rate.

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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.

THE CANADA BANK NOTE CO. ESSAYS by William L. Simpson and George B. Arfken

These essays appear in auction catalogues from time to time but they remain items of mystery. The coverage of them in our philatelic books is rather incomplete. Here, we attempt to add to the information about these essays and try to remove some of the mystery.

The British American Bank Note Co., which held the contract for printing the Small Queens, had been formed in 1866 by a merger of two groups. One group of investors had been headed by William C. Smillie who became president of the British American Bank Note Co. The second group had been led by George B. Burland who became general manager (1). In 1881 William Smillie sold his interest in the British American Bank Note Co. to George Burland and withdrew from the company. Then, with some new partners, Smillie organised a competing company, the Canada Bank Note Engraving and Printing Co. of Montreal.

Figure 1.

The vignette used

in the Canada

Bank Note Co. essays.



Printed in black

on india on card.

The stamp printing contract came up for renewal in 1892. As this time drew near, the Canada Bank Note Engraving and Printing Co. made strenuous efforts to win the new contract. They offered to produce stamps at 13c per 1000, 7c less than the current rate. They also produced a handsome set of stamps (essays) to show the Canadian Post Office what they could do (2, p.300-301). These essays appear as plate essays for the 1c, 2c and 3c denominations and also as die essays for the 2c denomination.

The Canada Bank Note Co. essays are found in a wide variety of colours. Minuse and Pratt (3) listed the various colours. Here, we present information about plates and stones - size, imprints and counters. Figure 1 shows a die proof of the vignette used in these essays.



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The One Cent Essays

The 1c essays appear both engraved and lithographed. Both forms carry the company name as the imprint: CANADA BANK NOTE ENGRAVING & PRINTING CO., LTD. The top imprint reads normally. The right imprint reads down. The bottom imprint is upside down! The left imprint reads up. There is a counter: ONE CENT on the left side of the top margin in thin Gothic lettering with shading lines. From a study of blocks of the 1c essay, we conclude that the plate size was 10 x 10. Boggs also reached this conclusion.



Figure 2. A top left block of the 1c essay showing the ONE CENT counter and most of the CANADA BANK NOTE ENGRAVING & PRINTING CO., LTD. imprint. Lithographed in yellow on 0.0041" thick wove paper.

Engraved plates and lithograph stones with this 10 x 10 size, imprint style and location and counter style and location will be called **Type A**.

The lithographed panes are known to have had ten stamps across and probably ten stamps vertically. All imprints and counters of the 1c lithographed essay are consistent with identifying the 1c stone as Type A. Figure 2 illustrates a yellow lithographed 6 x 2 top left block of the 1c essay.

The Two Cent Essays

Two different engraved plates were used in printing the 2c essays. One plate, with a TWO CENTS counter, was the Type A described above. A top block, 10 x 2, was offered by J.N. Sissons, Sale 173, lot 921, 13 July, 1961. A portion of this block is in the Simpson collection. (Sissons, description of the imprint was incorrect).

The second engraved two cent plate, 5 x 5, does not seem to have been described in the literature. Figure 3 represents a 5 x 5 pane from this plate. The imprint reads: CANADA BANK NOTE COMPANY, MONTREAL. Note the difference between this imprint and the imprint on the type A plate. This imprint appears only at the bottom of the plate and is upright. There is no counter.

Engraved plates with this 5 x 5 size, imprint style and location and no counter will be called **Type B**.

Figure 3.

The 2c essay

(ochre brown)

printed from

an engraved

5 x 5 plate.

*The imprint,
CANADA
BANK
NOTE
COMPANY,
MONTREAL,
appears only
at the bottom.*



The essays from this 5 x 5 Type B plate do not show position dots. The stamps from the 10 x 10 Type A plate (excluding the extreme left column) do show position dots at the lower left. If a 2c essay shows a lower left position dot, it is from the Type A plate.

The Type A plate was printed on normal india on card and also on a thin Japanese paper (rice paper), 0.0017" - 0.0023" thick. Essays on this rice paper, allegedly napkins from a local Chinese restaurant, sometimes

show a 'running horse cancellation'. Figure 4 shows an example of this cancellation. The identification of the plate as Type A comes from the presence of position dots in this example. Robson Lowe (4, p.186) offers another illustration of the 'running horse cancellation'.

Both the 2c 10 x 10 Type A plate and the 2c 5 x 5 Type B plate used this unusual rice paper. However, no running horse cancellations have



Figure 4. The 'running horse cancellation'. These 2c essays were printed from the Type A engraved plate. Green on rice paper.

been reported on the 5 x 5 Type B imprints. It is possible that the running horses ran around the edge of the napkin forming a border and that the smaller Type B plate did not reach this part of the rice paper napkin. The use of the same unusual rice paper does indicate that both the 2c Type A plate and the 2c Type B plate were in use at the same time.

The Three Cent Essays

The engraved plate used for printing the 3c essays is assumed to be Type A. All the material available to us is consistent with this identification. None of the 3c essay material suggests a 3c Type B Plate. The counter, of course, reads THREE CENTS. Like the ONE CENT and TWO CENTS counters, the letters are in thin Gothic with the shade lines shown.

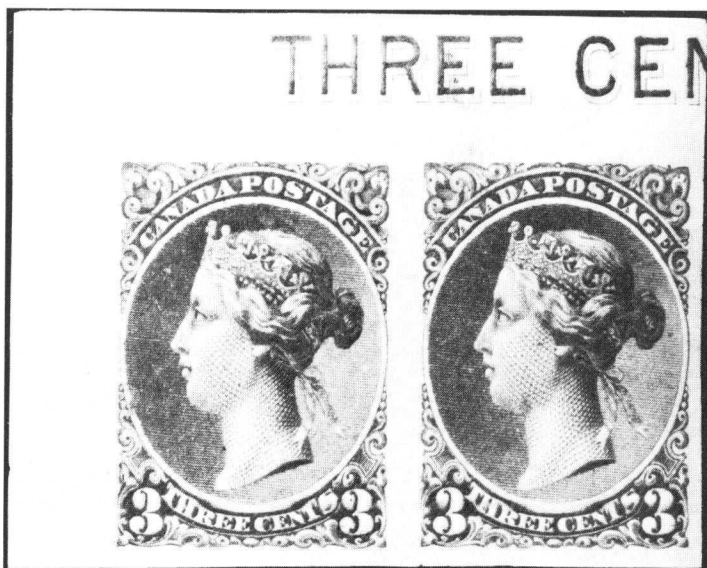


Figure 5. The *THREE CENTS* counter showing the shade lines. Printed in orange on india with engraved plate.

As with the 3c engraved plate, the 3c lithography stone is believed to be type A. The lithographed stamp pane is known to have ten stamps across and probably has ten stamps vertically. Figure 6 shows a 6 x 2 counter - imprint block clearly indicating that the full pane had ten stamps across (and is Type A).



Figure 6. A top left block of the 3c essay showing *THREE CENTS* counter and most of the *CANADA BANK NOTE ENGRAVING & PRINTING CO., LTD.* imprint. Lithographed in orange vermilion on 0.0041" thick wove paper.

The Composite Die 5c, 10c and 15c Essays

There are also two very rare, possibly unique, essays of 5c, 10c and 15c denominations on one piece of india paper (5). These composite essays are known in two forms, one form printed in carmine with a counter and the other form printed in dark green without a counter. These essays were offered in the seventh Dale - Lichtenstein sale, H.R. Harmer Sale 1937, Jan. 30, 1970, lots 1148 and 1149. They appear again in the Maresch private treaty list 1977, lots 148 and 149. Figure 7 has been adapted from the illustration in the Maresch 1977 private treaty catalogue. The 5c, 10c and 15c essays on white wove paper are known as singles, in dark green and in carmine. These singles were probably cut from the composite die essays just described.



Figure 7. The Canada Bank Note Engraving and Printing Co. 5c, 10c and 15c composite die essay, with counter. Courtesy of Wm. H.P Maresch.

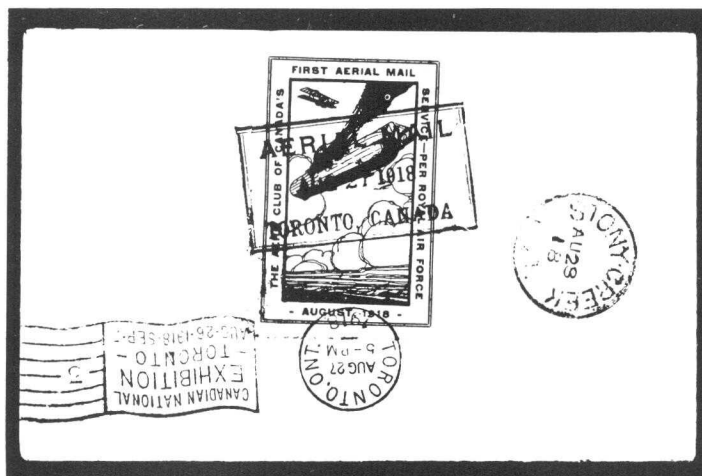
Possibly because of their beautiful, essays more likely because of their sharply lower price, the Canada Bank Note Engraving and Printing Co. was awarded the stamp printing contract. However, before their stamps could be produced, the company was bought up and absorbed by the British American Bank Note Co, who thereby took over the stamp printing contract and continued to print the Small Queens for five more

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years. The British American Bank Note Co. was bound by the new contract to the new low rate, 13c per 1000, negotiated by the Canada Bank Note Engraving and Printing Co.

The Canada Bank Note Engraving and Printing Co. essays remain essays because they were never produced as adhesive postage stamps. The 2c design was used on the 2c Universal Postal Union Post Card, Webb P15, issued in 1896.

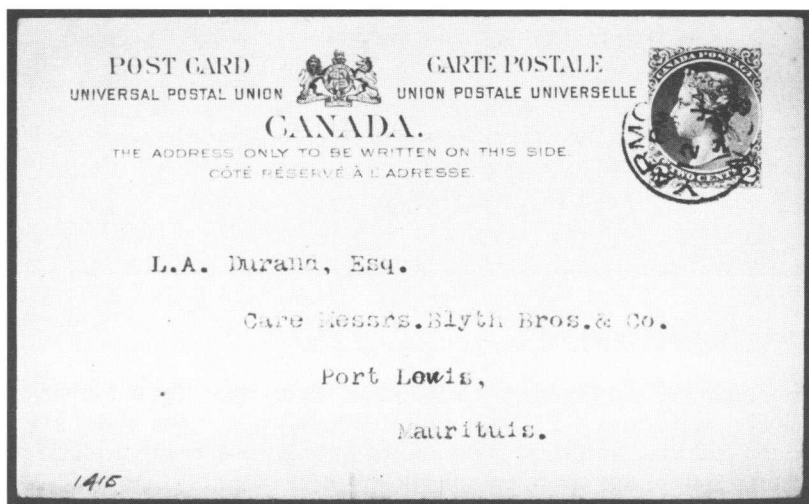


Figure 8. The Canada Bank Note Engraving and Printing Co. design post card. Mailed to Mauritius from Yarmouth, N.S., 12 JA 98. The message confirmed the registered mailing of a collection of postage stamps. Courtesy of Allan L. Steinhart.

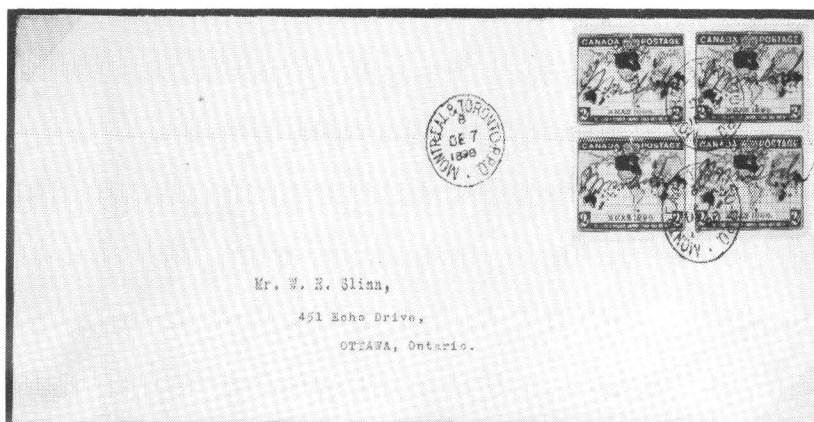
References

1. *Ninety Years of Security Printing*, British American Bank Note Co., 1956. Also BNA Topics vol. 14, pp. 175-183, 1957.
2. *The Postage Stamps and Postal History of Canada*, Winthrop S. Boggs, Chambers Publishing Co., 1945, Quarterman Publications, Inc., 1974.
3. *Essays and Proofs of British North America*, Kenneth Minuse and Robert H. Pratt, Essay-Proof Society, 1970.
4. *The Encyclopaedia of British Empire Postage Stamps*, Vol. V, The Empire in North America, Robson Lowe, Ltd, 1973.
5. *Three Heretofore Unknown Essays of 1891*, Winthrop S. Boggs, Coll. Club Phil. vol. 30, p.228, 1951.

FAKES AND FORGERIES (Conclusion)

by The Yellow Peril

Photo's by Canadian Stamp News



A fake first day cover

The opinion of the Greene Foundation on the above is 'the entire cover including signatures is a fabrication'. It certainly is that and more! Even though spurious, and there is no known first day cover with a block of the map stamp, this cover is academically more desirable than if it were genuine. The stories it tells are not told by a genuine cover.

As there is neither a return address nor transit mark, the town of origin and the direction the cover travelled are unknown. There is enough postage on the envelope to pay for it to be registered (5c registration fee plus 3c postage). The postmarks cancelling the stamps are on top of the signatures indicating that the name 'Mulock' was written on the stamps before they were cancelled. Stamps with writing or any marking are used stamps and the letter should have been rated and postage due collected from the addressee.

As to the 'MONTREAL & TORONTO R.P.O.' (railway post office) cancellation, member Ross Gray graciously provided the following details. The postmark is catalogued by Lewis M. Ludlow as Q-156 in his 'Canadian Railway Cancellations & Transportation Postmarks'. This particular RPO hammer did not come into use until 1918 and the train number '8' is not known on it. Train numbers, rarely used until the late Edwardian period, did not appear for several years

after 1898 on Montreal and Toronto cancellations. Moreover in 1898 an 'E' or 'W' direction and likely a 'N' (night) or 'D' (day) designation would have been used. Lastly, a four digit year indicia is unknown in steel hammers. The only boob the forger did not make is the first day date for the map stamp-December 7, 1898.

*Fake DE 8 1898
backstamp*



Whoever the fabricator was, he must have had a passion for first days with full year circular postmarks as the year in the Ottawa DE 8 1898 backstamp is also in full. A similarly fabricated postmark sometimes seen on low value Jubilees is the infamous 'TORONTO ONTARIO SATURDAY JUNE 19 1897' first day - possibly by the same artist.



*Infamous
'SATURDAY JUNE 19
1897' first day cancel*

Compiling these notes has been a long and arduous chore but made more interesting and easier by the assistance of two friends. To Miss Ann M. Allan of the North York Public Library, to whom this essay is dedicated, many thanks for sacrificing so much time and effort to convince me to eliminate the excessive use of slang to describe forgers. To Mr. Don Antansoff, former editor of both Canadian Stamp News and Canadian Coin News; on behalf of the Society, sincere thanks and appreciation for the many excellent photographs.

If as a direct result of these notes, just one member is saved from being victimised, humble efforts will be more than rewarded. Caveat emptor!

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**DEALERS IN
FINE STAMPS
SINCE 1924**

THE PEOPLE ON THE STAMPS

by Alan Salmon

*Do you know the blackened timber - do you know that racing stream
With the raw, right-angled log-jam at the end;
And the bar of sun-warmed shingle where a man may bask and dream
To click of shod canoe-poles round the bend?
Is it there that we are going with our rods and reels and traces,
To a silent, smoky Indian that we know -
To a couch of new-pulled hemlock with the starlight on our faces,
For the Red Gods call us out and we must go!
The Feet of the Young Men. Kipling*

Brûlé was the first of Champlain's young men, the *coureurs de bois*, who were his eyes and ears whilst he was confined on the St. Lawrence looking after the affairs of New France. During his travels Brûlé became the first European to set foot on today's Ontario, the first to see Lake Ontario and, almost certainly, the first to reach Lake Huron and Lake Superior. His explorations and exploits are honoured by Canada on the 34c multi-coloured stamp of 1987 (SG 1232, SS1126).

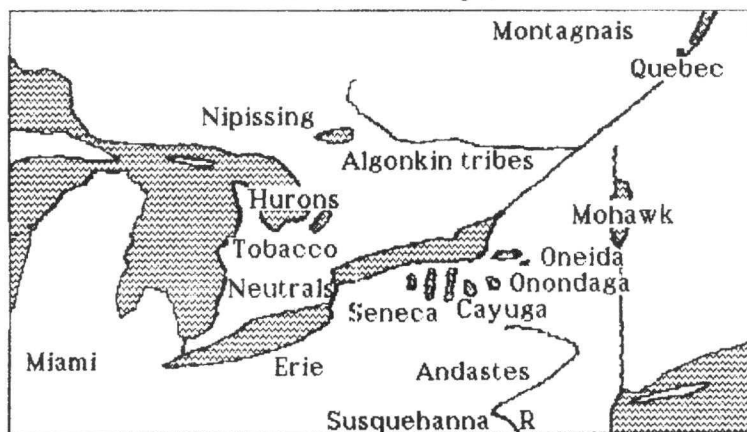


The Beginning

Brûlé was born in northern France, sometime about 1592. He emigrated to New France in 1608 and expressed a wish to live with the Algonkians and to learn their language. He was recruited by Champlain to do just that: 'to learn what their country was like, see the great lake (Huron), observe the rivers....explore the mines....so that on his return we might be informed of the truth thereof.' Champlain's desire for information, on

the lands beyond the St Lawrence, arose from his fur trading and exploration interests. He used other young men in the following years but Brûlé was the first and greatest of these *coureurs*. The word *coureur* seems to have no agreed definition, I follow Brebner using it for those who operated in the forest regions, as distinct from *voyageurs* who travelled beyond the forests to the plains.

Brûlé lived amongst the Algonkians for a year (1610-11), learning their language and afterwards reporting to Champlain his discoveries. The next year he spent with the Hurons, so he probably reached Georgian Bay becoming the first European to reach Lake Huron. By 1615 he was an able interpreter between the French and the Algonkians, the Montagnais (see map), The Nipissings and the Hurons; indeed in his accounts he described himself as the 'interpreter'.



The locations of the various tribes are shown. The Iroquois were a confederacy of the Mohawk, Oneida, Onondaga, Cayuga, and the Seneca - the Five Nations

Frustration at Oneida.

In June 1615 the Indians, gathered at Lachine to trade fur, urged Champlain to lead a war-party against the Iroquois as the latter were laying ambushes on the way to Lachine. He agreed; Brûlé travelled with Champlain, via the Ottawa River, Lake Nipissing and Lake Huron, as far as Lake Simcoe. They left Montreal on 9 July and were at Lake Nipissing on 26 July, eventually reaching Lake Simcoe early in August. Here the Hurons gathered and went with Champlain, on 1 September, to Oneida. The Hurons had agreed with the Andastes, who had also been persecuted by the Iroquois, on a joint attack on their mutual enemy at

Oneida. Brûlé volunteered to go, with twelve Hurons, to the Andastes and to guide them to the battlefield - coming from the west whilst Champlain and his Hurons came in a pincer movement from the north. Champlain readily agreed, it seemed good tactics and it would provide knowledge of unexplored territory.

The Hurons attacked early in October, and were defeated, before the Andastes arrived; the Andastes were late at the rendezvous by some ten days. The Hurons retreated, two days before Brûlé arrived with 500 Andastes. He had left Lake Simcoe with his Hurons on 7 September, travelling by the Holland River and then probably by the Humber, he reached Lake Ontario sometime before Champlain reached it at its northern end. The small party skirted the western end of the lake reaching the Niagara River, Brûlé apparently missed the falls; now they had to travel carefully as they were in Seneca territory. Moving south of the Finger Lakes they had one clash with a Seneca war party before Brûlé eventually reached the Andastes on the Susquehanna River. He could not get them to sally forth quickly, hence they were late at Oneida. Not daring to attack without the Hurons they dispersed back to their villages.

More Years with Indians

Brûlé spent some time studying the Andastes, but that winter he resolved to seek a shorter route to the interior than that afforded by the St Lawrence. Now, wearing Indian clothing, he followed the Susquehanna to the sea, reaching Chesapeake Bay; he appears not to have met any English settlers. In some nine months, he had travelled from Montreal, via Lake Huron, Niagara and Syracuse, to Virginia; mostly through unexplored country. He had also discovered the Susquehanna route to the Great Lakes. Returning to Huronia he was captured by the Senecas. They plucked out his nails, burnt him and were preparing to torture him slowly to death, such deaths usually took at least twelve hours, when a violent thunder-storm occurred, apparently at his bidding. This so impressed the Senecas that they released him and escorted him to Huronia.

He then turned north, paddling along the coast of Lake Huron for ten days after passing French River. In 1946, in the Laurentians with Canadian good companions, I could canoe 12 miles a day, with a couple of portages and a leisurely lunch; the *voyageurs* did average 25 mile per day in similar country. Brûlé, with his Indians, would certainly have been able to average 20 miles a day on the lakes. That would have taken him to, or very close to, the shores of Gitche Gumeé, the shining Big-



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CHRISTIE'S
ROBSON LOWE

Sea-Water of Longfellow's Song of Hiawatha - Lake Superior. In 1618 he returned to Trois Rivières to report to Champlain on his explorations. For the past eight years he had lived and travelled with the Indians, exploring country never previously seen by a European.

He returned, in 1622 or 1623, to the northern end of Lake Huron and beyond. His account reads "Beyond the Sweetwater Sea (Lake Huron) there is another very large lake which enters into it by a waterfall which has been named the Saut de Gascon and is nearly two leagues (six miles) wide. The said lake and the Sweetwater Sea together extend for thirty days' journey by canoe according to the Indians' account and for four hundred leagues according to the interpreter (Brûlé)". He had over-estimated the length of the lake considerably (the combined length is about 630 miles,) indicating that he had not travelled its full length. The 'Grand Lac' soon, and for the first time, appears in print; Champlain's map of 1632. The Encyclopaedia Britannica says Brûlé 'probably' discovered the lake; surely his two journeys justify the claim that he did discover Lake Superior.

Brûlé apparently then explored the lands of the Neutral Indians, north of Lake Erie. He was reported to have given a 'grand account' and 'told wonders' of the Neutrals, however there is no documentary evidence of his visit.

The end

In 1629 New France fell to the English, Champlain was captured and Brûlé continued as a *coureur de bois* - for the English, to the disgust of Champlain. By 1632 Brûlé seems to have earned the hatred, for some reason now unknown, of the Hurons with whom he had lived for so long. They killed and ate him; a sad and brutal end of an exceptional explorer.

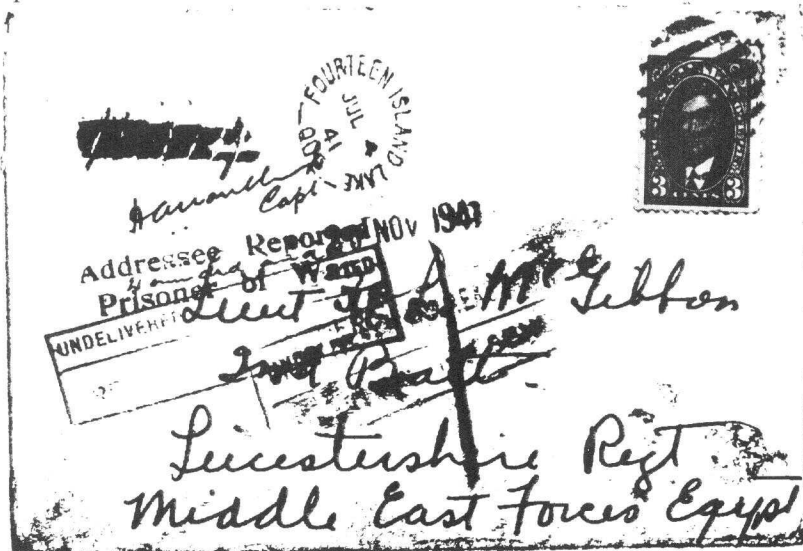
Le Premier Coureur de Bois

Brûlé was a brave adventurer, thirsting for knowledge; he was a new type of explorer - the loner. He was happy to travel only with Indians as his companions for vast distances in the forests and lakes where no European had travelled. He was given a fairly free hand, but his reports back were of major importance to Champlain who was trying to fathom the geography of the interior and to know what was happening amongst the tribes. His discoveries, in the years between 1610 and 1626, place him amongst the great explorers of North America and of New France. Following his death Huron lore attributed a long-lasting curse upon them for his murder - this was to prove remarkably prophetic, within twenty years they had been destroyed by the Iroquois.

JUNE 1941 - FIFTY YEARS BACK

by Kim Dodwell

It was obviously unknown to the writer of this letter, but the intended recipient had already been captured in Crete, on 28 May, 1941. Also unknown to the writer, Lieut R.L. McGibbon had, some months earlier, left the 2nd Bn. Leicestershire Regt (then in 16 Brigade) and transferred to No. 52 Middle East Commando, in which he commanded a troop of Spanish Volunteers.



The letter would have gone by sea to Great Britain, then on around the Cape of Good Hope and up the Indian Ocean to the Suez Canal, thence overland to the Middle East H.Q. in Cairo, where it arrived in November. First marked 'missing' in m/s, this was amended with the handstamp 'Addressee Reported Prisoner of War' with the additional 'Wounded and' interposed in ink. The back shows a strike of the British Middle East FPO no.40 on 23 November, 1941 and enthusiastic stamping of the Army Post Office in purple. The letter then began its long return journey, retracing its original route until it received the accolade of the Ottawa Dead Letter Office, in the usual blue, on 27 March, 1942. The sender had certainly received good value for his three cents in terms of distance travelled, albeit at a painfully slow rate.

There are at least two other, somewhat similar, letters of this correspondence, and I am left wondering about Bob McGibbon's connection with Canada. Could he have been an official 'forerunner' of

the 'CANLOAN' officers? They were a select band of volunteers from the Canadian Army who, impatient of inactivity in Canadian depots, were seconded to the British Army prior to the opening of the Second Front, in June 1944, where they gained respect as gallant soldiers. The book 'The Middle East Commandos' by Charles Messenger casts no light on this, although it does describe the circumstances of McGibbon's capture. Of no philatelic interest, yet I hope members will agree that it bears retelling? During the defence of Crete against the German airborne assault, the Spanish troop of 52 Commando teamed up with a group of New Zealand Maoris in the chaos of the withdrawal, but after a stiff fight, in which McGibbon was badly wounded, they were captured. The Spaniards, all veterans of the Civil War against France and without the benefit of British nationality, feared the worst should the Germans discover their identity. They were told to pretend to be Gibraltarians, and this apparently was accepted by their captors.297mm
210mm

REPORTS FROM THE REGIONS

The London Section's annual Beaver Cup competition on 15 April attracted six entries:

WW1 & WW2 'On Active Service' Mail;

Post-Centennial Coils

1830-1900 Cross Border Mail;

Legislative Markings;

Numeral Cancellations of Belleville, Ontario

1870-1902 1c Rates.

The last mentioned entry won the Beaver Cup for Colin Banfield.

The Section's AGM was scheduled for Monday, 20 May with the evening being rounded off with members' displays featuring topics commencing with letters N,O or P.

The Society was represented on Collectors Day (24 March) of the Scottish Philatelic Congress at Falkirk by Bill McVey, Robert McLeish and Jim McLaren. Many aspects of Canadian philately were displayed throughout the day with interest being shown by the general public and collectors alike.

A lively discussion group in the afternoon centred on dies and perforations, particularly the merits of the Canadian perforation gauge - Kiusalas - which many considered was superior to any others sold on this side of the Atlantic.

RESEARCH SOURCES FOR POSTAL HISTORIANS:

An Occasional Feature

by R.B. Winmill

Government documents are an especially rewarding source for the researcher. Of course, the most readily accessible ones are those which are published. The major ones to be considered are

- a) Debates of the House of Commons
- b) Debates of The Senate
- c) Journals of Pre-Confederation Legislative Assemblies
- d) Statutes of the Pre-Confederation Colonies and Canada
- e) The Sessional Papers of the Pre-Confederation Colonies
- f) The Sessional Papers of Canada after 1867
- g) Various documents, conventions, treaties, contracts etc

The first two listed items are widely available, both in the original and on microfilm. Moreover, a reference librarian confirms that complete sets from Confederation to date, are available in England, for consultation. These are fully indexed and one ought to not only consult the index under 'Post Offices' but also 'Post Matters'; 'Treaties'; and particular subjects such as parcel post, rural mail delivery etc. Especially important is the need to check postal financial matters in supply motions. These can be quite enlightening.

Pre-Confederation Legislative Assembly Journals have some postal references. These are available in England and Ottawa but generally speaking, they are to be found in few other locations.

The Pre-Confederation Statutes, in the original format, are difficult to secure though, once again, all are available in Ottawa and London, England. Most, but not all, have been microfilmed, however odd items are missing on the microfilm. Prince Edward Island Statutes from 1867 to 1873 appear not to have been filmed. Similarly, post 1867 Newfoundland Statutes appear not to have been filmed though the Post Office Acts are reproduced in Pratt. Holdings, with varied degrees of completeness, are to be found in scattered locales, normally in the province of origin. It is important to recall that not only are various Post Office Acts of importance but that there are other Acts such as Packet Boat Acts in New Brunswick and Newfoundland, which have a bearing on postal services.

The Sessional Papers from the pre-Confederation Colonies are

especially important as they include various Postmaster General's reports and related documents. A thorough study of these rare documents will prove rewarding to postal historians. Complete sets are held in only a limited number of places including various provincial libraries, Dalhousie University (Nova Scotia), Ottawa and London, England. At least one complete set of the New Brunswick and Canada Postmaster General's Reports, are in private hands. A few of these earlier Canadian PMG Reports have been featured from time to time in various periodicals and these reviews should provide ample incentive to students and demonstrate the breadth of their content and potential value as research tools.

It is particularly easy to utilise the Province of Canada Sessional Papers. During his long and distinguished career, Alpheus Todd, Canada's former Parliamentary Librarian, pioneered the indexing of government materials. While extremely detailed, these indexes were awkward and difficult to use. Until reprinted, these useful indexes were also largely unavailable to researchers.

In 1979, however, a new, abbreviated and easily understandable index to appendices was assembled and is now available to researchers.¹



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This slender volume is worth its weight in gold to the researcher of early Canadian history and it contains material of value to the postal historian.

An even earlier volume covers the period 1840-1866. Of course this includes the period of Provincial Control of the Post Office and this generated much material, preceding and following 6 April, 1851.² The Canadian Sessional Papers from 1867 onward are very widely available in major research libraries and while one may have to travel to consult them, they are available in England and Canada. They include Postmaster General's Reports, various studies and responses to queries by Members of Parliament. Each year, a list of these papers appears, bound in the front of each volume. A quick scan of these lists will reveal all papers of interest to the researcher.

Over the years, assorted documents relevant to postal matters have been generated. These include studies such as the Griffin-Logen Report, the Glassco Report and even reports on security and intelligence matters. Except for a few security related matters, the reports are all widely available and are unrestricted.

Conventions and treaties involving Canada and numerous other nations in respect of postal matters can be found. Some are published with the Postmaster General's Reports. Others can be found in a variety of Treaty Series published in England and the United States. About half a dozen are to be found in a Canadian Treaty Series. At least one British Treaty specifically mentions Canada: this is a parcel post treaty between Japan and Great Britain. The references were to transit across Canadian territory.

Contracts can also be found. These involve transport of mails, Trans Atlantic Packet Services and such mundane matters as Labour Contracts. Some are published - for example Labour Contracts and major Ocean Mail Contracts. Various other contracts are to be found in the Public Archives of Canada.

When working with any of the above cited materials, it is important, unless the researcher is intimately familiar with government documents, to consult the reference librarian. They are always pleased to accommodate researchers and are often aware of other related material. Should one seek archival material, one ought to contact Mr. Thomas Hillman of the Public Archives of Canada. Postal records are his field of expertise.

It must be remembered that this note, and others in the series, are restricted in scope and are by no means definitive. References to sources are limited and are not all-encompassing: they are intended solely as a guide to the neophyte researcher.

¹. D. Neufeld, *The Houses of Assembly of Upper Canada; a table of contents and index to Journal Appendices (Ninth to Thirteenth Parliaments, 1825-1840)*, London: Phelps Publishing Company, 1979.

². P. Damphouse, *The Legislative Assembly of the Province of Canada: an index to Journal Appendices and Sessional Papers, 1841-1866*, London: Edward Phelps, 1974

BALLOON MAIL by Eric Moore

Members will know of the special stamps and cards issued for the Papal visit to Canada in 1984. It is not so well known that permission was given for ten balloons to overfly the Mass Assembly at Lancaster Park, Edmonton, Alberta on 17 September, 1984, and for mail to be carried on these flights.

The visit of Pope John Paul II, from September 9 to 20 1984, marks the first time a Roman Catholic pontiff has come to Canada. His itinerary includes stops from coast to coast, making it one of his longest journeys and an event of important religious significance for Canadians, about half of whom are Roman Catholic.

Le voyage de Jean-Paul II, du 9 au 20 septembre 1984, est la première visite d'un souverain pontife au Canada. Ponctué d'arrêts à travers tout le pays, ce voyage est l'un de ses plus longs. C'est aussi un événement d'importance pour les Canadiens dont environ la moitié sont catholiques.

Postcard / Carte postale



**BALLOON POST
POSTE PAR BALLON**

10



CARRIED BY:

C-GQPZ

TRANSPORTE PAR: KLONDIKE LADY

Card flown in 'Klondike Lady', piloted by Nino Frank Chiovelli.

FLAWED STATIONERY

by Horace Harrison, FCPS

The 2c postal stationery envelope carrying the stamp in violet (Webb EN12) was issued on 5 January, 1899, to flattering acclaim in the contemporary press. As is not uncommon, the newspaper got it wrong, referring as it did to the 'first few hundred' being printed in violet before the change was made to red to conform to UPU regulations. In fact 10,000 were printed and distributed to 25 post offices in amounts varying from 100 to 2,000 (1).

Despite the relatively low number printed, two consistent flaws can be found in the violet stamp. Neither have been seen in the succeeding red stamp (issued a few days later). It seems the flaws, presumably specks of foreign matter on the die, were quickly removed by the Department of Public Printing and Stationery who produced the envelopes.

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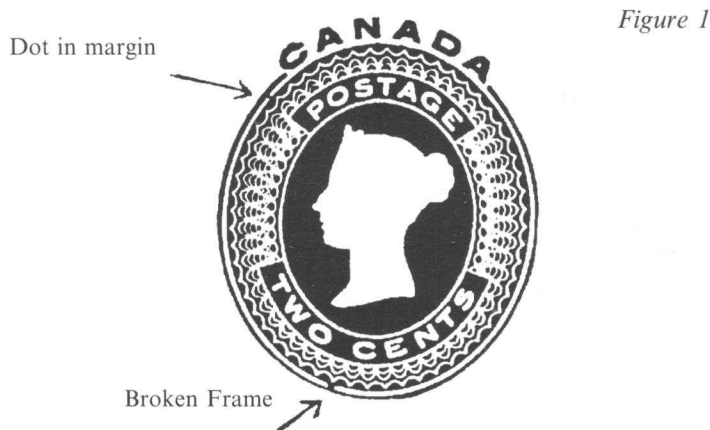


Figure 1 shows the two flaws and figure 2 shows the stamp with only the flaw at 10 o'clock, this on a first day cover. The flaw near 6 o'clock does not exist without the other flaw but, as figure 2 demonstrates, the reverse is not the case. Figure 3 is, as they say, flawless. Whilst only one printing was required for the violet envelopes, more than one working die was used in the process.

Figure 2

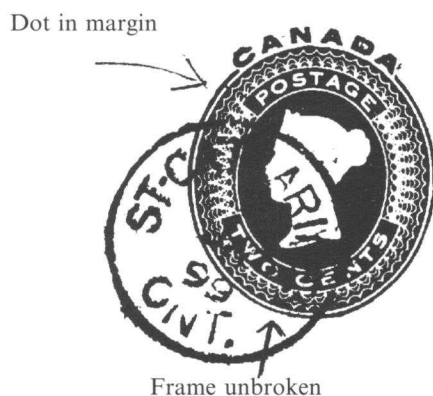


Figure 3



Reference:

1. The Postage Stamps and Postal History of Canada by W.S. Boggs. Page 528 lists the recipient post offices together with their respective allocations.



**B.N.A. SPECIALISED SALE
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We can also collect valuable or extensive collections and have already arranged to visit South East England in early May. Please contact us immediately for further information and to make an early appointment.

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FROM THE SECRETARY

PROPOSED RULE CHANGES

In accordance with Rule 27, the following proposed amendments to the rules have been received and are tabled for consideration at the Annual General Meeting to be held on Saturday 10 August 1991.

1. The following amendments have been prepared by the Rules Review Committee, chaired by Mr C A King and established in accordance with a motion approved by Committee on 7 October 1989. The rule changes are intended to achieve the following objectives:-
 - (i) minor changes to simplify and bring the Rules in line with current practice;
 - (ii) Relaxing the geographical requirements vis-a-vis election of Vice-Presidents and the venue of Convention;
 - (iii) to establish an Executive, chaired by a Chief Executive;
 - (iv) to provide financial support, on an exceptional basis, for regional groups.

Proposed Changes

- 2(b) delete 'reading and'
- 2(e) delete all of this sub-clause and replace by
'to hold an annual Convention which normally shall meet in rotation in Scotland, the North of England and Wales, and the South of England'.
- 2(f) delete all the words following 'objects'
- 3 Re-word third sentence to read
'Each candidate must be proposed by a member of the Society
- 6 delete '£3.50, or'
replace 'decide' by 'approve'
- 12(b) Re-word second sentence to read:
'Subject to the availability of suitable candidates, one Vice-President shall be chosen from members resident in Scotland, one from members resident in the North of England and Wales and one from members resident in the South of England'.
- 16(c) insert 'and Wales' after 'North of England' in the first paragraph.
delete the final paragraph and replace by new sub-clause 16(d) and new clause 17 worded as follows:-

- 16(d) Every third year the Committee shall elect a Chief Executive who shall be responsible to the Committee for co-ordinating the day to day management of the Society and for developing longer term strategies to fulfill the objects of the Society.

New Clause 17:-

EXECUTIVE 17 The Chief Executive shall hold office for three years and shall not be eligible for re-election for three years.

The Chief Executive shall be chairman of the Executive which shall consist of the Chief Executive, the President, the immediate Past President, the Secretary and the Treasurer.

The Executive shall meet not less than twice each year. Seven days notice of meetings of the executive shall be sent to all members thereof, along with an agenda of the business.

Any member of the Executive may appoint another member of the Executive as a general or specific proxy for the meeting. Three members present in person or by proxy, of whom the Chief Executive shall be one, will form a quorum. The Executive shall exercise all such powers of the Society as are not, by the Rules, required to be exercised by the Society in a General Meeting or by any specific officer of the Society.

Re-number existing clauses (17) to (28) to become (18) to (29) respectively.

- 24 (proposed 25) Insert additional sentence after the first sentence:
'However, the Executive may authorise contributions to defray any exceptional expenses incurred'.
- 25 (proposed 26) replace 'Committee' in lines 4 and 9 by 'Executive'.
- 26 (proposed 27) replace 'Committee' by 'Executive'.

Amend footnote to read:-

'ATTENTION IS DRAWN TO RULES 16 AND 22'

2. The following amendment is proposed by Dr Alan Salmon with the purpose of lowering the age eligibility for membership from eighteen to fifteen years;
Rule (3) Membership: change '18 years of age' to '15 years of age'.

Letters to the Editor

Alan Spencer

In the January issue of 'Maple Leaves' mention was made of the Yukon Airways forgeries. This reminded me of an item in my own collection - see illustration.



As can be seen it is a mirror image of the Yukon Airways stamp, the printing being in black on a matt board 4" x 3". I am not sure of its status and have not been able to find any reference to it - is it also a forgery?

I would be grateful if any other members have any information on this item.

Editor's note: Part of an extensive article by H.L. Banner, in my files, refers to 'four die proofs in reverse in matt on black board and six die proofs in reverse in black on wove paper. In supplying technical details Banner listed the die proofs' backing as being 51mm x 26mm and 16.4cm x 10.2cm respectively, which is at variance with the size of backing reported by Mr. Spencer.

George Bellack

There are a few points in Derrick Avery's letter which I would wholeheartedly support -

- 1) No charge for unsold lots at the Society Auction.
- 2) 'NEW-COLLECTOR-FRIENDLY' initiatives in displays and competitions; the former to highlight post-1918 collection subjects and the latter to provide for one or more additional competition categories, appealing to likely new recruits.



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John Hilson FCPS

I thought the first part of Derrick Avery's letter in the April 1991 issue a little misleading, although I agree wholeheartedly with the sentiment that the Society's auction is firstly for the benefit of the members who ARE the Society. Members may be interested to know that the cost of printing the auction catalogue was close to £400 in my final years as Treasurer and the implication that the Convention was funded by a surplus of £900 in 1990 is quite wrong. Very early on when I took over the office, I adopted the principle that those who attended Convention should by and large pay for it. In fact the surpluses made through the auction (most years but not all) together with other financial activities - sales of handbooks etc., helped considerably to keep the annual subscription to a level much below inflation. All members therefore benefit by these activities, directly or indirectly.

As far as a lotting charge is concerned, it is up to members at the AGM to decide on that suggestion, but it was prompted because a substantial number of lots were unsold due to unrealistic reserves; these lots added to the cost of the catalogue, but did nothing for anybody. I would not like to see lotting charges introduced for lots offered without reserve, but do not think it unreasonable to charge for those unsold for the above reason. Our auctioneers do not sell at ridiculous discounts from valuation anyway.

As far as imposing a minimum valuation, bearing in mind the cost of the catalogue, a case could be made out for this; possibly £3 would satisfy everyone. Again this would be a matter for members at the AGM.

As far as the second part of Derrick's letter, I am in total agreement. Perhaps the imaginative modern material was not asked for.

Revd. David Izzett

First of all, may I say that I like very much the occasional introduction of an 'Editor's Note' in recent issues of 'Maple Leaves'. It makes the article itself more interesting because it makes one think of the necessity of the additional comment and often means weighing up two points of view.

Secondly as a keen collector of precancels, I am interested in the comment on George Bellack's letter. I have no doubt that this is genuine

use of unofficial precancels. In 1897 the Toronto Postmaster admitted "we obliterated with roller stamps \$10,000 worth of 3c annually for Simpson's and Eaton's catalogue" (p57*). The implication is that once the stamps were issued to an authorised person he was at liberty to use them as and when he found it desirable to do so.

I have several covers which appear to be genuine use of roller-cancelled stamps as precancels. A significant common feature in these is that the cancellation is normally **not** Toronto, where presumably there was immediate and unlimited use of style T cancellation (I also have evidence that style R was in use there too). In other words when precancelled items were in demand in smaller cities such as Prescott (or Brockville where I have a 1c Jubilee on cover, or St Hyacinthe where my example is a 1/2c Small Queen on a wrapper), the local postmaster took the initiative and produced his own supply. It is clear that the process spread back to Toronto and I have an example of 1c Maple Leaf on piece. But this is exceptional - other roller cancellations on cover or piece, suggesting use as precancels, are from Niagara Falls, London (p58*), Amherst, Bridgeburg, Franklin, Dundalk, Shediac and Teeswater (1c Admiral 1912). Despite the strictures of Mr Coulter in 1904 I have examples, on 1c Admirals (1922), from Sussex N.B. and Summerside PEI.

Can any member help please? I have a 1c Maple Leaves on cover, precancelled with a roller, but I cannot decipher the City on the Roller. The only clue is the name, 'The First Canadian Company'. The cover is addressed to Toronto and is backstamped 'Toronto, 16 May 99'. Does anyone know where it is likely to have been posted?

* *The Canada Precancel Handbook.*

Allan Steinhart

I would like to take this opportunity to thank the Fellows of the Canadian Philatelic Society of Great Britain for the deep honour they have afforded me by awarding me the Founder's Trophy for the past year, at the annual convention. This award means a lot to me and I appreciate it. The best to the Fellows of the Society and to all.

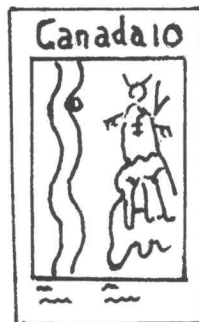
CENSORSHIP AT YARMOUTH

James Felton has written to tell us that, following his article in the August 1990 issue, a Sault Ste Marie censor mark has turned up. The code is SM, a two-letter code, thus Yarmouth remains the only three-letter code (YTH) seen to date

D. Sunderland,

I have a copy of Gibbons 729/730 (Scott 580) with a flaw on the thunderbird stamp, comprising a small ring on the wavy lines on the inside of the stamp. Despite much searching I have found no mention of the flaw anywhere.

The very rough drawing gives some idea; the ring is very visible and measures approx. 2mm in diameter and is roughly 12mm from the top and 5mm from the left edge. The stamp in question is in a block of four.



I should be grateful for any information on this stamp, I have become quite attached to it!



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OF GREAT BRITAIN



Maple Leaves

PRINCIPAL CONTENTS

Winter Magdalen Mail

People on the Stamps

Re-entries on 6c Small Queen

191

201

211

Whole No. 234

Vol. 22 No. 6

AUGUST 1991



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AUGUST 1991

Whole No. 234

EDITORIAL

In the April issue I broached the subject of a cumulative index and called for members' comments. They flooded in, both of them! It seems therefore that a formal publication is not called for and we must look for informal means. Perhaps we should be thinking of personal computers and creating a cumulative index that can readily be up-dated and made available to those who require it.

I was not exactly inundated with photographs of bygone conventions either, with one honourable exception; no doubt members are stacking them up to bring along to Convention and hand over in person.

Enough of this self pity, let's be positive. Congratulations to CPS members Dr Melvin Baron of New York and Stan Lum of Ontario on winning the Philip H. Ward Memorial Award for first day cover literature. The Award, established in 1964, is given each year by the American FDC Society in recognition of outstanding FDC writing and research. The 1990 Award recognised a series of articles on classic FDCs of Canada, co-authored by our members.

Pressure of space prevented a mention in the last issue of two aerophilatelic offerings from the Canadian Aerophilatelic Society.

First, a set of nine separately autographed Canadian 78 cents aerogrammes flown in recognition of the 20th anniversary of the Snowbirds, 431 Demonstration Squadron, Canadian Forces aerobatic team. Only eleven sets were autographed by the nine current members of the Snowbirds and were flown at Moose Jaw in April 1990 and at the National Capital Air Show, Ottawa, on 1 July 1990. The set, complete with brochure, was available at \$50 on a first come, first served basis. Second, a group of 99 envelopes, some pilot signed, that were also flown at the National Capital Air Show in a Russian MIG-29. The covers bore the 39c Canada Day flag stamp, dated 29 June 1990; most outlets did not receive the new stamp till after this date. Signed covers are \$20 each and unsigned \$15. Anyone interested should write to Dick Malott at 16 Harwick Crescent, Nepean, ON, Canada, K2H 6R1 to ascertain availability.

Given sufficient space, readers should find a healthy selection of letters in this issue. This is a most encouraging sign. It is not surprising, perhaps, that Derrick Avery's letter in the April issue has brought forth more response but it is pleasing to find members responding also to articles and queries by fellow members; this surely is the prime function of a Society such as ours. I know that contributors get direct response from some members but if the points are worth making then they are probably worth sharing with the membership at large, so a copy to the Editor would not come amiss. In this issue one or two letters are quoted in extract and one or two in summary form. Wherever possible relevant letters are published in full but sometimes, in the interest of best use of available space, the Editor's pen is pulled from its cobwebbed holder.

Members will be sorry to learn of the death of Charles Jockel who, with a membership number of 57 (earliest in the current Handbook) was, as Derrick Scoot writes, "one of our very early members. He was an active member of the London Section and was made an honorary member of the Society in 1989. A good friend who will be long remembered."

SOCIETY TIES

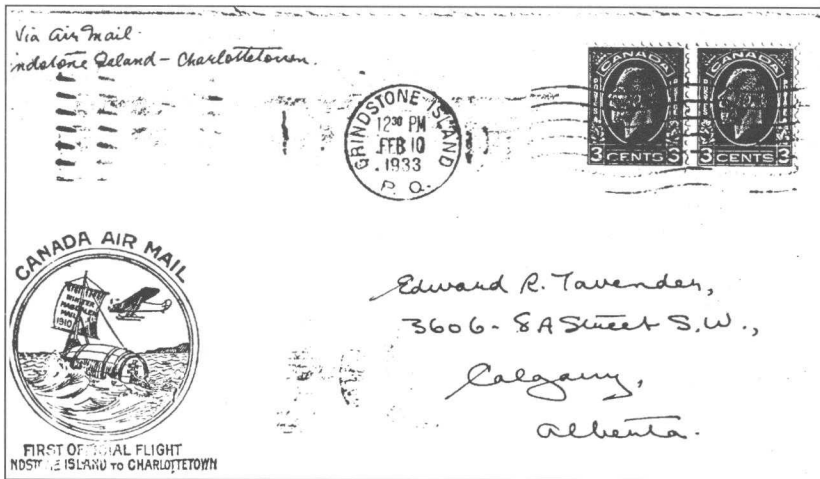
Ties featuring the Society's logo on a plain ground can be obtained from Brian Stalker, the Secretary, at £6.00 each. A choice of green or navy blue background is available. Overseas members requiring Airmail delivery should add £1.00. Cheques, in £ Sterling should be made payable to the CPSofGB.

THE WINTER MAGDALEN MAIL 1910

by Arthur F. Hobbs

It was the cachet on a philatelic first flight cover that aroused my interest and led me to seek further information about this unusual method of carrying mail, introduced to overcome an emergency which occurred in the island in 1910.

The cover, one of a pair carried in 1933 on the first outward and return flights of a winter service between Charlottetown, Prince Edward Island, and Grindstone Island, one of the Magdalen group, bears a cachet depicting a barrel rigged with a sail bearing the inscription 'Winter Magdalen Mail 1910'.



First flight cover Grindstone Island to Charlottetown

Grindstone Island lies in the inhospitable waters of the Gulf of St. Lawrence, midway between Newfoundland and northern New Brunswick. The air route, although only 105 miles long, was over sea throughout its entire length, and was considered to be the most dangerous of all in Canada at that time.

In 1910, navigation between Prince Edward Island, Nova Scotia and the Magdalen Islands ceased in December, when the seas became too rough for the small boats conveying mail to venture out into the Gulf, and the islands were left in isolation until the following May when services would be resumed again.



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The only link with the mainland was a telegraph cable. On 6 January at the height of a storm, the cable parted and the islanders' isolation was complete.

In the face of the emergency several Madelinot fishermen offered to attempt the dangerous crossing. The sea was free of ice and the winds favourable but the elders of the community persuaded the young sailors not to risk their lives on what they considered would be a foolhardy undertaking. Their boats were mainly small sailing vessels, some fitted with unreliable single cylinder engines, inadequate for the crossing should the weather deteriorate. In addition, all the mainland harbours were ice-bound at that time of year and a landfall on an unprotected coast was a hazardous undertaking.

It was then that Alcide Gaudet, a young sailor from Havre-Aubert, mooted the suggestion that the mail be entrusted to an unmanned 'boat' fitted with a sail and set adrift in the prevailing current directed towards a port in Nova Scotia.

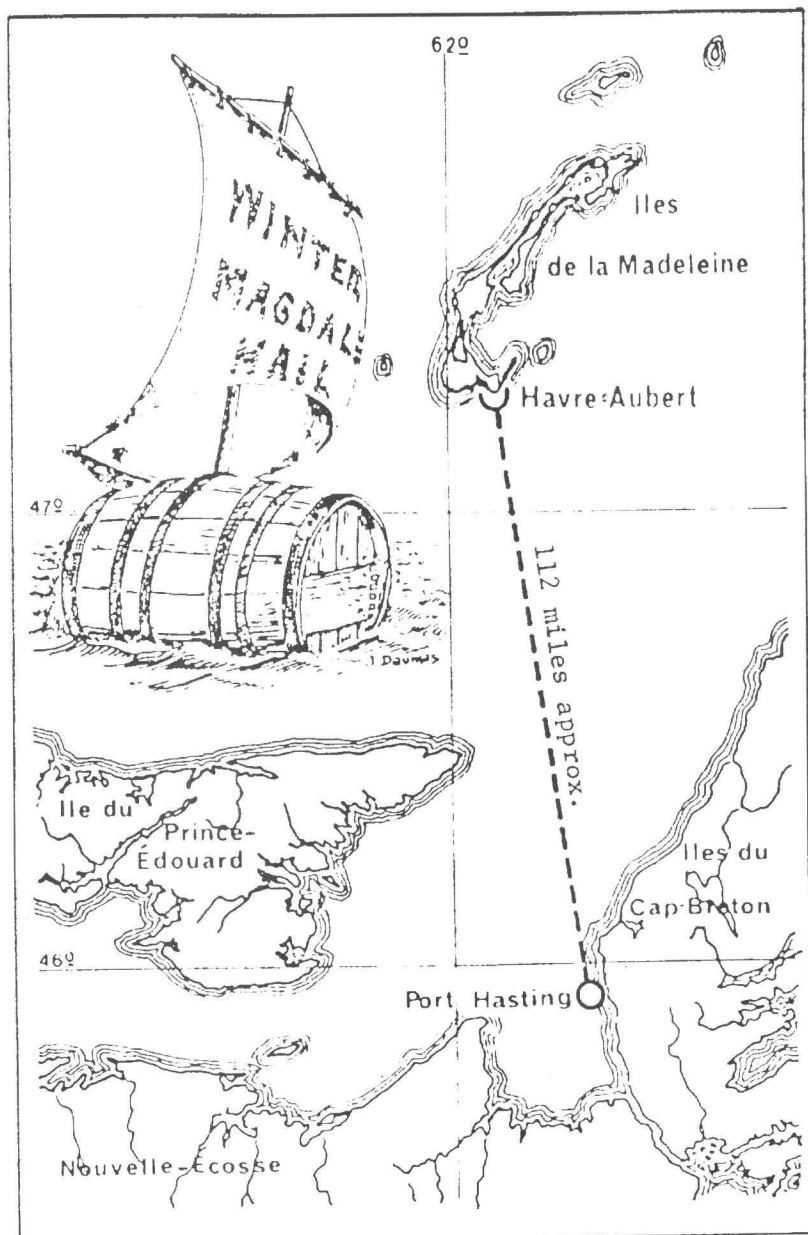
The boat which the islanders chose was a Ponchon, fitted with a rudder and sail. A Ponchon is a large barrel used locally for the storage of molasses, made of oak, looped with metal bands and entirely watertight when sealed.

The local womenfolk embroidered a star-fish on the sail along with the inscription 'Winter Magdalen Mail'. The inscription was in English as the craft was destined to make a landing on Nova Scotia, not part of the French speaking Quebec province.

The mail to be carried consisted of about 100 letters, one of which was addressed to the Minister of the Navy in Ottawa. They were placed in metal containers used for preserving lobsters, soldered shut and placed in the barrel which was sealed and made ready for the launch.

On 2 February the wind was favourable and looked fair to blow from the North-East for several days, so at 2p.m. the little vessel was launched from the harbour at Havre-Aubert, cheered by the entire population of the island. The letter to the Minister of the Navy, the Honourable Rodolphe Lemieux told of the break in the cable and of the traumatic situation in which they found themselves.

The natural elements, which so often brought death and suffering to the islanders, in this instance served them well. The Ponchon with its



Voyage of the Ponchon

precious cargo made landfall a few days later at Port Hastings, Nova Scotia, some 112 miles distant.

Once the craft was secured, its contents were forwarded to Halifax where the post office took over distribution. Upon receipt of the letter consigned to him the Minister despatched the steamer 'Harlow' from Sydney N.S. with a message that henceforth there would be communication with the Magdalen Islands in winter. In autumn of the same year, a Marconigram station was set up at Cap-aux-Meules which re-established the vital link with the islands.

Acknowledgment

The foregoing is taken largely from the book 'Capitaine des Hauts-Fonds' by Frederic Laundry 1978. I am indebted to my correspondent, Peter Downman of Mansonville, Quebec Province who provided me with much of the reference.

A SUBTLE RARITY **by Robert Lunn**

I'm sure all collectors have at one time or another read an article in Maple Leaves that highlighted some rare and important philatelic piece that they dearly wished to own. I am no exception. I have read many such articles about the Canadian map stamp of 1898. One find in particular has always interested me. In Maple Leaves Whole No.205 Vol.20 No.1, October 1985, an important map stamp postal history find was reported by the 'Yellow Peril'. These were the 'Tantalizing' Latchford covers.

While looking over a catalogue for a recent auction, I was stunned to see one of the Latchford covers up for sale. Having read the description of the lot I was quick to realize the importance of this particular cover. It read:

#85. The Olive Green Ocean variety tied to cover (file creases) dated Dec 25, 1898 (First Day of Penny Postage) via Boston bs to Kingston, Jamaica bs. F-VF. Also incl the Reply cover from Jamaica Jan 2, 1899 to Mr Latchford, Ottawa. Latchford was the originator of the Dec 25 covers to the various countries in the Commonwealth that exist today. He sent these reply envelopes w/the Map covers & requested the P.M. return the cover to him. Only a couple of these reply covers have survived. An exceptional pair.

On the morning of the auction I drove a distance of approximately 400 kilometres and managed to arrive 45 minutes before the start of the sale. I viewed the lot and sure enough it was one of the 'Tantalizing



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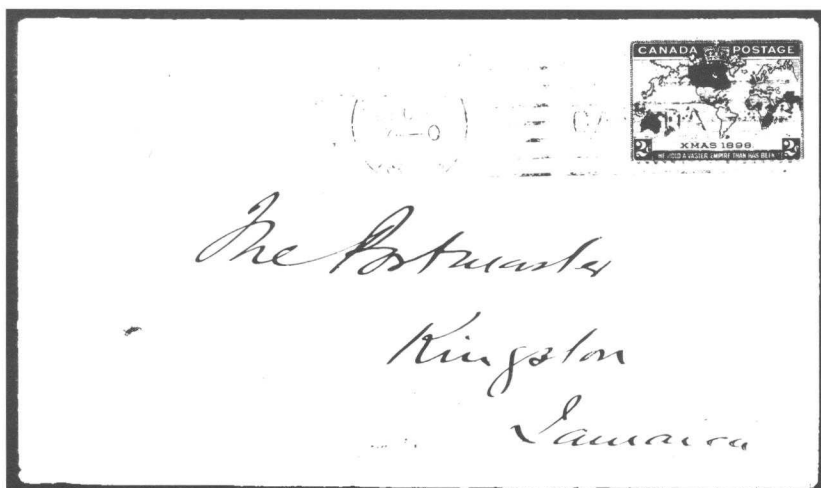
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Latchfords'. In less than one hour I was on my way home with the cover.

As soon as I arrived home I reread the story about the covers in Maple Leaves. Mr. Latchford's intention was to obtain a set of covers that had been sent to all of the **participating** countries of the Imperial Penny Postage scheme. One of the covers (Jamaica) however should not have been sent. According to the Yellow Peril and Ron Winmill (The Evolution of Imperial Penny Postage and the Postal History of the Canadian 1898 Stamp), on 25 December, 1898, Jamaica **was not** a participating country. Therefore, this is not a first day of the rate cover; it is a much rarer cover. It is an underpaid map cover sent to exotic Jamaica prior to its adherence to the Penny Postage scheme. Since it was sent to the postmaster at Kingston, it was neither rated nor postage due charged.



The return cover from the postmaster of Kingston, Jamaica, bears a one penny stamp postmarked 12 January, 1899. A question I would like to ask of my fellow members is: When exactly did Jamaica adhere to the Imperial Penny Postage scheme? I contacted Ron Winmill and asked him if he knew the answer to this question. Apparently the answer is not easy to come by, however he has agreed to look into the matter further.

Editor's note: I understand Jamaica joined the Imperial Penny Post scheme on 24 May, 1900, Queen Victoria's birthday. The 1d Llandovery Falls stamp was issued on 1 May, 1900 in anticipation.

LARGE AND SMALL QUEEN FORGERIES FETCHED BIG PRICES!

By the Yellow Peril

Photo by 'Super B'

Attending the sale of the 'REVAL' collection of BNA forgeries has enabled me to elaborate on my concept of the values of forgeries in relation to the catalogue prices of genuine originals as outlined in 'Fakes and Forgeries' (Part 1), October 1990, Whole No. 230.

This fine collection was auctioned by Jim Hennok in Toronto, 27 October, 1990. To my recollection, this is the first time such a large and comprehensive collection of BNA forgeries was ever sold in Canada. Twenty-nine years ago, on 11 October 1961, Robson Lowe Ltd sold the famous 'G.P. Bainbridge' world-wide reference collection, but this was in England.

The REVAL collection can be broken down into: fakes, forgeries, similitudes and 'Frodels'. Similitudes, although not forgeries, are interesting and scarce. According to Boggs, (pp. 177-8) 'they were engraved by a reputable firm to be used on a philatelic letterhead or visiting card'. Frodel made so many fakes, forgeries, and bogus stamps that large collections of them can be formed. (For the Frodel story see the October and December 1974 issues, Nos. 149-150, of Maple Leaves.)

The fact that prices realized, with a few exceptions, were a shade lower than I had expected, could possibly be explained by any of four or more factors; e.g., weak economy, a down market, forgery collecting not yet popular, or a side-effect of Scott's lowering prices.

Prices for fake precancels, including those horribly crude Type U's on the 1898 map stamps, were strong. This was startling because fake precancels applied to genuine stamps, or fake precancels added to genuine precancelled stamps, or fake 'doubles', etc., are the easiest to fake. Another surprise was the lovely selection of similitudes which averaged only 69 per cent of estimate. Considering their rarity and excellent workmanship, the similitudes were the bargains. Many Frodels, including forgeries of Vancouver Island and British Columbia, did not reach their estimates. Even the star piece - the 2c Admiral (carmine) with inverted centre - fetched only \$325.

Recognised forgeries, on the other hand, fetched higher prices. An 1859 1c for example, realized \$110 - more than three times the catalogue value (\$32.50) of the genuine stamp. An Oneglia forgery of the mighty

12d (Cat. \$50,000) was knocked down for \$300. The two well-known and recognised forgeries of the 2c Large Queen by Spiro made \$450 each - almost 13 times the catalogue price of \$35 each. Forgeries of a 3c and 12¹/₂c LQ (without postmark) fetched the same amount. I do not know if the latter two items are legitimate forgeries; i.e., made for the sole intent to defraud collectors.

Fig. 1.



*I waited 24 years
to repurchase
this little jewel!*

To me the most spectacular price realized was for a 1/2c Small Queen forgery \$270 (43 times the catalogue value of \$6.25). If memory serves me correctly, the 1/2c SQ forgery is illustrated and described in one of Earee's books. I first became aware of the existence of this forgery around 1955 when I saw it listed in a C.N. Richardson newsletter. I must have acquired mine in 1956 at the Paris open-air stamp market; sold it in Toronto in 1966; and bought it back at the REVAL sale. If there is such a thing as a classic in forgeries, this 1/2c SQ would be it.

Editor's notes:

Prices realized do not include the customary 10% buyer's premium.

1988 Scott catalogue prices are used in this report.



Fig. 2. This imperforate pair of the 1/2c SQ, made by Frodel, fetched \$260, \$10 less than the price of the above used single (Fig. 1.). An imperforate pair of 1/2c SQ lists at \$550.

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THE PEOPLE ON THE STAMPS - THE MISSIONARIES by Alan Salmon.

*They wandered in the wilderness in a solitary way,
They found no city to dwell in.
Hungry and thirsty,
Their soul fainted in them.
Then they cried unto their Lord in their trouble,
And he delivered them out of their distresses.*
Psalms 107. The Book of Psalms.

Champlain's advocacy led to the first missionaries arriving in New France. On his return from France in 1615 he brought with him four members of the Récollet group of the Franciscan Order. These were followed, in 1625, by the Jesuits. The missions of these men, their explorations and their suffering in the wilderness are commemorated by the 34c multicoloured stamp of 1987 (SG 1235, SS 1127).



The Beginnings

The Récollets, known as the Grey Friars because they originally wore grey robes, are an ascetic branch of the Franciscans dedicated to poverty. They were certainly keen to spread their teaching amongst the Indians - within six months of landing Father le Caron was with the Hurons, near Georgian Bay; Father Jamet was with the Montagnais; whilst Father Dolbeau and the lay brother du Plessis had established their headquarters at Quebec. Indeed Le Caron had left Champlain and the others to travel ahead to Lachine within two days of landing at the small fur-post of Tadoussac. His onward journey to Huronia was hard;

the recorder of these pioneering efforts reported 'He had suffered on the way to the limits of his physical capacity.' He had to do his share of paddling and to keep up on the portages or be left behind to find his own way. He got there safely, before Champlain had been in this part of Canada; However Champlain soon arrived on his way to defeat at Oneida.

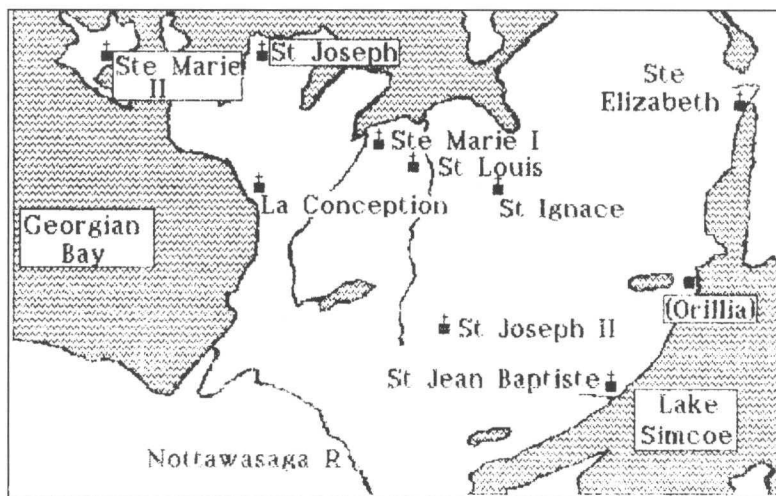
On Champlain's return to Huronia in 1616, with the frustrated war parties, he and Le Caron visited the Tobacco nation which lived to the west of Huronia (for the locations of the tribes please see the map in the story of Brûlé, June issue P168). The travels of the missionaries were a continuing source of useful information to Champlain on the lands and the tribes to the west of the St Lawrence. The records of the Récollets and, especially, the Jesuits provide the major source of our knowledge of the events and conditions there and then.

For ten years the four Récollets were the only missionaries with the Indians; their main work was with the Hurons and the Algonkians; they attempted to work amongst the Neutrals, in the approximate location of present-day London, but here they were violently rebuffed. In 1625 a new Order of missionaries appeared amongst the Indians and were welcomed by the Récollets who appreciated that their resources were inadequate for the task of converting the natives.

The Jesuits

The Franciscan Order was founded in 1209, it was an ancient organisation; the new arrivals were the Company of Jesus, the Jesuits; a relative newcomer in the Roman Catholic Church; they were founded in 1540. Already powerful, their confidence and aggression were welcomed by Champlain as further support for his New France. The French Court had allocated the territory of Acadia to them in 1607 and the first arrived there in 1613, but a Jesuit conversion of the Hurons was a grander, more alluring objective. This was particularly so as, in 1627, the Scots had occupied Port Royal and were claiming sovereignty over Acadia, calling it Nova Scotia. At this time the white population of Acadia was about 100 souls, with no more than 300 in all New France; the Hurons were the largest and most sedentary tribe, numbering some 25,000. Also peaceful, friendly Hurons would be advantageous to the fur trade, which was New France's main asset. Surely the needs of the few settlers, who were already Roman Catholics, should take second place to the conversion of the numerous savages? This they set out to do and, somewhat sadly, by 1632 little more is heard of the Récollets - the missionaries are all Jesuits.

For the black-robed Jesuits, Jean de Brébeuf and Gabriel Lalement were amongst the vanguard, they were to live and die with the Hurons. The Montagnais were visited and the sale of liquor to the Indians was discouraged. Father le Jeune described living with Montagnais: 'You cannot stand upright in this house as much on account of its low roof as the suffocating smoke; and consequently you must always lie down, or sit upon the ground, the usual posture of the Savages. When you go out, the cold, the snow, and the danger of getting lost in these great woods drives you in again more quickly than the wind, and keeps you prisoner in a dungeon which has no lock or key. This prison, in addition to the uncomfortable position that one must occupy upon a bed of earth, has four other great discomforts - cold, heat, smoke and dogs.'



HURONIA, showing the Jesuit missions founded between 1634 and 1645. The position of present-day Orillia is indicated. Iroquois war-parties used the Nottawasaga to attack the Hurons.

The Missions

During the brief period of English occupancy of New France, from 1629 to 1632, priests were banished; but following the return to French rule the Jesuits also returned, now without the Récollets, and established their missions throughout Huronia, see map. They also returned to Acadia establishing the first school in Canada, in 1632, at La Have, NS. In 1639 Marie Guyard (Mère Marie de l'Incarnation) founded the Ursuline house at Quebec, the first congregation of women in North America; she is honoured by the 17c stamp of Canada issued in 1981 (SG 1009, SS 886). In 1642 another mission, and a hospital for the

Indians, was founded - Ville Marie, the ancestor of modern Montreal. The Island was already an important trading post, situated as it was near three great rivers: the Richlieu, the St Lawrence and the Ottawa. This mission was funded by a society of Catholic laymen and led by a soldier, M. de Chomedey, sieur de Maisonneuve. Amongst the party was Mlle. Jeanne Mance who became the first nurse in Canada; the 300th anniversary of her death was commemorated by the issue of an 8c stamp in 1973 (SG 754, SS 615).

Torture of prisoners was an inherent part of Indian culture, as was the belief that courage in the face of torture was a measure of manhood. The missionaries also suffered such tribulations. In 1642 Father Isaac Jogues was captured by the Iroquois near Trois Rivières. During the journey east, for three weeks, he was beaten, bitten and burnt, lost the use of several of his fingers and had a thumb cut off - 'I picked it up and offered it to you, O my God'. He became a slave until the summer of 1643 when, during a fishing trip to the Hudson, he was rescued by the Dutch and returned to France. Pope Urban VIII gave him special permission to say Mass despite his mangled hands. Father Jogues returned to New France the next year to attempt conversion of the Iroquois! His first visit in the summer of 1645 appeared to be a success, he returned to the Iroquois villages on the Mohawk in September to spend the winter there as he 'could not endure to be so long away from my spouse of blood'. He had barely arrived when a tomahawk split his skull. He became St. Isaac Jogues in 1930.

Notwithstanding all the zeal and heroic efforts the results, in terms of conversions, were small. The behaviour of the wild fur-traders was not a good example of Christianity; nor did the epidemic in the 1630s, possibly transmitted by the Europeans, which resulted in about 15,000 Huron deaths, help the missionary cause. The Jesuits were punctilious in not counting a conversion until after a probationary period of good conduct, but they were keen to baptise anyone in danger of death. The Indians could not help noticing that many who were baptised soon died, this did little to increase their enthusiasm for baptism. The Black Robes certainly made the effort, but the Hurons, whilst not unfriendly, were sceptical. The Nipissings and the Neutrals were also visited, but with no success. After twenty years of piety, hope and self-sacrifice little lasting impact seemed to have been made upon the Indians.

Disaster

In 1643 the Iroquois intensified the aggravation of the French and their Indian allies; before it had been sporadic raids now it was much more serious, almost continuous war. The cause was the fur trade, the supplies

available to the Iroquois were declining and they wished to divert the western supplies from the French on the St Lawrence to the Dutch on the Hudson. Father Jogues' journeys to the Iroquois may seem to have been especially foolhardy in such circumstances, however they also had a diplomatic purpose - to secure peace with the Iroquois. Unfortunately his mission failed; the Iroquois, well armed with Dutch muskets, crossed to the northern banks of the St Lawrence, Lake Ontario and Lake Erie to exterminate the Neutrals, the Tobaccos and the Hurons. In 1648 and 1649 all the missions in Huronia were either razed to the ground or abandoned. The Huron nation was broken and dispersed, among those tortured and slain were five Jesuit priests, including Jean de Brébeuf and Gabriel Lalement. The missionaries, and the fur trade, were forced back 400 miles to Montreal.

Foundations

New France, now about 700 strong, was severely troubled by the Iroquois for the next 15 years. However the spirit of missionaries, and their support from France, helped to lay the foundations which were to stand New France in good stead during the next century. Many died, but their dreams lived on. Their missions to the Indians, their explorations and their sufferings, in this period from 1615 to 1650, are a noble and stirring part of Canada's story.

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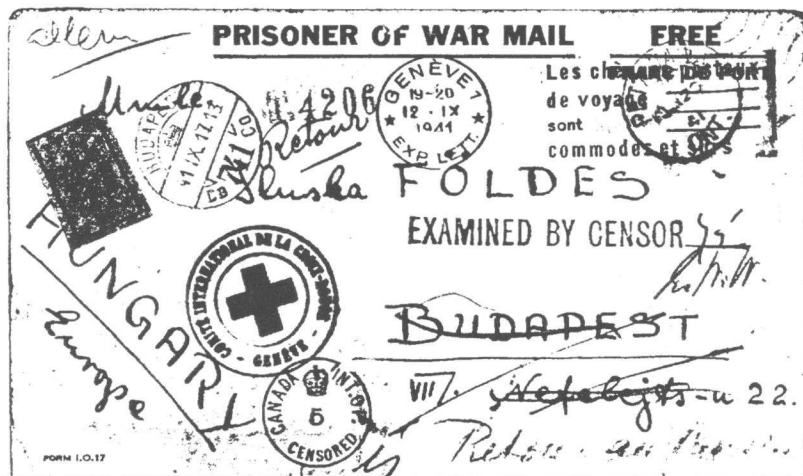
CHRISTIE'S
ROBSON LOWE

FIFTY YEARS BACK - AUGUST 1941

By Kim Dodwell

Robert Kramer was a Hungarian merchant seaman, but, from his name, was probably of German descent, serving on a German merchantman at the outbreak of World War II. He fell into allied hands and ended up as a POW Class 2 (Internee) in Petawawa Camp, Ontario. By January 1941 he was understandably bored and to pass the time wrote to a girl he had met in Budapest before the war.

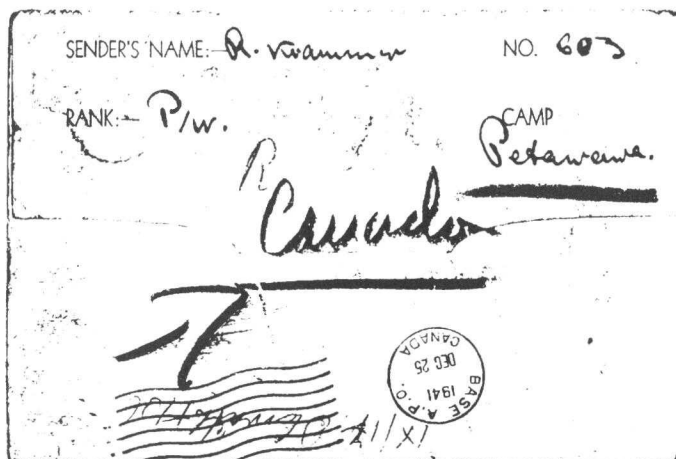
He used the unsealed, folding, tuck-in, letter sheet (Form I.O.17) issued for the use of POWs. As an internee he was allowed to write one letter and one postcard per month only. These went free by surface mail, but the transatlantic rate of 30c was charged for airmail on both letters and postcards.



He wrote in bad French, probably thinking that it would be censored more quickly than if it had been in Hungarian; he asks her to reply in either French, German or English, presumably for the same reason. He writes " ... you will be surprised to get this letter let me help you remember me " and goes on to describe the circumstances of their meeting. He says that camp regulations preclude him from sending a photograph, but asks for one of her. However, alas for Robert's hoped-for pen friendship, Mademoiselle Iluska was unknown in Budapest, and the letter was returned.

By August 1941 the letter was in Geneva, being processed by the

International Red Cross Committee, then on to Budapest where the c.d.s. of 17.9.41 and the 'Inconnu' label was applied. After that it was back to the I.R.C.C. in Geneva on 12.11.41, to the Canadian Base A.P.O. in Ottawa on Christmas Day, and, finally, back to disappoint Robert almost a year after he had written.



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A TALE OF THE SEVEN SEAS by Gordon Morgan

Some years ago, I bought the cover illustrated (fig.1), always intending to do a little research on it. However, it was not until I retired that I set about the task, little did I realise what an interesting tale would unfold.

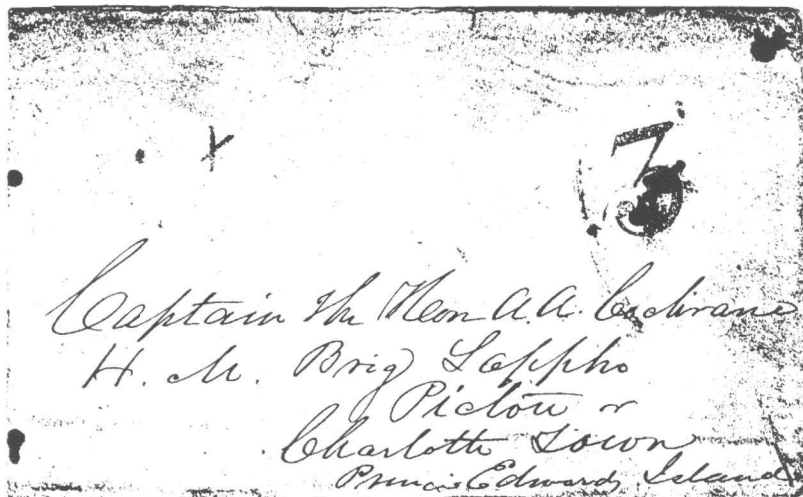


Fig.1. Cover addressed to Captain Cochrane, backstamped Halifax 6 September and P.E.I. 8 September, 1851.

With the help of the Royal Naval College at Greenwich, I established that the Captain was the Honourable Sir Arthur Auckland Leopold Pedro Cochrane, son of the 10th Earl of Dundonald, who entered the Navy in 1840 and served in the Crimean and China Wars. He was appointed Admiral in 1881 and died on 27 August, 1905.

The Sappho, a Brig Sloop of 12 guns eventually foundered in mysterious circumstances off the coast of Australia in 1859.

With the help of the State libraries of Victoria and Western Australia, who provided a print of the ship and cuttings from the Melbourne Argus, it appears that the Sappho sailed from the Cape of Good Hope on 1 January, 1859 under the command of Commander Fairfax Moresby, nothing more was heard of her, there were many rumours, but the fate of the ship was apparently never determined and the Argus of 20 April, 1859 stated that the name of Sappho was to be removed from the Navy List on 31 April.

But that was not the end of the story. Whilst preparing some photocopies for posting at our village post office, the postmaster noticed a letter heading and mentioned that he was ex-navy and told me that the Navy Depot at Rosyth was named HMS Cochrane!

The Commanding Officer was most helpful and it transpired that the Depot was named after Thomas Cochrane 1775-1860, 10th Earl of Dundonald, and his biography by Donald Thomas, 'Cochrane - Britain's last Sea King', showed that he had a brilliant and dashing career during the Napoleonic War, a cross between Lord Nelson and Captain Hornblower.

He first entered Parliament as MP for Honiton and later served as MP for Westminster. In 1814 he was expelled from Parliament and the Navy and served a year in prison for supposedly being involved in a Stock Exchange swindle. He paid a fine of £1000 to secure his release from prison and the Bank of England confirmed that they hold note No. 8202, dated 26 June 1815, endorsed with the following statement:-

"My health having suffered by long and close confinement, and my oppressors having resolved to deprive me of property or life, I submit



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to robbery to protect myself from murder, in the hope that I shall live to bring the delinquents to justice.

(Signed) COCHRANE"

"Grated Chamber
King's Bench Prison
3 July 1815"

After his release, he became a mercenary Admiral and commanded one after another the navies of Chile, Brazil and Greece in their wars of independence. On his return to Britain, he regained his good name and was reinstated in the Royal Navy in the Rank of Admiral. He lies buried in Westminster Abbey.

There is still more research to do and I acknowledge with grateful thanks the help given by the various agencies mentioned, I should be interested to learn if members have any covers connected with this Cochrane Story.

SMALL QUEENS ISSUE

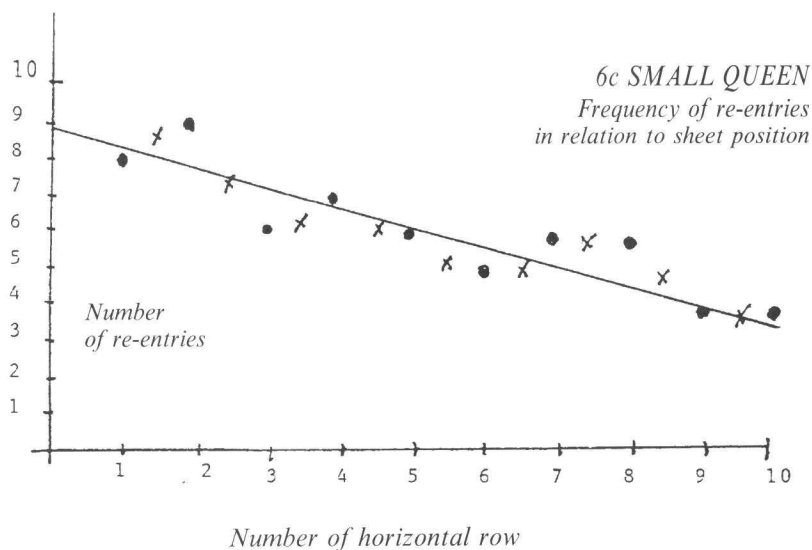
A Statistical Survey of the Re-entries on the 6c Value by Hans Reiche FCPS

A study was made to determine if there is any relationship between the number of re-entries found on the 6 cents Small Queen and each horizontal sheet row. All re-entries which have been identified as coming from certain positions on a sheet have been counted regardless of the plate or printing order. The results of this study are interesting.

The number of re-entries located on each horizontal sheet row was totalled and recorded. This information was plotted by using a graph. The vertical axis represents the total number of re-entries and the horizontal axis the number of horizontal rows in a sheet, namely ten rows in a sheet of one hundred. For each row the number of re-entries located was marked by a dot. As can be seen these dots are rather distributed on the graph, some high, some low, but the dots do not form a straight line. To draw a straight line and indicate the trend, namely an increasing or decreasing number of re-entries per horizontal row, the following technique was used which is one of many statistical techniques. Take row number one and row number two and add these up ($8 + 9 = 17$) and divide this value by two, the result is 8.5. It is this value which was marked on the graph by a cross. These crosses can be connected much better by a straight line than the dots, even though not all crosses fall directly on the straight line. The straight line shows there is a decreasing trend of re-entries from the top horizontal row to the

bottom horizontal row on the sheets. The first rows have almost double the number of re-entries on the bottom rows. This decreasing trend holds true for the total cumulative number of re-entries found on each sheet row. The number of re-entries recorded, in accordance with the recently published third edition of *Constant Plate Varieties of the Canada Small Queens*, are sufficient for a statistically valid analysis and the statistical confidence in the results is high.

The technique used for plotting the graph is called 'paired point linear regression line.'



What does this result mean? The result indicates that the top rows became damaged faster than the bottom rows and required repeated plate corrections, such as re-entries, during the life of the plates. Looking at the first decimal issue and their re-entries a very similar picture could be drawn but, starting with the King Edward VII issue, the trend reverses in that the bottom rows become the predominant faulty subjects. This may indicate how the sheets were fed into the press. We certainly know that the ADMIRAL plates entered the blank sheets from the bottom of the plates, one reason for the large number of problems at the bottom rows.

Mike Sendbuehler provided valuable editorial and technical comments which have been incorporated.

REPORTS FROM THE REGIONS

The London Section held its AGM on Monday, 20 May. Arthur Jones was re-elected Chairman and Colin Banfield Secretary/Treasurer.

The programme for 1991/2 was agreed as follows:

October 21	New acquisitions and bourse
November 18	Booklets
December 9	Fakes, forgeries and specimens
January 20	Advertising Covers
February 17	QE II stamps and cancels
March 16	Precancels and perfins
April 27	Beaver Cup
May 18	AGM and letters 'Q', 'R', 'S'.

Meetings are held on Monday nights starting at 6.30pm, in 8 Trinity Street, Southwark; two minutes walk from Borough tube station. Visitors are welcome but please check by telephone beforehand - 071 407 3693 (Colin Banfield's office).

The South West group will not be holding its annual meeting in conjunction with the Bristol Federation Convention this year as the dates coincide with our own Convention. It is hoped that normal service will be resumed next year.

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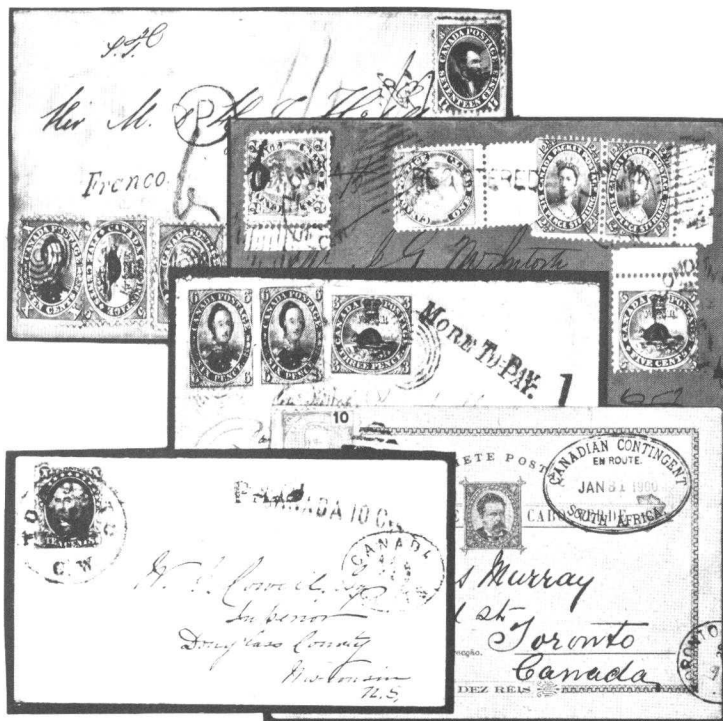
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Letters to the Editor

Jonathan E. Rosen

ADMIRAL ON THICK PAPER

About five years ago I purchased, from a Montreal dealer, a corner lathework block of six of the 3c brown Admiral (Scott108) on very thick, almost blotting paper. The piece came from the George Marler estate and was described by the dealer as 'thick paper variety with worn lathework Type B (actually it's Type D inverted), from the only known sheet of 100. Extremely rare.'



The dealer also stated that this sheet of 100 was an experimental printing, in the late 1920's, and was set aside for Marler by the post office, furthermore the printing was a failure. The sheet was not sold at the Marler auctions in 1982, instead it was broken up before the sale and sold to various collectors. The dealer further stated that the worn lathework covered only seven of the ten bottom stamps, it completely faded out at stamp seven.

Observation of my corner block shows it to be a very intense bright, dark brown shade, almost black-brown, over-inked all over and with some ink smears, especially in the top two stamps, centre and right. It is also better centred than the rest of the sheet which, I'm told, was rather poorly centred. I'm told by Jim Hennok, the Toronto dealer, that a used single 3c on thick paper is known on cover.

Despite much research I have found absolutely no reference to the 3c thick paper in any of the published Admiral studies or in any philatelic magazine. None of the specialised Canadian catalogues mention it either.

If anyone can shed more light on this item or knows of any other reference to it, please write to me, via air mail if possible, at Suite 28, 211 W92nd St., New York City, 10025, USA. I will answer all letters.

Leonard Harris

In response to Derrick Avery's letter in the April issue may I say that, firstly, the questionnaire that Tom Almond sent out was not ignored by the many, though perhaps the few bore the brunt, but he and his committee seem to have been satisfied with the result.

Secondly, I have always been of the opinion that among the prior aims of the Society was that there should be an exchange of material as well as information. Thanks to the fine effort by Reg Lyon with his cover lists and Exchange Packets, I am more than pleased with my results, both in material and in cash, and long may his efforts continue.

Thirdly, at a very rough count, the 1991 Society auction contains just about 33% of the total number of lots all priced on estimate at £5 or less, the majority being for mixed items. Also the suggested £1 fee on unsold lots was for those with a reserve on them so - motto - only estimate.

Finally, with some 43 years of membership I'm still very proud to receive cheerful letters, swops and information from my many friends in GB, USA and Canada.

John Parkin FCPS

I am totally in agreement with Derrick Avery's views on these matters (unsold charge, minimum lot value) and, at the time, I was incensed enough to telephone this year's auction convener to voice my opinion and ask for some explanation as to the authority for such a charge. I received no satisfactory explanation other than that the catalogue cost a lot to produce, and I have confirmed that there has been no authority given at any AGM to impose such a charge.

Is it too much to ask of our Society, which normally makes a handsome profit on the auction anyway, to stand the cost for the benefit of its members, especially our overseas members and those who cannot

attend Conventions. After all, with the apparent demise of any exchange packet of consequence, there is little enough to encourage anyone to remain, or become, members of the Society (apologies to our Editor duly tendered).

Since the notification of the intent to charge on unsold reserved lots appeared, several members have been in touch with me, probably because I myself have convened the auction on a number of previous occasions, to complain. One member, possibly our best auction contributor, has asked my advice about a different outlet for his material.

For goodness sake, forget the unsold lot charge at least and try to encourage more members to submit material for auction. If they price it too high they don't sell it, plain and simple. Let us keep our annual auction going please; it is as yet one of the major advantages of membership.

Ron Winmill

Regarding Derrick Avery's letter, I feel that a minimum £5 bid is not outrageous. After all £5 (\$10) is an inconsequential sum. It does cost money to produce the catalogue and it is unfair to, in effect, subsidise very cheap material from commission earned on more expensive lots. Similar arguments can apply to unsold lots. Nor do I feel that 15% commission is excessive.

The CPS is a specialist society, that is not to say that one must specialise in high priced material. Stamps and postal history are a hobby, surely most can expect to spend £10 a week on a hobby; every hobby incurs expense. At least with philately some money is ultimately recouped.

One can study, for instance, Small Queens, Leaf & Numeral series, Map stamp, Edwards, Admirals, re-entries, relatively cheaply; the research and study are at least as important as the acquisition. Beauty is in the eye of the beholder and it's a case of 'to each his own'. It would be dull if we all collected the same thing - and very expensive if we were all chasing the same material!

Brian Stalker

Regarding Derrick Avery's letter, the lotting fee was proposed by John Hillson, with my support, in order to try to reduce the number of lots received with unrealistically high reserve prices. Each entry in the

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catalogue costs over 50p in printing costs; add in postage and admin and the £1 levy on unsold lots *with reserve* does not seem unreasonable. I do not think that a matter such as this needs to be referred to the AGM.

I agree with Derrick's sentiments on cost/collectability - it is unfortunate that he appears to criticise Charles King for not having arranged a more balanced display at Stampex; Charles could only display that which he received.

Editor's note:

Derrick's letter has given rise to valuable discussion and I feel we should close it here. No doubt the matter of auction costs will now be discussed, formally or informally, at Convention. If vendors bear in mind that the £5 minimum was not mandatory and that our auctioneer imposes his own 'reserve' of about 70% of estimate anyway, then much of the problem disappears.

Joseph M. Smith

I read with much interest Mr Bellack's short article on the registered cover in the April issue of *Maple Leaves*. I have a strong interest in the Jubilee issue, especially its cancels.

The PRESCOTT parcel roller is an interesting cancel for a number of reasons. Every example that I have on hand is very neat and deliberate in appearance. They always appear in a vertical format (other towns you can expect just about every configuration possible, more often than not from bottom to top or skidded more or less sideways as if done as fast as possible). Off cover I have two examples on the 1 cent, a single 3 cent and a pair of 3 cents. The pair extends almost the full length of the stamps (about 4mm short on one end), the singles have a complete image across the face.

PRESCOTT was a small town with about 2,200 pop. in the 1890s and had only one bank, namely the Merchants Bank. Seeing this strip on cover lends some credibilty to the possibility that the bank and P.O. found it to their convenience to precancel limited quantities of low value stamps.

The destination of the cover is SHANLEY about 12 miles to the north east. One must give credit to the Tor. to Mont. eastbound mail coach to have handled this item so quickly as I am sure they could not have had it on hand for more than 20 minutes before dropping it off at CARDINAL for transit to destination. The reversed E in the direction slot is well known at this time on Hammer # 11. The little straight line

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REGISTERED is, I am sure, a bank marking for the office boy who probably applied the stamps and took same to the P.O.. By pre-cancelling them in this manner they also had built in a means to foil theft at the bank. That is to say only Merchants Bank correspondence would be accepted at the P.O. with this cancel and on first class mail. Human error may have accounted for the overfranking. Last comment; this may be a doctored cover. Original stamp may have fallen off and this strip substituted by someone not fully aware of the going rate or this was all he had available to make a credible looking piece. Any other cover or stamp on piece found in this condition may lend more weight to our first suspicions. Lets hope someone will report this.

Jeff Switt

Regarding George Bellack's 'Unusual 1897 Registered Cover' in the April issue - from the photograph it appears that the leftmost stamp slightly overlaps the left edge of the centre stamp. There also appears to be an interruption of the roller as it crosses the perforations of the left stamp.

If the stamps are indeed 'precancelled' then the roller impression should continue the full width of the centre stamp. With a little care, the edge of the left stamp could likely be lifted to determine if the roller is continuous beneath the overlap.

Hans Reiche FCPS

Reference is made to the 'Unusual 1897 Registered Cover' (April issue p 146). A number of strange things may be worth examining. Shanley Ont. is a small farming community which at that time had less than fifty dollars worth of mail revenue listed, indeed a very minute amount. Its location is in Glenville County and not far away from Prescott. But the cover for some reason travelled via Toronto to Montreal and then somehow back to Shanley. The damaged letter R in the RPO cancel is unusual and all the types I have, do not have damaged or even missing R in G.T.R. The Jubilee stamps created some problems in the initial distribution due to the fact that the Post Office was concerned about large purchases and profit-making ventures. It took some time to plan the actual distribution, especially to smaller post offices. Prescott may have received these Jubilee stamps much later than July 1897. Unauthorised rollers are well known and, as correctly indicated, were forbidden. The Precancel Handbook discusses this problem in some detail. Maybe some more strange factors are evident to other collectors.

Stanley Cohen, FCPS

FAKES AND FORGERIES

The Yellow Peril's article in the April issue was interesting as always, but I am not entirely convinced that the stationery cover illustrated on page 116 is a fake.

It is, of course, most difficult to tell without seeing the actual cover, but note that the duplex just touches the stamp and does not adequately cancel the stationery stamp.

This would be good enough reason for another clerk later to apply a different canceller in a different ink (quite possibly) to cancel it properly and also to cancel other stamps if they had been on it originally. The registered 'R' in oval appears to be genuine so that they probably were.

The single ring Peter Street dater seems to be genuine and no-one reasonably would fake such a dater just for this purpose since the cover is 'philatelic' anyway and of very little value. Such philatelic covers of this period are quite common and were very popular with collectors at the time.

What the Yellow Peril overlooks is that it was not the clerk who chose the stamps at all but the ardent philatelist who wanted a 'pretty' cover.

Fakes and forgeries are certainly to be carefully looked for in valuable covers but this is certainly not at all in this category, and it seems to me to be highly improbable that anyone at all would go to this trouble to create something worth so little.

George Bellack

SHORT-PAID LETTERS

I am somewhat intrigued by the question of whether in 1898 there existed any Canadian P.O. Dept. regulations concerning short-paid letters to other UPU countries. Were such letters forwarded to their destination (for the recipient to pay the charge raised) or were they simply returned to sender? Also, was any distinction made for registered letters?

The Yellow Peril

Re: UNUSUAL 1897 REGISTERED COVER - APRIL ML

Does any other member have a cover similar to the one reported? It would be interesting to know the opinion of an expert committee if the cover in question were submitted for certification.



The above severed strip (single and pair) of 3c Jubilee with the Hamilton roller, an 'R-in-Circle' hammer and an envelope with backstamps could be the ingredients of another unusual cover!



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PH

Deceased

2607 Lovell Peter
57 Jockel, Charles (Hon Life Member)

Resigned

1384 Young J E
342 Thompson C G

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2286 RUTHERFORD T S., Hillcrest, Johnshill, Lochwinnoch, Renfrewshire PA12 4EH
759 LOWE Robson, The Auction House, 39 Poole Hill, Bournemouth BH2 5PX
2424 TOZER Peter, 67 Tallawong Rd., Riverstone, NSW, Australia 4344
2341 FROST R J., 814 Sea Ridge Place, Victoria, B.C. Canada V8Y 2T5
1439 STEINHART Allan L., 35 Church St, Suite 305, Toronto, ON, Canada M5E 1T3
1507 STEPHENSON, Miss A E., 13 Greenside Court, St Andrews, Fife, Scotland
KY16 9UG

Amendment to Address

2531 STAGER P J., 4184 51st Ave.S, St Petersburg, FL33711-4734, USA.

Address Unknown

Please advise if new address is known:

2168 MORGAN T R, previously at Box 1559P, Melbourne, Australia

Removed from Membership.. Non-Payment of Subscription

2599 ANDREWS D R
2463 ROBERTSON P A T
2623 TUDOR M

Revised Total: 537

COLLECTING INTERESTS

Recently published comments encouraging a greater diversity of collecting interests, and a letter from Colin Campbell, have prompted a review of the list of interests included in the Members Handbook. The next Handbook will be compiled at the end of this year and the following additional interests will be included in the Key:-

CGE	1953-67	K	Klussendorf Cancels
CGF	1968-81	PPC	Picture Post Cards
CGG	1982 et seq	RM	Registered Mail
DLO	Dead Letter Office	RT	Royal Tours/Visits
FC	Fancy Cancels	SOA	Semi-Official Airmail
For	Forgeries	TA	Transatlantic Mail

If you wish to change your published interests or to include any of those quoted above for inclusion in the 1992/93 Members Handbook, please forward details to the Secretary not later than mid-December 1991.

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Maple Leaves

PRINCIPAL CONTENTS

Souvenir Cards

227

Whole No. 235

People on the Stamps

232

Vol. 22 No. 7

R.P.O. Errors

237

OCTOBER 1991



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OCTOBER 1991

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EDITORIAL

The 45th annual convention lived up to all expectations. Our outgoing President, Brian Stalker, ably supported by Freda, provided first class philatelic fare and pleasant non-philatelic diversion. A full report appears elsewhere in this issue. We welcomed several new faces at our Malvern hideout and hope they enjoyed themselves; if you've not been before then give it consideration as incoming President, Jim McLaren, starts the countdown to Perth 92.

Earlier this year Canada held its first National philatelic literature exhibition in conjunction with ORAPEX 91. Several members featured among the medal winners. John Hillson FCPS, as author of Christies Robson Lowe's handbook, 'Small Queens of Canada', and Hans Reiche FCPS, as co-author of 'Constant Plate Varieties of the Canada Small Queens', both gained vermeils. Ronald Kell, 'Postal History of the District of Assiniboia'; Bill Robinson, 'Territorial Post Offices of Canada', and Whit Bradley, 'Canadian Map Stamp -A Plating Study', were awarded silvers, as was Jim Hennok as publisher of 'Pioneer Mails of Western Canada' (Stewart Kenyon Collection). Bob Lee took a silver bronze for his 'Full Circle Proof Strikes of Western Canada' and the

same award went to 'Maple Leaves'. Hans Reiche featured again with bronzes for both 'Canada Constant Precancel Varieties' and 'The Canadian Admiral Stamps, a Reference Guide'.

Its nice to find our ramblings are not completely ignored. A few more photo graphs of earlier conventions have drifted in; we've had an offer to produce a cumulative index on a personal computer, which is being followed up, and ten letters to the Editor have arrived in the last two weeks! Keep it up.

MESSAGE FROM THE PRESIDENT

My first thought in writing this message must be to acknowledge the honour and rare privilege which you have done me in electing me as your president. Nevertheless it also brings responsibility and I will endeavour to give of my best to maintain the high traditions of those who have preceded me.

May I convey thanks on behalf of all those attending at Malvern for our 45th convention to Brian and Freda Stalker and the committee who provided a philatelic and social delight in such a beautiful setting.

The question of maintaining our membership is a continuing cause for concern which, along with the society's aims and future policy, persuaded members at the AGM to appoint an executive committee chaired by Dr Charles Hollingsworth. Need I say that, for our own part, we should each seek to enrol a new member in the coming year.

The convention next year will be held from Wednesday 30 September to Saturday 3 October at the Station Hotel, Perth. The hotel's terms are £42.00 per head per night, half board. This rate applies to both single and double/twin rooms.

Please be assured that a worthwhile programme of philately will be displayed. It is also intended to arrange outings to Glamis castle (Queen Mother's ancestral home) and a distillery. Perth has a repertory theatre company and golf courses abound.

I would ask you to make a note in your diary now - do come - a most warm and hearty Scottish welcome awaits you.

JIM McLAREN

CANADA POST SOUVENIR CARDS

by Major R.K. Malott

In the August 1989 issue of 'Maple Leaves' I reviewed the Canada Post Souvenir Cards issued for the World Philatelic Exhibitions held under the auspices of the Federation Internationale de Philatelie (F.I.P.). Since then there have been four more issued and one scheduled for PHILANIPPON '91, in November 1991. The following is a revision of that story updated to 1991. It is hoped that further Canada Post Souvenir Cards will be issued for subsequent years.

The spring 1991 product catalogue of Canada Post Corporation, now called 'Collections', lists the exhibition cards as being available mint at \$1.00 each plus the applicable provincial sales tax. Canada Post Corporation decided not to issue an exhibition card for the FIP World Exhibitions, at PRAGA '88, INDIA '89, nor for BULGARIA '89. The reasons for this action are not known.

There have now been 18 exhibition cards issued since 1981, one of which was issued for a Canadian exhibition, CAPEX '87. The first eleven cards are described in the previous (Aug 89) article, the latest four are as follows

1989-12 PHILEXFRANCE '89.

Issued for the FIP world international exhibition PHILEXFRANCE '89 held in Paris, France, 7 to 17 July, 1989. Depicted is the .38 cent commemorative stamp issued to honour Louis-Honore Frechette (1839-1908) the best-known French-Canadian poet of the 19th century. This stamp is one of two se-tenant designs issued on 7 July 1989, the second one commemorates the English poet Archibald Lampman.

1989-13 WORLD STAMP EXPO '89.

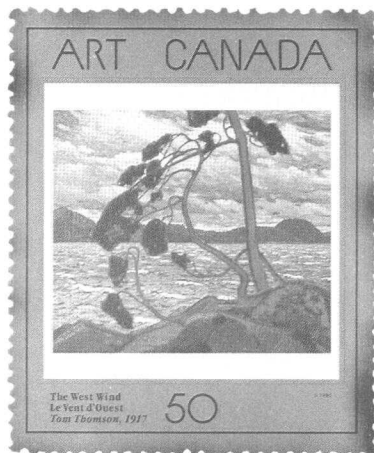
Issued for the WORLD STAMP EXPO '89 exhibition held in Washington, D.C., USA, 17 November to 3 December, 1989. Depicted is Canada's Christmas stamp for mail to the USA, .44 cent rate, issued on 26 October 1989, which features a painting from the National Gallery of Canada, entitled Snow II (1915) by Lawren S. Harris (1885-1970), one of the founders of the famous Canadian Group of Seven.

1990-14 STAMP WORLD LONDON '90,

Issued for the FIP world international exhibition STAMP WORLD LONDON '90 held in London, England, 3 to 13 May, 1990. Depicted is

the 50 cent commemorative stamp of *The West Wind* (1917), a famous painting by Tom Thomson (1877-1917), one of the illustrious Canadian Group of Seven. This painting from the Art Gallery of Ontario, Toronto, Canada, is featured on the third stamp in the series of Masterpieces of Canadian Art. It was issued on 3 May, 1990.

CANADA SALUTES STAMP WORLD LONDON 90 London, England May 3-13, 1990



Considered a symbol of Canadian art, even of Canada itself, *The West Wind* (1917) is one of the most famous paintings by Tom Thomson (1877-1917). This painting from the Art Gallery of Ontario, Toronto, is featured on this third stamp in the series of Masterpieces of Canadian Art issued on 3 May 1990.

MAIL  POSTE

Canada Post Corporation / Société canadienne des postes

CANADA SALUTES NEW ZEALAND 1990
AUCKLAND, NEW ZEALAND
24 AUGUST – 2 SEPTEMBER 1990



Canada's vast and ruggedly beautiful forests have been a source of national pride since Confederation, serving as symbol, playground, refuge and workplace for generations of Canadians. This stamp, featuring Canada's largest forest region, is one of a set of four stamps issued on 7 August 1990.

MAIL  POSTE

90-15

Canada Post Corporation / Société canadienne des postes

1990-15 NEW ZEALAND 1990.

Issued for the FIP world international exhibition NEW ZEALAND 1990 held in Auckland, New Zealand, 24 August to 2 September 1990. Depicted is the 39 cent stamp, one of four issued featuring Canada's

largest forest region in a fall scene of the Boreal Forest, issued on 7 August 1990.

1991-16 PHILANIPPON '91.

To be issued for the FIP world international exhibition PHILANIPPON '91 to be held in Tokyo, Japan, 16 to 24 November 1991. The design is yet to be announced. It would be most appropriate if the Anne of Green Gables .08 cent commemorative stamp issued on 15 May 1975 were used, as Anne of Green Gables is a great favourite of most Japanese people.

These 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 the officials of Canada Post Corporation will reconsider their decision to restrict the use of these good-will philatelic ambassadors to FIP world and international philatelic exhibitions. Let us also hope that used copies will be made available in Canada from postal philatelic outlets.

If anyone has examples of cancelled Canada FIP souvenir cards from the German World Congress at Hamburg, Germany (1984-04), AUSIPEX '84 (1984-05), or ITALIA '85 (1985-06), I would be pleased to hear from them. If anyone is interested in used examples from PHILANIPPON '91 I should be able to assist, as I am the Canadian Commissioner to PHILANIPPON '91 and will be attending the exhibition. A used copy, postage paid, will be \$8.00 Canadian. If I may be of assistance on this subject, I can be contacted at the following address; Major Dick Malott, retired, 16 Harwick Crescent, Nepean, Ontario, Canada, K2H GRI.

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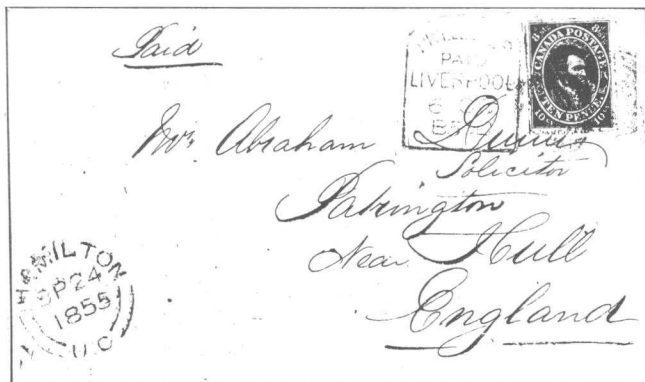
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THE PEOPLE ON THE STAMPS - DOLLARD DES ORMEAUX

by Alan Salmon

*Crashing, he fell, and all our little ships
Shook on that reddening tide.
Then the blue moon was torn with steel and flame,
And the Five Nations came
Two Souls Marjorie Pickthall*



Adam Dollard was born in France in 1635. In 1657 he came to New France where he was an officer in the garrison of Ville-Marie (Montreal). In 1660 he died in the Battle of the Long Sault; Adam Dollard and the 300th anniversary of that battle are commemorated by the striking 5c ultramarine and light brown stamp of 1960 (SG 516, SS 390). That synopsis is undoubtedly true, but the facts surrounding the action at the Long Sault are shrouded in the cob-webs of history and have been the source of much, sometimes acrimonious, discussion. The account that follows, is based on what is certainly one of the best sources of the history of New France in the 17th century - The Jesuit Relations. The Jesuits came to Canada in 1625, literate men selected for their planned and ordered work. Their reports - their Relations - were regularly sent to their superior in Quebec and back to France. The Relations are an invaluable source of information on the Indians of Canada and on the happenings in New France.

The Background

Readers will remember that in 1643 the Five Nations of the Iroquois intensified their attacks as they crossed the St. Lawrence in search of new supplies of furs to trade with the Dutch, supplies in their own territory being exhausted. In 1648 and 1649 the Huron nation was dispersed by

the Iroquois, many of them fleeing to the protection of the French at Quebec. By 1660 the Iroquois were hunting in the northern reaches of the Ottawa River and around the Great Lakes - the traditional hunting grounds of the allies of the French, particularly the Algonkins and the Hurons. The Ottawa was the highway for all the fur hunters from the west to the traders - to the French at Ville-Marie and to the Dutch at Albany. For some time Iroquois warriors had preyed upon the Indians taking furs to Ville-Marie; now they had their own hunters using the route: thus we have hunters on both sides using the Ottawa with Iroquois warriors attacking those who were not of the Five Nations.

The Soldier

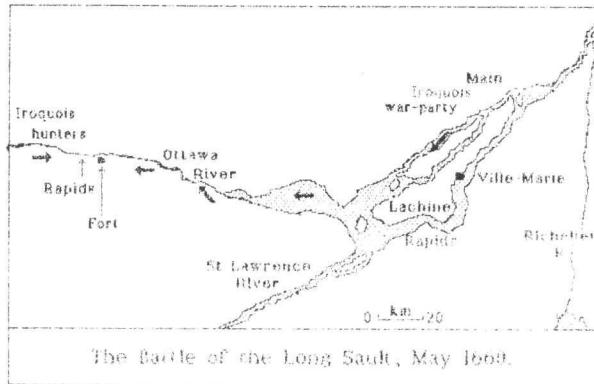
Little is known of Dollard's life before he arrived in Canada except that he had held commands in the French army. Arriving in Canada as a volunteer he continued his military career; in 1659 he was the joint commander of the fort at Ville-Marie. That same year he was granted 25 acres of land by Maisonneuve, the Governor and the founder of Montreal. Obviously the young Dollard was held in high regard by Maisonneuve, himself a soldier. His standing in the small community is confirmed by the Relation of 1659 - 60 which describes him as a 'man of accomplishments and generalship'.

In the winter of 1659/60 Dollard was given permission to lead a party of volunteers against the Iroquois returning down the Ottawa from hunting. The Iroquois usually spent the winter at their hunting grounds, returning in the spring. They normally hunted in small bands and they would return, still in small groups, with their canoes laden with furs and meat. Dollard's idea was to wage a form of guerilla war against these groups, ambushing them, hitting them hard and then disappearing to attack again when an opportunity presented itself - using Iroquois tactics against the Iroquois. His band was to be small, well-armed and with plenty of ammunition. Such a campaign would deter and hurt the Iroquois, it might also make the route safer for those friendly Indians bringing furs to trade at Ville-Marie.

Dollard's battle group left Ville-Marie on 20 April; he had 16 companions, all from Ville-Marie and all, like Dollard, unmarried. Their ages ranged from 21 to 31 - fit for such an adventure. One had been a soldier, but the rest were the simple people of the trading post - including a cowherd, a ploughman and a woodcutter,

The Battle

The company had some difficulty getting past the rapids at Lachine,



arriving at the Long Sault on the Ottawa River on 1 May. (Sault is pronounced soo, a 17th century French word for falls or rapids; it appears in the names of several locations in North America. On the Mackenzie River we even have Sans Sault Rapids, presumably because a channel has been cut, for shipping, parallel with the rapids). En route they combined with a party of 40 Hurons, accompanied by four Algonkins, who had left Quebec with the same idea of laying ambushes for the Iroquois. The Long Sault was chosen for an ambush as the Iroquois were expected to pass that way in single file. Dollard installed his men in a near-by, abandoned, Algonkin fort. Unfortunately the next day their presence was detected by a group of Iroquois who immediately fled. Even more unfortunately the Iroquois changed their routine that year, instead of returning in small bands some of the bands had consolidated into a formidable party of 200 hunter-warriors; this group descended the rapids in good order and attacked the fort.

Heavy fire repulsed the first attack, the Iroquois withdrew, whereupon some of the Hurons went out and cut off the head of an Iroquois chief, sticking it on a pole above the palisade. The infuriated Iroquois attacked again and were again repulsed. They then sent a messenger, by canoe, to a war-party of 500 more Iroquois who were awaiting their arrival at the Richelieu Islands. Apparently the Iroquois were planning to group at the Richelieu and then storm the colony with a combined force of 700 warriors. This would have been a major assault as the population of New France was still only about 2, 500, dispersed along the St. Lawrence from Ville-Marie to Tadoussac.

Whilst the main party was moving up, the siege continued. There was no water in the fort which was on a small hill, so the besieged had to make forays, to fetch water from the river 150 metres away. Even worse,

Dollard's 60 men were continuously sniped at and the Hurons regarded it as a point of honour to reply shot with shot, thus ammunition began to run low. Such was the precarious condition of the allies when the 500 arrived some six days after the second assault. Annaotaha, the chief of the Hurons, proposed that an attempt be made to reach a settlement with the Iroquois. Two Hurons, and an Iroquois in the party who had been adopted by the Hurons, were sent with a flag of truce to parley. Whilst the talks were on 25 Hurons deserted to the enemy, seeing this some Iroquois approached the fort to urge more to desert. The French, perhaps having little faith in the talks and distrusting the Iroquois, opened fire thus breaking the truce.

The enraged Iroquois attacked with their full force, using wooden shields, to reach the loop-holes in the fort. The French attempted to throw a keg of powder over the palisade as a grenade, it fell back into the fort where it exploded wreaking havoc amongst the defenders. The Iroquois now had control of every loop-hole and fired at anything that moved inside. They then charged over the palisade to take five Frenchmen and four Hurons alive; the battle had lasted over a week. One Frenchman was tortured to death on the spot; the rest of the captives, and those who had defected, were branded as prisoners. Dollard and his companions must have died between 9 and 12 May, the news of the disaster reached Quebec on 8 June. Many years later the battle site disappeared, under the waters impounded by the Carillon Dam.

The Consequences

The Iroquois losses were not severe, they told the Dutch that they lost 14 killed and had 19 wounded. Hurons who escaped are reported, in the Relations, to have said a score of the Iroquois died. Nevertheless the Iroquois abandoned their attack on the colony, probably, as was their custom, to display their prisoners in their own territories. The next year the Five Nations returned in force; more than 100 settlers died.

Professor Creighton, in his 'The Story of Canada', described the situation: "The colony existed precariously, dangerously, almost despairingly; and Adam Dollard, Sieur des Ormeaux, and his little band of Frenchmen and Indians, fighting and dying inside their flimsy palisaded fort near the Long Sault on the Ottawa River, in a vain attempt to stem the onslaught of hundreds of attacking Iroquois, formed a symbol of both the peril in which the colony stood and the fortitude by which it alone managed to continue its existence". It is for this that Dollard des Ormeaux is honoured on a stamp of Canada.

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DEALERS IN RARE STAMPS SINCE 1924

CANADIAN RAILWAY POSTMARK ERRORS (Part 8)

By L.F. Gillam, F.C.P.S.

"It is an empty land"

Rupert Brooke

When, just prior to the Great War, England's young, romantic and learned poet wrote these words in his *LETTERS TO AMERICA* he was referring to Canada which then had a population of about twelve million. It is, of course, still 'empty' with a population of more than twice that number, and is likely to remain so. If it does not, in the far distant and unforeseeable future, then one of the last wildernesses of Canada, one of its many vast, inhospitable areas that will cease to be so, will surely be the County of Saguenay.

Saguenay County

This, the largest county of Canada's largest province, Quebec, is bounded on the north and east by Labrador, and on the west by the County of Chicoutimi. To the south it stretches along the north shore of the lower St. Lawrence River from Tadoussac at the mouth of the Saguenay River to Lourdes du Blanc opposite the Avalon Peninsula of Newfoundland, where the Strait of Belle Isle (that graveyard of shipping) debouches into the waters of the Gulf. As the crow flies this is all of 600 miles. Along the St. Lawrence and the rugged, heavily indented shore-line of the Gulf, the distance must be considerably greater. Called by French-Canadians 'La Côte Nord', more than one hundred post offices, at one time or another since 1851, have been established to serve what were all once little fishing villages dotted along these shores. Some of these post offices were short-lived and closed through lack of revenue; some died because the small communities which they served gave up the unequal struggle to wrest a livelihood from barren land and treacherous water, and moved elsewhere; a few, for inexplicable reasons only opened in the summer or winter; many have changed their names and a few, like Baie Commeau, Sept Iles, Port Cartier and Forestville, now serve large, flourishing communities that have altered out of all recognition since Rupert Brooke's day. The development of railways to tap the vast iron ore, aluminium and titanium resources of the interior have wrought such changes in the west of the county during the past 40 years that Saguenay can now be called a county of contrasts to an extent that is unparalleled elsewhere in Canada.

In Rupert Brooke's time Sept Iles (or Seven Islands as it was then called) was only a little fishing village; today it is a bustling city-port with

eight post offices within its limits serving a population of more than 35,000. Its magnificent deep water harbour is crowded during the spring and summer months with long, narrow iron ore container vessels bound for their voyage along the St. Lawrence Seaway to the industrial heartland of Canada and the midwestern states of America. Here also the 'lakers' of the Seaway tranship their grain to ocean-going freighters destined, almost literally, for the four corners of the world. In his day too there were no pulp or paper mills based on the county's immense resources of timber; there were no hydro-electric plants powered by the wild, rushing rivers which pour down from the Laurentian Plateau. Nor were there any canning factories or aluminium smelters polluting the air or threatening the abundant wild life of the river with their effluent. Nor were there any roads, apart from a few unmetalled tracks linking neighbouring communities; there was no Highway 138 probing its way along the north shore to Sept Iles and beyond. There were no reconstructed historical sites, no nature reserves, no rebuilt chapels and trading posts for the delectation of holiday makers. Saguenay then was not the kind of territory that tourists, even in summer, were terribly eager to explore. It was the home of a few thousand French-Canadian fisherfolk for whom the river and the Gulf were both a way of life and a means of livelihood. Self-contained, but not self-sufficient, the many little villages in which they lived were also dependent upon these waters alone for a lifeline to the outside world.

Clarke Steamship Company

From the turn of the century, and until 1960 at least, this life-line was provided by the Clarke Steamship Company, the vessels of which plied between Quebec and Blanc Sablon during the navigation season. In the winter a restricted service is said to have operated between Sept Iles and Blanc Sablon. This is likely since the waters of the Gulf are navigable from the mouth of the Saguenay River to the Atlantic. But for this lifeline, until the advent of light aircraft, and now the ubiquitous, clattering helicopter, the many remote and isolated settlements along the bleak and forbidding shoreline could scarcely have survived.

Saguenay has previously been called a county of contrasts; and it is along the shores of the Gulf, as opposed to those of the industrialised west, that this contrast is most marked. From outward appearances there is little that has changed at Esquimaux Point (now called Havre St. Pierre), Baie Johan Beetz, Natashquan, Kegaska, Harrington Harbour, Mutton Bay, St. Augustin, Bonne Esperance and Blanc Sablon during the past 70 years or so. Some of them, like Natashquan, have grown in size and importance owing to the developing timber industry; but most,

in terms of size, have remained much as they always were, or have declined as their younger inhabitants have been lured away by the bright lights of Quebec and Montreal or the high wage economy of the industrialised region. But for the sprouting of television aerials and the telephone wires there is little to indicate the onward march of 'progress'.

But these outward visible signs of improved communications have not displaced the need for a mail service: letters from friends and relatives, commercial mail, newspapers, parcels and perhaps most importantly of all, the mail order catalogue, still play their part in making what is essentially a lonely and spartan existence tolerable. From at least 1905 and for the next 55 years such mail matter as this was serviced by travelling post offices based on the Clarke Steamship Company's vessels. This can be deduced from the known dates of the postmarks used by pursers employed on what the Canadian Post Office called 'packets' during the navigation season.

An Impossible Railway

This is an assumption made on the basis of evidence that is solely derived from the wording of the postmarks used, all of which read Quebec (or its commonly abbreviated form 'Que') and one or other of the following termini: Esquimaux Point (re-named in 1924 Havre St Pierre) Natashquan and Blanc Sablon. For the actual wording of the nine known postmarks used readers are referred to Ludlow's Serial numbers Q.205, 205A and 205B (Esquimaux Point) Q. 185C (Havre St. Pierre) Q.220, 220A and 220B (Natashquan) and Q.185A and 185B (Blanc Sablon). It will be noted that the latter postmark is only known in proof form. What is more noteworthy, however, is the wording of Q.205 and Q.220: 'Quebec & Esquimaux Point R.P.O.' and 'Quebec & Natashquan R.P.O.' respectively. These must be the most extraordinary railway post offices in the world, operating over a non-existent railway (some would say an impossible railway) for something like six or seven hundred miles! Clearly some clerks in the Canadian Post Office did not include geography in their academic qualifications, and it is perhaps significant that the most idiosyncratic postmarks of all time had a deservedly short life-span. Both were withdrawn after about two years of use. Less remarkable, but noted as an error in Ludlow's catalogue, is Q.185C (Que.Hve. St. Pierre 'Sea Port' instead of 'Sea Post').

Some correspondents have suggested that this is not an error. Havre St. Pierre is most certainly a sea port on the ever-widening shores of the Gulf; but since the wording on similar postmarks (Q.185A, 220A and 220B) includes those of 'sea post' the wording 'sea port' is almost

certainly unintentional (see illustrations). As far as the Clarke Steamship Company is concerned, I have received contradictory



reports. Some say that it has ceased operations and has been replaced by another shipping company. Others say that it is still operating. As far as Clarke City (opposite Sept Iles) is concerned, its post office was established in 1902 at which time, it is said, the Clarke Steamship Company was founded. It is here, the story goes, that the first wooden vessels were built by a local entrepreneur after whom the village was named. Another theory is that the company was named after the village

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in which its headquarters were based. This is a classic chicken and egg situation that I have been unable to resolve. In fact, in the slightly modified words of Sir Walter Scott:

*" I cannot tell what the truth may be;
I tell these tales as they were told to me."*

Footnote:

In order to pre-empt those collectors who might wish to remind me of other 'railway post offices' based on board steamships in British Columbia: Robson & Arrowhead, Penticton & Okanagan Landing and Vancouver & Victoria, not to mention those on Pacific coast steamers, I can only say that they are ALL sublime and ridiculous. The Newfoundland Post Office authorities were never guilty of inventing the impossible. They distinguished their water-borne travelling post offices from their railway post offices by the lettering 'T.P.O.' and 'R.P.O.' respectively.

Fifty Years Back - October 1941

By Kim Dodwell

By the autumn of 1941 the 1st and 2nd Canadian Infantry Divisions had been in England for over a year and the 3rd had just joined them from Canada. Their lack of armour was receiving urgent attention and October 1941 saw intense activity in camps such as Borden in Ontario where the 5th Armoured Division was making final preparations for the U.K. They embarked at Halifax, N.S. between 11 and 15 November and sailed in the fifteenth 'flight' as these big troop convoys were called. This was the largest single movement of men to the U.K. in the war so far, the eight troop ships carrying nearly 14,000 men.

The writer of the cover shown was in a unit of the 5th Armoured Division from London, Ontario, the 1st Hussars (6th Armoured Regiment), which embarked on the transport 'Oronsay'. She was 20,043 tons, built 1925 on the Clyde by John Brown & Co and, before the war, had belonged to the Orient Steam Navigation Co. She had been attacked and damaged by enemy aircraft on 8 October 1940, and was sunk by a U-boat in the South Atlantic on 9 October 1942, but on this voyage the whole convoy came through unscathed. Indeed, it is a remarkable tribute to the vigilance of the Allied escorts (on this occasion, U.S. Navy as far as the mid-ocean meeting point, the Royal Navy thereafter) that the whole of the Canadian Army (some 370,000 men) that came to Britain in 1939-45 did so almost without loss. Troop convoys from N. America were always fast sailing and well escorted,

CONVENTION AUCTION 1992

Convention 1992 will be held at the Station Hotel, Perth, from 30 September - 3 October with the convention auction taking place on Saturday 3 October.

All lots should be sent to Les Taylor, 18 Granby Road, Edinburgh, EH16 5NL, to arrive not later than 28 March 1992.

The date must be adhered to in order that the catalogue may be prepared for despatch with the June issue of 'Maple Leaves', 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 £5.00). Any reserve should be clearly shown and it should be noted that a fee of £1.00 per lot will be levied on unsold lots which carry a reserve. The fee will be deducted from gross sales.

Single stamps or small lots should be mounted on card. No responsibility will be accepted for loosely mounted or badly packaged material.



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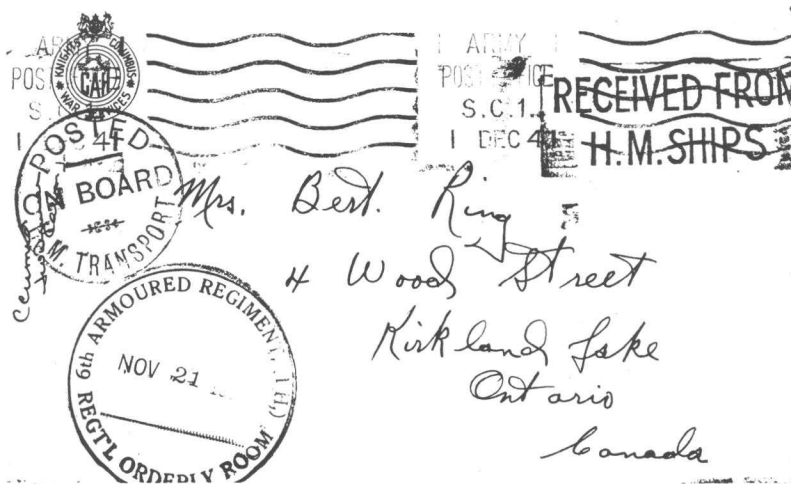
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which saved them from the very heavy, almost disastrous, losses suffered by the cargo carrying convoys in the first half of the war.

The cover, one of thousands written on the voyage to Liverpool, is attractive 'in the flesh'. The Knights of Columbus logo is dark blue, the 'POSTED ON BOARD' bright blue, and the regimental handstamp purple. Censoring was done on board under unit arrangements. The A.P.O./S.C.I. wavy line was applied at the U.K. Canadian Postal Corps H.Q. at Acton, London; it appears on all such covers that I have seen; it seems that ship mail from the troops went direct from the quayside to Acton for processing.



The 1st Hussars went by train to Aldershot and were quartered in the old Willem Barracks. Aldershot was the initial station for many of the arriving Canadian units and unattractive they found it. Regimental histories record accommodation, food and weather vying for criticism among the men. It was not until the 1st Hussars were moved into billets in friendly Surrey villages, in April 1942, that they cheered up.

The 5th Armoured Division was served by FPOs using British-type daters numbered 509, 522 and 524, but later in 1942 the Division was reorganised and the 1st Hussars went to form part of the 2nd Armoured Brigade. An independent formation, they used FPO C.A.2 (430) for the rest of their stay in Britain, for the D-Day landings in which they played a full part, and for the rest of the campaign in N.W. Europe.



Dr Dorothy Sanderson seems quite pleased with her Fellowship

Hans Reiche signs the Roll of Fellows - at last



The Abbey Hotel, adjacent to the ancient priory at Great Malvern at the foot of the Malvern Hills, was the pleasant venue of the 45th Annual Convention under the benign guidance of Brian Stalker. The accommodation was excellent and the food generous in its proportions to the extent that additional eclairs gave rise to a call for a doggy bag!

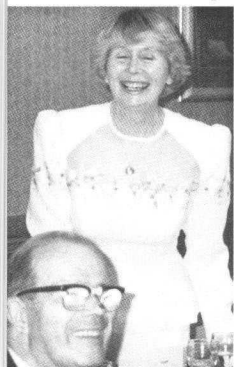


Charles King proposes

We finally got a glimpse of the Yellow Peril's collection, courtesy of slides and presentation by Dr Charles Hollingsworth. Difficult to identify a thread, so let's just settle for very interesting items. Surrogacy was also the order of the day when Geoffrey Whitworth presented Robson Lowe's display which featured the Chalon portrait. Both displays gave rise to considerable audience participation, perhaps the presence of the owner of a collection is an inhibiting factor!

A welcome visitor was Bill Topping, from Vancouver, who showed part of his Semi-Official Airmail collection (in addition to winning the research section of the competition with a few more sheets). The material was probably the strongest seen at a convention in this particular field. Dr Michael Russell made his convention debut under the title Registration and Rates 1850-1910, while Roger Grigson forsook squared circles to surprise us with Directional Markings of the Dead Letter Office. Despite a smartly slung arm, Roger produced several markings not previously seen by the majority of the audience and put forward a few theories as to the use of several of the more unusual instructions.

Brenda Parkin disposes

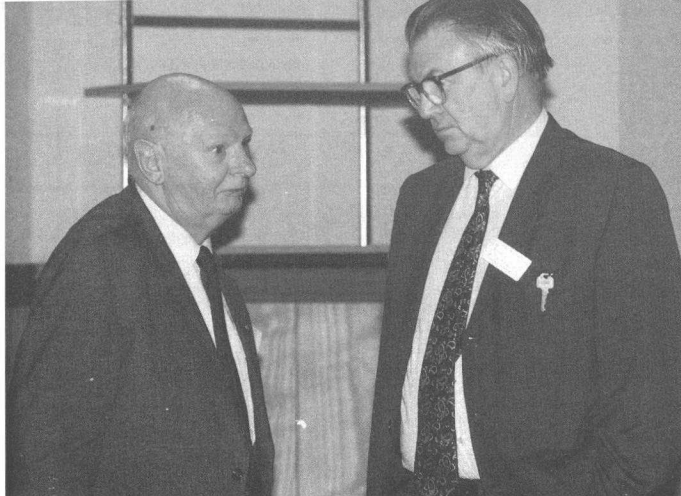


A visit to the Royal Worcester porcelain factory opened a few eyes as we saw the labour-intensive production of some of Royal Worcester's special editions, in particular the beautiful hand painting of the pieces - no less than five times between firings. The superbly preserved Warwick Castle was invaded by a large contingent and even the 2 1/2 hours at our disposal was insufficient to take in all the attractions.

Chris Jackson, President of the Three Counties Federation, was guest of honour at the closing banquet where Dr Dorothy Sanderson was installed as the latest Fellow of the Society and Hans Reiche finally signed the Roll, 12 years after his award. Charles King toasted the ladies, making much of his first meeting with respondent Brenda Parkin who, in a hilarious response, firmly denied that it took place! Eric Burchell toasted our guests and overseas visitors who included Stanley Cohen FCPS from Spain and, with their spouses, John Wannerton from South Africa and, from Canada, Bill Topping and Hans Reiche FCPS who graciously replied.



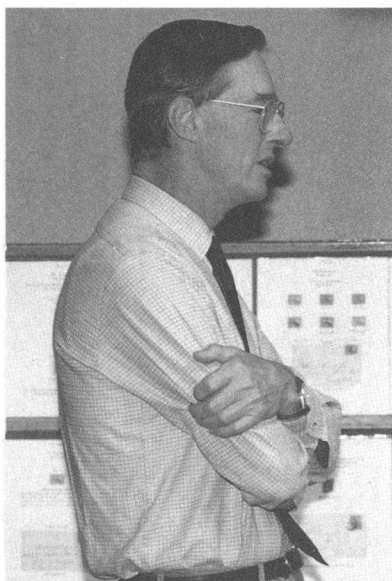
1 well-slung Roger Grigson



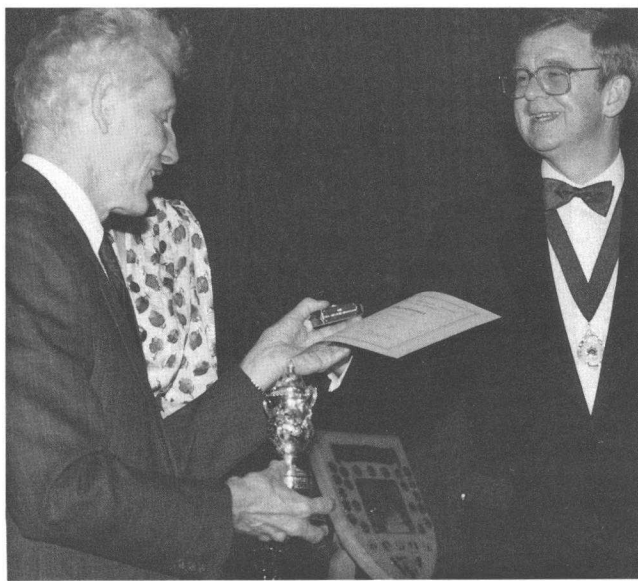
*Now be honest with me, doctor...
Geoff Whitworth and Dr Charles Hollingsworth*

CONVENTION 91 Malvern

Debutant - Dr Michael Russell



Bill Topping receives a handful of trophy from Brian Stalker





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RESEARCH SOURCES FOR POSTAL HISTORIANS

An Occasional Feature

by Ron Winmill

One of the questions most frequently asked by the neophyte researcher relates to sources. In this article one of the least understood, but more useful, sources will be discussed.

Orders-In-Council

When a piece of legislation, for the sake of argument a Post Office Act, passes the Canadian House of Commons and Senate, and receives Royal Assent, it is neither desirable, because of excessive rigidity, nor possible, because not all possible scenarios can be anticipated, to specify all matters (e.g. minor rates). Thus, in an Act, many sections will have clauses to the effect that 'The Governor-In-Council may....' These clauses are known as Orders-In-Council (O.I.C) and constitute subordinate legislation.

Many of the O.I.C's, in one way or another affect postal services. Moreover, to affect postal services, an O.I.C. need not necessarily originate from, or be sponsored by, the Postmaster General. They may be initiated by the Prime Minister (e.g. appointment of a Postmaster General), the Department of National Defence (wartime censorship), Secretary of State (miscellaneous items), Public Works (matters related to buildings, fixtures, supplies and services). It is also quite conceivable that other departments could be involved. These O.I.C's exist from Confederation to date for Canada, as constituted today. Since many relate to postal matters it is important that the postal historian be aware of them.

The problem for the postal historian however, is how does one go about gaining access to the O.I.C's of potential interest to him.

Available in Ottawa

Actually it is quite simple as the O.I.C's are readily available in Ottawa and, to render them accessible, there is a register of these documents (available at better university libraries on microfilm). The registers are in numerical order, arranged chronologically. Each year there is also a subject/name index at the end, thus rendering it a very easy matter to check one's particular interest, even over a prolonged period. When one has secured the list of relevant O.I.C's, it is a simple matter to secure them from the appropriate body in Ottawa or, armed with the information, a good librarian can often locate the required document in the holdings of the library.

To provide an idea of what can typically be located; entries from September, 1939 have been abstracted and are appended. This period was selected purposely to demonstrate the broad nature of material available and of interest to the contemporary postal historian.

There are other references to censorship; however they refer to newspaper, cablegram and radio censorship. If only one date is shown in the list, that is the date on which the item was received, reported upon and confirmed by the Privy Council office; otherwise three dates are shown and refer in order to those actions.

ORDERS-IN-COUNCIL 1939 - an abstract.

- 2481 ND Establishing 'Censorship 1939'
- 2496 PM Amending Censorship regulations September 1, 1939
- 2513 PO Censorship Coordination Committee set up September 3, 1939
- 2581 PO Franking Privilege extended to Censorship Coordination Committee September 7, 1939
- 2605 PW Ottawa Ont., post office bldg., to authorize additional expenditure September 9, 1939
- 2643 PO Wartime Price and Trade Board - franking privilege extended September 12, 1939
- 2644 PO Mail Service by Water, Victoria - Kyuquot - BC contract C.P.Ry Co. September 12, 1939
- 2737 PW Winnipeg, Man., interior fittings in postal station 'F' contract Western Mfg. Co. Ltd. September 18, 1939
- 2753 PM Appt. Hon. C.G.Power to be Postmaster General September 19, 1939

The above abstract demonstrates the breadth of this largely untapped research source: a resource that can be actively and readily employed in the interests of postal history research.

As a guide to would-be users; to gain access to these records, via the index, see CANADA, PRIVY COUNCIL MINUTES AND ORDERS REGISTER AND INDEX OF SUBMISSIONS. The Library of Congress number is CA1 PV R27.

Most, perhaps even all, of the war-related items are published in hard copy, rendering them even more accessible.

Editor's note; Ron understands that the material is also available in the UK, in London, though he is not aware of its exact location. One would imagine that the

first two likely ports of call would be the British Library and Canada House. If any member has cause to refer to such source material then perhaps he or she would report back the location for the benefit of other members.

FROM THE SECRETARY

The following are the main points from the 1991 AGM, minutes of which are available from the Secretary.

The President, Brian Stalker, thanked members for the assistance received during his Presidential year, the main highlight of which had been the Society's display at Autumn Stampex 1990.

A further decline in membership, largely arising from non-payment of subscriptions by overseas members was reported by the Secretary. The help received from Wayne Curtis in collecting dues from Canadian and USA members was gratefully acknowledged by Subscription Manager, Dr John Gatecliff.

David Sessions, Editor, reported publication of three 36 page and two 40 page issues of Maple Leaves during the year, an encouraging variety of articles and Letters to the Editor. A Silver-Bronze medal had been awarded to Maple Leaves at a recent philatelic literature competition in Ottawa.

Whilst sales of £2564 had been realised by the Packet and Covermart lists, Packet Secretary, Reg Lyon, asked for greater support from members for the coming year.

Advertising Manager, George Bellack, advised that the space available for free classified advertising by members was to be increased from 25 to 40 words.

Charles King reported further steps to publicise the activities of the Society, both at home and abroad.

Although the assets of the Society showed a modest increase for 1989/90, Dr Alan Salmon expressed concern at the level of subscription income which had fallen in real terms. In view of this, an increase in annual subscription to £10 for 1992/93 and an increase to £200 for Life Membership was proposed and agreed to by the Meeting.



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The proposed rule changes, submitted by the Rules Review Committee and published in the June 1991 issue of Maple Leaves were approved by the AGM. The proposal to reduce the minimum age for membership to 15 was remitted to the Executive for further consideration. With the Meeting's approval of the setting up of an Executive, it was announced that the Committee had nominated Dr Charles Hollingsworth as the first Chief Executive.

On behalf of the Fellows, Mr John Hannah announced the election of Dr Dorothy Sanderson as a Fellow of the Society, also the award of The Founder's Trophy to Dr Alan Salmon for his articles on "The People on the Stamps".

President-elect, Jim McLaren announced that Convention 1992 would be held at Perth commencing on 30 September 1991.

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

President	J C McLaren
Vice President (North)	Vacant
Vice President (South)	Vacant
Secretary	B T Stalker
Treasurer	Dr A Salmon
Committee Members	
Scotland	Miss A E Stephenson FCPS
North	J E Pilkington
South	T E Almond

Officers elected by the Committee are listed inside the back cover.

Competition Awards

Class 1	W E Topping	Postal History of Yukon Airways
Class 2	London Section	1c Rates 1870-1900
Class 3a 1.	B T Stalker	Welland Railway postmarks
2.	J C McLaren	Machine & Flag Cancels 1896-1902
Class 3b 1.	J E Pilkington	Internal Letter Rates 1985-1987
2.	J W T Wannerton	World War II Prisoner of War Mail

Trophies

Bunny Cup	- W E Topping
Lees-Jones Trophy	- J E Pilkington
Aikens Trophy	- S Lum FCPS (The Yellow Peril)
The Founder's Trophy	- Dr A Salmon

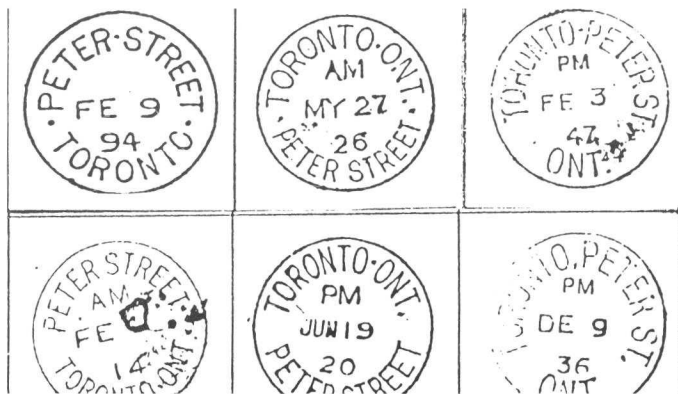
Letters to the Editor

The Yellow Peril

FAKES AND FORGERIES

I am flattered to learn that even the 'creme de la creme' philatelists read my unorthodox writings. What's encouraging is that Mr Cohen took the time and trouble to point out my oversight (ML Aug 91, p222). Feedbacks are important because I learn much from them. I therefore welcome points of view from members who think that I am all wet or that I am just so full of it!

Whoever faked the Peter Street single ring dater had to be an exceptionally well informed and innovative collector. With very little effort, but with ingenuity galore and the price of a carton of cigarettes (maybe only a package - the cost of smokes these days) to pay for a metal stamp, he created an unrecorded postmark to cancel the added stamps on the delivered registered drop letter - converted from the 2c stationery local cover. The description on the page on which the Peter Street cover is mounted reads: 'the example below dated June 19, 1899 is the only one so far recorded'. The fact that an auctioneer featured this cover, and it is only a front, in a large advertisement for a postal history sale speaks for its worth.



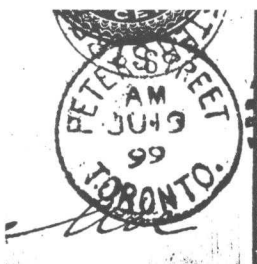
Proof Strikes of the Peter Street full circle daters.



*Proof strikes of the two duplex hammers.**

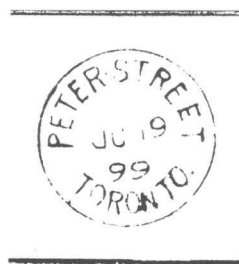
The reason for the clever creation? Winning high awards for postal history/postmark displays more than justify the means.

The fake circular date stamp which is identical to and copied from the duplex dater on the cover, has been modified: blank indicia, slight repositioning of the date and moving the year closer to 'TORONTO'. The dead giveaways are its thin rim, the very feint hyphen between 'R' and 'S' and the fine lettering and numerals. (The hyphen in the duplex is obscured by the overlapping).



*Peter Street
duplex dater
and tips of
'killer' bars.*

*Forged Peter
Street single
ring dater*



*Reference: Proof Strikes of Canada, Vol 1X. Edited by J. Paul Hughes. Published by Robert A. Lee Philatelist Ltd. 1991.

Editor's note: A colour slide of the Peter Street cover and the advertisement was shown at the Malvern convention. With thousands of proof strikes readily available and the relatively small cost of making a postmark, 'caveat emptor' becomes increasingly more meaningful.

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John Hillson FCPS

SMALL QUEENS SURVEY

Statistical method is all very well but it is sometimes difficult to determine just what, if anything, is being proved. I refer to the article on 6c Small Queen re-entries in the August issue.

What is the relevance of allusion to the Admirals which were, I believe, printed from curved plates (as were some of the Edwards) as opposed to the flat plates of the Small Queens - which could as a consequence be put in the printing press bottom foremost or sideways for all we know.

Second, were fresh entries eliminated from the study as these have nothing to do with plate wear or damage?

Third, almost every subject on the long-lived 'A' plate was re-entered and, if the increasing number of dots on that plate mean what we believe they mean, some positions at least, three times. Most of these re-entries are not identifiable as to position but could and should have formed part of the study as large pieces from the late state of the plate do exist.

Finally are the conclusions drawn in the article to be applied to the 6c only, or to all Small Queens? If the latter, shouldn't every known re-entry in the issue be taken into account?

For what it is worth, the one plate that we know was never repaired, the 10c, has one position in row 3 that became damaged, and one in row 9, discounting of course the one fresh entry - also row 9. What was it the man said 'There are lies, damn lies, and.....'?

Derrick Avery

THUNDERBIRD

In answer to D. Sunderland's letter in the June issue (p187), I have not seen the variety he describes but I do have three copies of the 1969 five cents Christmas stamp showing a white spot, approx. 1mm diameter, in the background to the value tablet. Each is in a different position and has a spot of colour in the centre.

To the best of my knowledge, this type of fortuitous variety occurs on lithographic printings and is caused by dirt on the plate.

Geoffrey Whitworth, FRPSL, FCPS

A TALE OF THE SEVEN SEAS

Further to the notes in the August 'Maple Leaves' (p209), I can report two covers to Admiral Hon. A.A.Cochrane, C.B.

1. Letter from Nanaimo dated 28 Jy 1875, to HMS Republic at Esquimalt BC; prepaid 3 cents with orange red stamp perforated 11 $\frac{1}{2}$ x 12.
2. Letter addressed c/o British Consul, San Francisco, for HMS Repulse, Honolulu (sic), Sandwich Islands; pair of stamps as above, orange red perf. 11 $\frac{1}{2}$ x 12, no CDS. Was it sent in Diplomatic Bag?

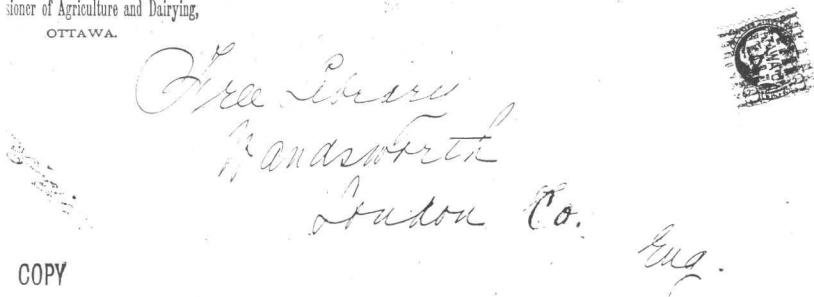
Harry W. Lussey

UNUSUAL 1897 REGISTERED COVER

I refer to the Revd. David Izzett's remarks on 'unofficial precancels' (June ML. ppl85/6). My exhibit of these in BNAPEX carries the comment, 'If a stamp is used as a precancel then it is a precancel'. A lot of collectors feel this way today and eventually the cataloguers will catch up.

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ON HER MAJESTY'S SERVICE.



I enclose a photocopy showing a 2c Small Cents used on part of a wrapper to Wandsworth, London, England, precancelled with the Ottawa roller and from a department of the Dominion of Canada. Six towns using precancelled rollers* can be added to those mentioned by Izzett.

*Windsor, Ont; Tilsonburg, Ont; Picton, Ont; St. Thomas, Ont and Berlin, Ont (all 'Maple Leaf'/'Numeral' period) and Brampton 1955. Photocopies were provided by Harry, along with three from Toronto, Stn.B which are scarce, as David Izzett pointed out.

The Yellow Peril

A SUBTLE RARITY

Mr Lunn does it again! What an unexpected pleasure to read about Robert's coup in purchasing this prize (ML Aug 91 p195). I remember doing the report on this cover and checking Boggs (Vol 2, pages 10-0 and 11-0,) which indeed does not list Jamaica as an adherent to the scheme as of 25 December, 1898. The 'Dominion Of Canada Official Postal Guide' dated January 1899, however, includes Jamaica in the list of possessions belonging to the Imperial Postage Scheme.

On pages 213-5, 217 of the June 1989 Maple Leaves (p223), map stamp expert, R.B. Winmill, lists two department circulars. The one dated December 1898 shows Jamaica as one of the countries that gave its adherence to the scheme for reduced inter-imperial postage. Department circular dated 31 December 1898 gives a complete list of countries - including Jamaica - 'embraced in the British Empire with which the reduced rate of Two Cents per half ounce is now in force.'

Based on the above references plus the fact that the Jamaican postmaster used a penny (equivalent to 2cts) stamp to return Latchford's cover on 12 January, 1899 I dare say that if I were to guess that Jamaica joined the scheme on 31 December, 1898 I would not be too terribly wrong.

Another scenario to explain why the Jamaica cover was not rated is that Latchford may have posted a large batch of letters to the colonies on that day. The Canadian postal clerk handling the letters either missed it or was not aware of the rate to Jamaica and the letter simply slipped through.

This Latchford gem with its intricate, romantic background could easily be one of the ten most exciting map rate covers in existence.

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Tom Almond

THE WINTER MAGDALEN MAIL 1928

Arthur Hobbs' interesting article in the August edition of 'Maple Leaves', about winter mail to the Magdalen Islands, prompts me to write about the Admiral cover illustrated below. The cover appears to have been carried by an Air Stage service, established to support the Island during the winter months. The stamp is tied with the Grindstone Island cds, AM/MR 3(inverted)/28. The cds backstamps are Moncton, 12/MR 7/28 and Charlottetown, 20/MR 8/28.

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CHARLOTTETOWN
P E I

The American Air Mail Catalogue states that:

'During the early part of 1928 Pilot E J Cooper of Canadian Transcontinental Airways maintained service between Moncton, and points in Nova Scotia, Prince Edward Island and Grindstone Island. Details of this service are obscure'.

The first Moncton - Grindstone flight took place on 11 January 1928, but there were no special cachets.

Air Stage Services transported mail, to the extent of available space, at prevailing surface postage rates. In early 1928, the letter rate was 2c/oz and the airmail route had yet to be introduced. The 10c Admiral is clearly tied to what appears to be a commercial cover and it is inconceivable that a quintuple rate was required for such a small cover.



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Can any member explain why 10c was applied and who paid the airline to carry the mail? I presume that these flights enabled the local fishermen to get their catch of lobster to market. It would be interesting to know about the frequency of the winter flights in 1928 and the arrangements for subsequent years.

(Note that Grindstone Island PQ, is now known as Ile du Cap aux Meules. It should not be confused with Grindstone Island NB.)

Brian Cartwright,

P.E.I. HANDSTAMP

I wonder if any member can shed light on the cancellation illustrated.



'Prince Edward I' handstamp on U.S. postage stamp; but is it genuine?

It is definitely PRINCE/EDWARD/I and my atlas only records two PEI'S, one in Canada, the other in the Indian ocean. It would therefore almost certainly be from PEI in Canada, but why on a U.S. adhesive? Is it some form of paquebot cancellation?

Any information would be greatly appreciated.

Editor's note: The immediate reaction is that it is a bogus mark. Martyn Cusworth, our resident PEI expert, shares this view though admits to having seen nothing similar. Comments please.

Lionel Gillam FCPS

UNUSUAL 1897 REGISTERED COVER

I am not in the position of being able to comment on the authenticity, or otherwise, of George Bellack's interesting registered cover (April 1991) that is the subject of two letters, from Messrs. J.M. Smith and H. Reiche, that you publish in your latest (August, 1991) issue.

What I can say categorically is that the former is right in stating that the cover was dropped off at Cardinal for onward carriage north by road to Shanley, some 12 or so miles. There is no question of the cover being first sent to Montreal via Toronto, just because it was handled by mail clerks on the Toronto & Montreal R.P.O. I am sure that on reflection Hans Reiche will agree with this.

Contemporary Grand Trunk Railway timetables show that it took 'express' trains 17 minutes to travel between Prescott junction and Cardinal, a distance of 8 miles. Quite probably the cover was processed by the chief mail clerk whose responsibility would be to account for the receipt and delivery of registered mail. For this a special post office form was used giving the number of registered items offloaded at each station. In addition the chief mail clerk would have signed a receipt for all the registered covers delivered at Prescott Junction from the Prescott Post office, and would have obtained a similar receipt from the post office official or mail contractor who received Mr Bellack's cover (and of course possibly others) at Cardinal. Since there is no evidence of the cover passing through Cardinal Post Office (where it would have been backstamped) it is reasonable to assume that it was delivered directly to the addressee in Shanley.

At this time 'express' (sic) trains were essentially passenger trains, other than local or mixed freight and passenger trains, which contained railway post offices and which, by virtue of this, were compelled to stop at every station in order to take on and offload mail. Between Toronto and Montreal (333 miles) there were 51 stations to be served in this way so that it will not be a matter for surprise that the journey occupied nearly 14 hours and sometimes, in winter, much longer. Nor will it be a matter for surprise that throughout its long history from 1856 to 1971 the R.P.O. operating between Canada's two principal cities was the busiest and biggest of them all.

One final word: Prescott may well have been a small town in 1897 but it was very important from the Canadian Post Office's point of view.

From the earliest days Prescott Post office was an important office of exchange and customs post, both delivering and receiving the 'American Mail' from across the St. Lawrence at Ogdensburg, New York. It was here that a ferry was established (in winter sleighs were used) and with the opening of the Bytown & Prescott Railway in 1854 Prescott Post office began to receive an increasing volume of mail destined not only for the New England States, New York State and New York City itself, but also, after 1855, for Canada's newly established capital city and what was known as the 'Ottawa Country'. This was a two-way traffic, of course, and at one time there were four railway post offices operating each way between Ottawa and Prescott every day except Sundays.

From all this it is a fair conclusion to draw that Prescott was included in the original distribution of Jubilee Stamps on 19 June, 1897. Incidentally, although Mr. Bellack's cover would normally have attracted an 8 cent Small Queen stamp, it is highly probable that the Merchant Bank debited the addressee's account with the 9 cents so extravagantly expended on his behalf, plus possibly a 'handling' charge as well.



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Brian T. Stalker,

CANADIAN ARMY AT WORTHING

I have received an enquiry from the Sussex Postal History Society regarding the postal service of the Canadian Army stationed in Worthing, Sussex, England during World War 11. The following questions are posed:

1. Did the Army use the local post or was there a field post office?
2. Was there an APO or FPO allocated to Worthing?
3. Was the censor mark, No.2089 in a shield, associated with the Canadian Forces?

The Secretary of the Sussex Postal History Society would like to hear from any member who can assist with his enquiries and/or provide copies of covers, card etc.

Please respond direct to Mr J.E.O.Hobbs FRPSL, 12 Ophir Rd., Worthing, Sussex, England, BN11 2SR.

AMENDMENTS TO MEMBERSHIP to 12 August 1991

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Deceased

2278 WEATHERWAX N J

Resigned

1417 KELL R

2330 SESSIONS Rev P E P

Change of Address

2559 CHUNG Andrew, PO Box 89111, Westdale Postal Outlet, Hamilton, ON, Canada L8S 4R5

2128 LEHR, James C., Kendal at Longwood, 125 Kennett Square, PA19348, USA

1914 MEWSE, Roy A., 3 Butterwick Rd., Freiston, Boston, Lincs, PE22 0LF

2488 WEGMAN William G., 5441 Hilltop Drive, Manotick, ON, Canada K4M 1G6

Removed from Membership

non-payment of subscription

2617 Bauer B D

2549 Goul T E

2614 Neelin J K

860 Cook A P

1979 Hill D R

2242 Pacy R C

2625 Dales J B

2595 McCrea J M

2422 Russell B

2556 Davis G H

1322 Mallott R K

2284 Talman J H

1030 Des Rivieres G

2323 Milos M

2626 Trempe L

1196 Vancouver Library

Revised Total 519

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Maple Leaves

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PRINCIPAL CONTENTS

Pyramids

Perforations

People on the Stamps

267

278

282

Whole No. 236

Vol. 22 No. 8

JANUARY 1992



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MAPLE LEAVES

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Vol.22 No. 8

JANUARY 1992

Whole No. 236

EDITORIAL

Yes, we did notice the glaring omission on the opening page of the October issue. This being repeat text, it was not included in the proof seen by your editor; it was kind of most of you not to mention it! The printers have duly apologised and a suitable adjustment is being made to the bill, fortunately no meaningful text was lost.

Your editor and several other members and spouses made the trip to BNAPS Convention in Vancouver, a markedly different affair from our own. With nearly 200 sitting down to the closing banquet perhaps this is not surprising. The emphasis is on the competitive exhibition (a magnificent show) and the dealers' stands; with study circles being largely business orientated. Most of our travellers found something for their collection, Dr Charles Hollingsworth was co-opted onto the judging panel and yours truly brought home a gold medal (they really do know their stuff over there!). The welcome we received was extremely warm, in contrast to the weather which was extremely wet. Those of us who stayed on, however, were treated to a glorious second week.

We have heard from Canadian Postal Archives that they have acquired from member Dick Malott, the eminent aerophilatelist, his collection of manuscripts and photographs that document the development of airmail services in Canada. This archive should prove to be of great value to fellow and future students.

FROM THE PRESIDENT

Convention 1991 may seem a distant event, however, those responsible for its organisation know only too well how quickly time flies and of the need to keep ahead with the schedule. In this respect acceptances from members who will display at Perth have been received, with showings of ADMIRALS, mainly SMALL QUEENS, CANADIAN BOER WAR MAIL and EARLY B.C. STEAMBOAT MAILS plus slides offered.

At this time thanks should be accorded to the officers and members who, by their strenuous support of the Society's activities, so greatly assist in our general well-being. The Society provides excellent facilities, therefore I would commend them to you all and so make the most of your membership.

Once again the new year is upon us so I take this opportunity of wishing all members a prosperous New Year; may you be fortunate in finding that item which has proved so elusive.

Jim McLaren

VINCENT GRAVES GREENE PHILATELIC RESEARCH FOUNDATION EXPERT COMMITTEE RESTRUCTURED

Kenneth Rowe, Chairman of the Foundation, announced that the Expert Committee is now holding its meetings in the newly opened Foundation Office, Library and Meeting Rooms in central Toronto.

As part of this change of venue, membership of the Committee has been reviewed and now consists of the following leading Canadian Philatelists:-

Dr. Robert Chaplin	Committee Chairman
Jim Hennok	Member
Richard Lamb	Member
Steve Menich	Member
Dr. Alan Selby	Member
Kenneth Rowe	Alternate
Harry Sutherland	Secretary

The Expert Committee, which over the last 15 years has become established as a leading expertisation body for B.N.A. material, meets on a regular basis. In addition to its regular membership, the Committee is also able to call on the expertise of a number of senior philatelists in various BNA specialities.

PYRAMIDS

by The Yellow Peril Photos by Canadian Stamp News

Philatelically speaking, pyramids are those triangular shape marginal markings found on some of the regular, postage due and revenue stamps produced during the Admiral period. In 'The Admiral Issue of Canada' Marler describes these markings to be perforation guides engraved on plates to print stamps by the wet process i.e. printing while the paper is damp, and gumming after printed sheets have dried. There are two types of these perforation guides. The first design consists of five parallel vertical lines of which the middle is 15.5mm long, bisected by a single horizontal line also 15.5mm long. It resembles two side-by-side pyramids sharing a common base. It was engraved in February 1922 on plates 110 and 111 for the 3c brown in the right margin opposite the space between the fifth and sixth horizontal rows of the upper and lower right panes.

The second, and by far the more common type of perforation guide, appeared for the first time on the 1c yellow in March 1922. It consists of six parallel vertical lines bisected by a single horizontal line and is in the form of a triangle or pyramid of which the base is parallel to the side of the stamps. This guide was engraved in the right margin of the plate opposite the space between the fifth and sixth horizontal rows of the upper and lower right panes. Later in 1922, it was engraved in the left margin. Apparently the purpose of these guides was to facilitate accurate perforation on the printed sheets. So long as the sheets were printed on dampened paper the perforation guides served a useful purpose but once the manufacturers had mastered the process of printing on dry paper (previously gummed paper), which eliminated the shrinking that occurred first after printing and then after gumming the sheets, the perforation guides were no longer needed.

A detailed list of pyramids, together with the plate numbers on which these guides appear, can be found on page 60 of 'Marler'. According to this list three stamps have a pyramid in the left margin - 2c (green), 50c, \$1, three stamps have a pyramid in the right margin - 1c (yellow) 3c (brown) 4c; and three stamps have a pyramid in the left and in the right margins - 3c (carmine) 5c (violet) and 10c (blue).

The rarity of Admiral stamps with perforation guides varies from common to very rare. The 3c carmine, in imperforated state with a pyramid is relatively common, whereas a pyramid on the same stamp perforated is scarce. The 2c green (left), 3c brown (type 2), 4c, 5c, 10c, \$1 are rare and the 1c yellow, 2c green (right) 3c brown (type 1) and the 50c pyramids are very rare. Complete pyramids on the 1c yellow, 2c green



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Following the March '91 London auction success, our October sale at the Cavendish Hotel in London attracted even more buyers. Viewers flew in from all over Canada and the Continent. In just a few hours 875 lots were knocked down to a tense room, with many lots being hotly contested.

The six-figure total for the auction (excluding buyer's premium) included the following notable results:

Lot.	Result (incl.B.P.)
274. 3c on 15c block of 25	£1100
397. 1921 Airmail ovpt.inverted block	£6820
536. 1857 7½d major re-entry	£1100
600. 1859-64 17c plate reconstruction	£1980
680. Large Queen 5c olive-green block	£1430

The success of the new venture - auctions in London by CAVENDISH - firmly establishes the fact that the Derby firm will continue to take major auctions to London whenever its vendors request it and the material justifies it.

The next B.N.A. auction by CAVENDISH is provisionally scheduled for May 1992. Suitable material should be submitted as soon as possible - for further information please contact James Grimwood-Taylor.

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(right) and 50c have never been seen.

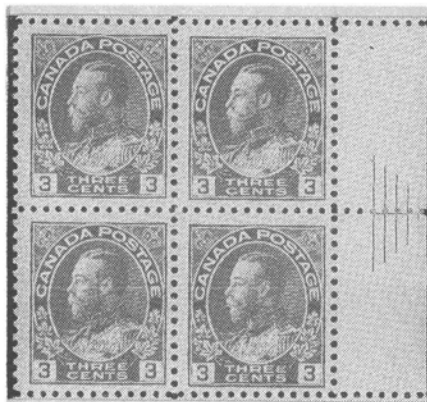
As the 1c yellow was printed from two plates (181 - 182) and the 2c green from seven plates (175 - 181), these low value stamps with pyramids should not be so rare.



*1c yellow and 2c green
(right) pyramids.*



*3c brown Type 1 and Type 2
pyramids.*

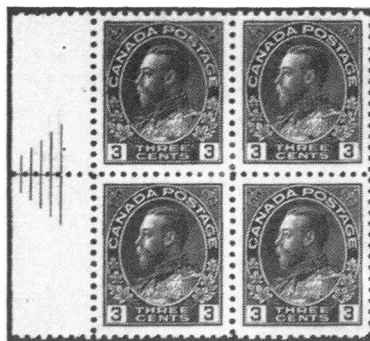


The 3c brown Type 1 was printed from two plates (110 - 111). Perhaps some Type 1 pyramids are resting in stock books waiting to be discovered. Type 2 was printed from five plates (112 - 113) and (118 - 120).



(Above) A position piece of the 2c green (on thin paper) with five-line pyramid between fifth and sixth horizontal rows.

(Right) 50c pyramid (plate3). Acquired at the Todd Sale by Harmers of London on July 7, 1989.



3c carmine left and right pyramid blocks. Note full six-line pyramid on lower block.



Attending the Harmer sale for the first time was an unusual experience, It seemed quicker to walk to Harmer's New Bond Street galleries from Soho than to take the bus, hack, or tube. The sale was unexpectedly delayed two days because of the the ritual of weekly transit strikes. Staying in the U.K. two days longer to capture this rarity was worth missing the Philex France opening ceremonies. It was a pleasant surprise to finally meet long standing member Norman Todd. It was a great surprise to learn that he had this item in stock; and it was an even greater surprise that Norm hadn't sold this jewel long before!



1906 5c Postage Due with pyramid at top margin between fifth and sixth vertical rows.



1915 George V 1/4c Excise Tax stamps with pyramid at bottom margin fifth and sixth vertical rows.

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*Pyramids on 1c yellow and 2c green booklet panes of four from plate 1.
(Above and on facing page)*

The 1c pane clearly showing two pyramid lines and the 2c pane with three lines on the top row are wider than the 1c pane barely showing two lines and the 2c pane with one line on the bottom row. Albino pyramids exist on the 2c panes.



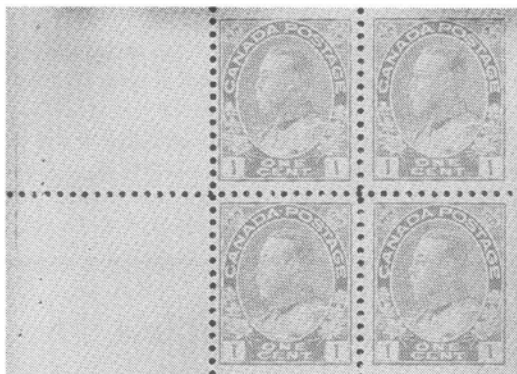
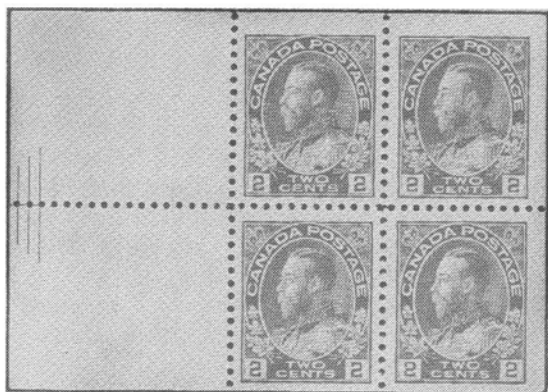
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Anyone having information on these perforation guides, especially details of plate layout of the booklet pane, postage due and exise tax stamps, is requested to advise the Editor. The writer is always on the lookout for rare pyramids.

FIFTY YEARS BACK - January 1941.

by Kim Dodwell

War with Japan started from their surprise attacks against Pearl Harbour, Hong Kong and Malaya, all on 7 December, 1941. The immediate effect, from the postal history viewpoint, was that mail in transit to the threatened areas was held and, in most cases, eventually returned to senders. Various postal markings accompanied this procedure. Most had already been seen on mail held after the outbreak of war with Germany, but some now appeared (apparently) for the first time, and what follows is a review of the various types found. The list does not claim to be complete; it would be interesting to hear of any variants in other collections.

Type 1 (a) is the commonest. Usually in blue, frequently of a distinctive turquoise shade. Often (but not always) accompanied on the back of the cover by a boxed rectangular 'Inspection Division/Dead Letter Office/ (date)/No.4/Ottawa,-Canada'. ('No.6' also occurs in the place of 'No.4') Less common is a similarly boxed handstamp in a different format - 'INSPECTION SERVICE/date/DEAD LETTER OFFICE/ OTTAWA.(14)' As the ink used for both the mark on the front and

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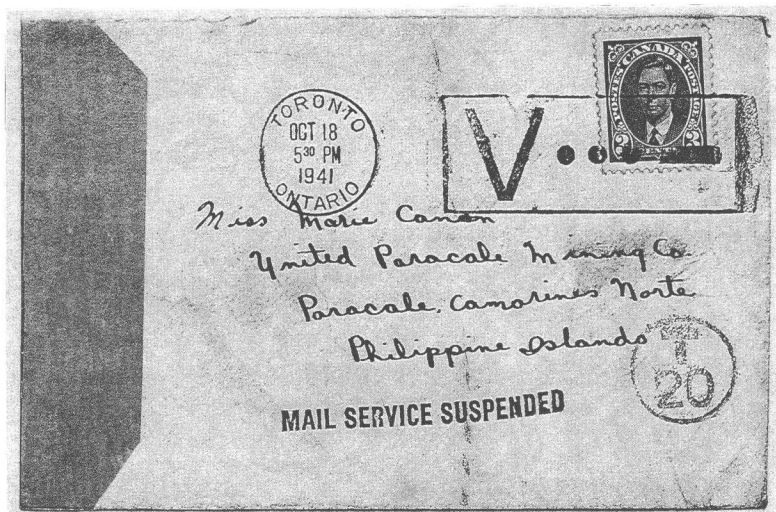
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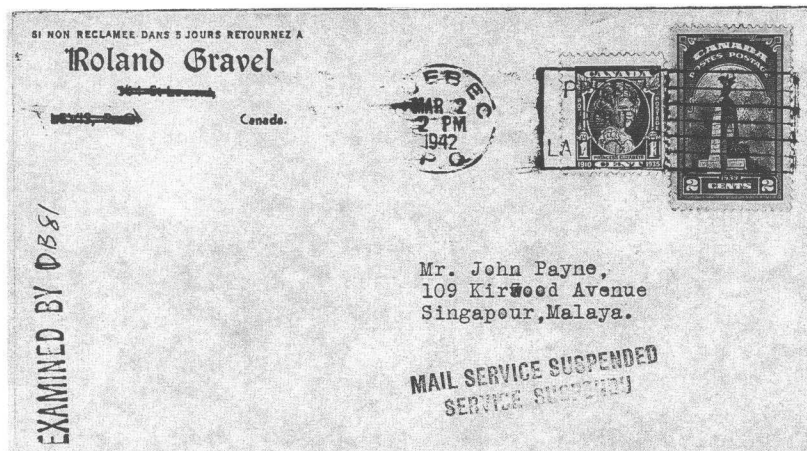
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GROW WITH THE ROYAL

the back of the cover is usually (but not always) the same, I conclude that the marks were all applied in the D.L.O. Out of 14 covers seen with this mark, only one is in black.



Type 1(a)

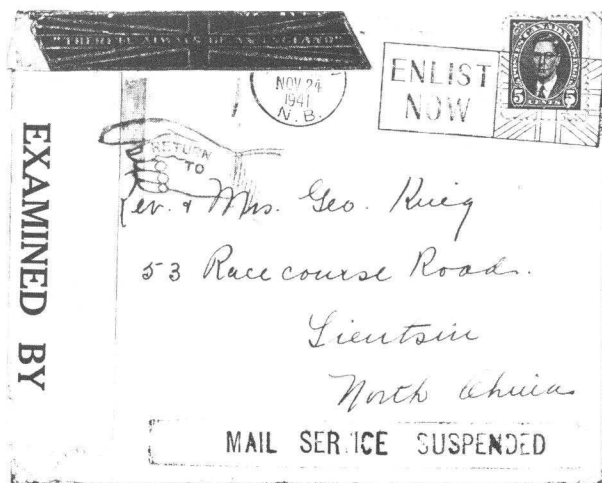


Type 1(b)

Type 1 (b) Bi-lingual. Only one has been seen, in blue ink, with a similarly coloured oval back mark 'Canadian Postal Censorship/date/Ottawa, - Canada', used on a cover from Quebec. The franking and very late date suggest possible philatelic inspiration. The only other example of this mark I have seen is on a December, 1942 cover to Switzerland, not connected to the Japanese war.

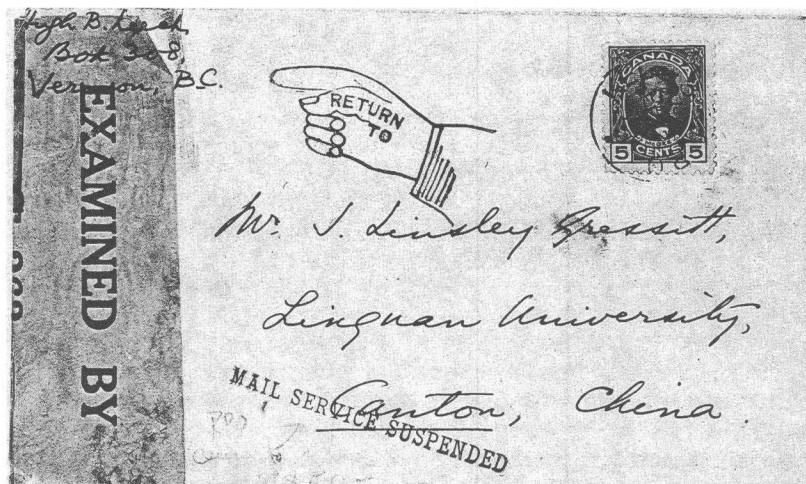
TYPE 1. in French only. 'SERVICE SUSPENDU'. Not seen by me on covers connected with the war in the Far East, although such covers probably exist. I have examples on covers to Europe from Quebec and Montreal, in the same blue ink.

TYPE 2. Bold, unseriffed capitals, in a faint rectangular box. I have seen only two of these; that illustrated, from St John, N.B., is in purple, with a 'RETURN TO' hand in blue on the back; the other is in black from Montreal, 2 DEC 1941 to Shanghai. Neither have any DLO markings, unless the blue hand can be considered proof of such routing, however both have the same Canadian civil censor sealing strip number, C 280, which Tyacke considers to be a West Coast censor, and it may be that this 'suspended mark' is of Vancouver origin.



Type 2

TYPE 3. Fine, seriffed capitals. Only two seen, both from B.C.. That illustrated is in a distinctive grey ink, the other is in deep blue. Each also has a 'RETURN/TO' hand in the same inks. These marks were probably applied in Vancouver.



Type 3

This article has considered the negative philatelic aspect of the Japanese attack. The positive side was the re-routing of mails to avoid the suddenly arising areas of conflict. As the alternative routes took some weeks to arrange, their story can properly wait for the next issue.

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PERFORATIONS

by George B. Arfken

The general adoption of measuring perforation as the number of perforation holes per two centimetres has been very unfortunate for the study of nineteenth century Canadian stamps, specifically for the Large and Small Queens and for the Registered Letter Stamps. Despite what one reads in catalogues, hand books and journal articles, these stamps were not perforated 12. Some were perforated 12.1, some 11.9 but not 12. Nor were these stamps perforated $11 \frac{1}{2}$. Some were perforated 11.6 but not 11.5.

A part of the trouble is that serious collectors have carefully measured perforations of 12.1 or 11.9 and then simply reported their results as 12. The 12.1 and 11.9 perforations were produced by two different perforating machines, often used for extended but different periods. To report the measurement as 12 is to throw away useful information and to limit the value of the report. Sadly, this has happened.

For nineteenth century Canadian stamps, the traditional two centimetre scale has no rational basis. Nineteenth century Canadian machinists did not use centimetres; they used inches. These machinists did not lay out holes per two centimetres; they measured centre-to-centre distances in thousandths of an inch (i). Building upon (1) this use of British units and (2) the use of centre-to-centre distance, Richard Kiusalas developed a different perforation scale (with a rational basis) and a gauge (ii).

First, the scale. Kiusalas assumed that the perforating machines used in Canada would be built with a centre-to-centre pin spacing of 63 thousandths of an inch or 64 thousandths of an inch, etc. In decimal form, these spacings become 0.063, 0.064, etc. It is convenient to multiply these decimal numbers by 1000 and express the centre-to-centre spacing as 63, 64, etc. These Kiusalas numbers define a perforation. To convert a Kiusalas perforation value to perfs per 2 cm., start with the number of centimetres per inch as 2.54 (exactly). Then the number of inches per centimetre, the reciprocal of 2.54 or 0.39370, and the number of inches in 2 cm. is 0.78740. Multiplying both this number and the centre-to-centre spacing by 1000, for convenience, the equivalence between the two perforation scales may be written

Perfs per 2 cm. = $787.40 / K$ where $K = 63, 64, 65$, etc.

Table 1 lists these equivalences for the perforations found on the Large Queens, Small Queens and Registered Letter Stamps. It should

beunderstood that the perfs per 2 cm. values are mathematical equivalences. Few people claim to measure perforations on the traditional scale to better than 0.1.

Table 1. The Kiusalas Perforation Scale and the corresponding traditional values.

Kiusalas scale	63	64	65	66	67	68
Metric scale	12.50	12.30	12.11	11.93	11.75	11.58

A Kiusalas gauge and a rare 10c Small Queen are shown in Figure 1. The perforation is 63 on the Kiusalas scale or 12.5 on the traditional scale. The stamp should be moved very slightly to the left for a perfect register. (The vertical perforation is 64.) Figure 2 displays a 2c

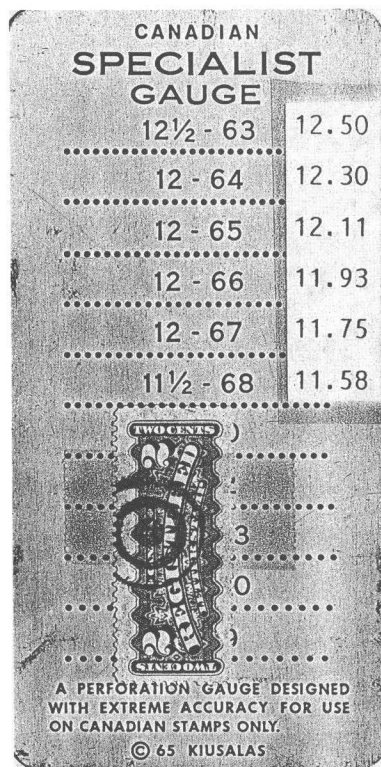


Figure 1. A 10c Small Queen. The top perforation teeth match the dots for 63 on the Kiusalas gauge. Courtesy of William L Simpson.

Figure 2. A 2c RLS. The end perforation holes match the dots for 68 on the Kiusalas gauge. Courtesy of Harry W. Lussey.

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RLS on a Kiusalas gauge. Here, the perforation holes have been filled with the Kiusalas dots. The perforation is 68 or 11.6. It is not 11 1/2. (The top and bottom perforations are 66. They are not 12.)

The real test of the Kiusalas scale and the Kiusalas gauge is - does this system work? Do these nineteenth century Canadian stamps come with perforations that match closely one of the series of dots on the Kiusalas gauge? The answer is a resounding YES. Simpson, working with the Small Queens, has found excellent agreement between the Small Queen perforations and the Kiusalas gauge. Lussey, working with the Large Queens and the Registered Letter Stamps, has found the same excellent agreement (iii). As a corollary, the continued use of perf 12 1/4, perf 12 and perf 11 1/2. becomes an over-simplification.

There is one significant limitation to the direct use of the Kiusalas gauge. With black dots on aluminum, it is not suitable for direct measurement of the perforations of stamps on cover. For stamps on cover, one can use some off-cover stamps to form secondary standards. Holding these secondary standard stamps against the on-cover stamps provides a quick and accurate determination of the perforation.

For those wishing to use an Instanta gauge, two precautions are suggested: (1) Check the reading of the Instanta gauge against a Kiusalas gauge or against a stamp of accurately known perforation. The plastic of the older Instanta gauges may have shrunk resulting in erroneous readings. This writer's own 16 year old Instanta now reads about 0.1 too low. (2) Mark the Instanta gauge with the values shown in Table 1: 12.50, 12.30, 12.11, 11.93, 11.75 and 11.58 and forget about the arbitrary numbers 12 1/4, 12 and 11 1/2.

I am grateful to William L. Simpson and to Harry W. Lussey for their help and for many fruitful discussions.

References:

- (i) Early American Perforating Machines and Perforations, Winthrop S. Boggs, 1954, Unitrade reprint 1982.
- (ii) Specialized Perforation Gauges, Richard A. Kiusalas, U.S. Spec. vol. 37, pp. 60-61, Feb. 1966.
- (iii) Perforations on Canadian Stamps, Harry W. Lussey, BNA Topics vol. 33, pp. 32-33, Mar.-Apr. 1976.

Editor's Note:

By the time this article appears, your Editor hopes to be in possession of a very small supply of the Kiusalas gauge; Canadian/American members should contact R. Maresch & Son.

THE PEOPLE ON THE STAMPS - RADISSON AND GROSEILLIERS

by Alan Salmon

*We, in the ages lying
In the buried past of the earth,
Built Nineveh with our sighing,
And Babel itself in our mirth;
And o'erthrew them with prophesying
To the old of the new world's worth;
For each age is a dream that is dying,
Or one that is coming to birth.*

Ode. A W E O'Shaughnessy.

One wonders how to describe succinctly these two men - they were certainly men (in the heroic sense of the word); if they were alive today they would probably be described as great characters, wheeler-dealers, international entrepreneurs. Perhaps the description they would argue the least with is the latter, pointing out that they were also great explorers and prophets of the new world's worth. They are depicted on the 1987 multi-coloured 34c stamp (SG 1233, SS 1128) in the series honouring the explorers of New France.



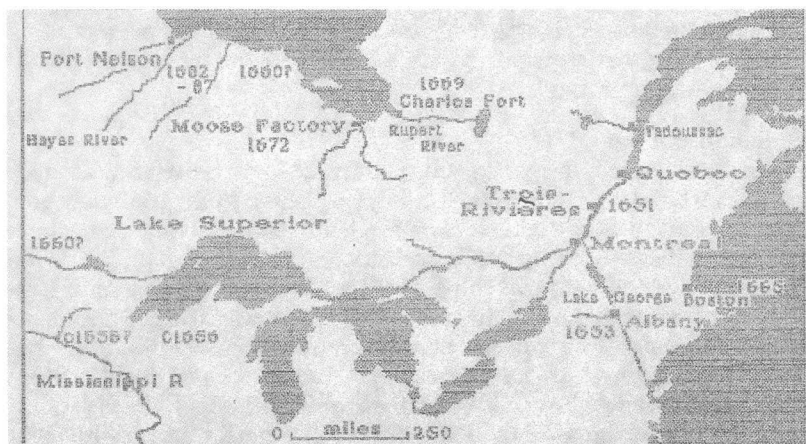
Groseilliers, or to give him his full name Medard Chouart, Sieur* des Groseilliers, was the oldest of the two partners, being born in

Charly-sur-Marne, France, in 1618. His parents had managed a farm in Charly known as Les Groseilliers - the gooseberry bushes. As I write I've come across six different spellings of Groseilliers in the literature; the Hudson Bay Company's clerks had such difficulty with the spelling that eventually they settled on Gooseberry. The two are sometimes known, by those with little respect as Radishes and Gooseberries. The date of his arrival in New France is unknown but in 1646 Groseilliers was an assistant at one of the Jesuit missions near Georgian Bay. When the missionaries were driven back to the St. Lawrence he married and settled at Trois-Rivieres. His wife died in 1651; he married in 1653, the half-sister, widowed by the Iroquois, of a Pierre Radisson.

Radisson was born in Paris in 1636, his family settled at Trois-Rivieres in 1651. The next year the young Radisson was captured, whilst duck hunting, by the Iroquois. His two companions were killed, but he was adopted by a Mohawk family living near Lake Champlain; he learnt their language and effectively became a Mohawk. He attempted to escape but was recaptured and tortured; however he eventually did escape, to the Dutch at Fort Orange (now Albany), whence home to Trois-Rivieres, via Amsterdam! This period with the Iroquois, albeit harrowing, must have given him an insight into the Indian mentality which would be priceless in the future.

The Fur Traders

Groseilliers was better educated than the average settler, Radisson was a tough, young adventurer; the two became partners in fur trading



The expeditions of Radisson and Groseilliers. (There were also several visits to London & Paris)

expeditions to the west. This close partnership, they referred to themselves as brothers, persuaded the Algonkians to brave the Iroquois harassment on the way to Ville Marie and Quebec. Radisson, perhaps surprisingly but read on, was the one who wrote the story of their travels; he noted "We weare Cesars, being nobody to contradict us." It is uncertain where they went amongst the Sioux beyond Lake Superior; they probably reached the Mississippi. They did recognise two major requirements of this new trade - the need to break through the commercial hold of the Indian middlemen of the Ottawa who traded with the relatively unsophisticated Sioux and Cree from farther west; and the need for adequate stocks of food on such long journeys into lands populated mainly by nomadic tribes.

In 1659 they were forbidden to go west without representatives of a new Governor, who wished to share their profits; nevertheless they went. In 1660 they were with the Cree to the north of Lake Superior; they may have been guided as far as Lake Winnipeg. Radisson claimed that they were taken to the southern shores of Hudson Bay but his descriptions may have been reports he heard from Cree hunters. What is certain is that they returned with a great cargo of furs - and a strong belief in the importance of Hudson Bay for the fur trade.

Returning down the Ottawa, with an armada of 60 fur-bearing Indian canoes, they passed the Long Sault shortly after Dollard des Ormeaux's battle with the Iroquois. They expected to be received as heroes for bringing such a vast quantity of furs to Ville Marie, but they were not forgiven by the Governor who fined them heavily and put Groseilliers in prison. Disgusted, Groseilliers, as soon as he was free, went to Paris to seek redress from King Louis XIV but was put off "with fair words and promises".

The Call of the Bay

Even more disgusted, the partners turned from New France and directed their efforts towards Hudson Bay, using English ships. In 1663 they got as far as Hudson Strait with a New England ship, but the master lost heart and withdrew, being more accustomed to the West Indies. The next year they tried with two ships, again without success and ending in arguments with the owners. However their luck changed when they met one of the English commissioners for colonial reorganisation; he arranged for them to travel to England. Danger seemed to dog their travels - they were captured at sea by the Dutch and found themselves in Spain; arriving in London the Plague was at its height and whilst they were staying at Windsor the Great Fire burnt London. Eventually they met Charles II, in Oxford because of the Plague, who was

to their ideas; an expedition was financed by a group of merchants recruited by Prince Rupert.

In June 1668 Radisson in the *Eaglet*, and Groseilliers in the *Nonsuch*, set sail from Gravesend, being wished farewell by Prince Rupert. The 300th anniversary of the voyage was commemorated by the issue of the 5c Canadian stamp of 1968 (SG 624, SS 482). Radisson's ship was dismantled and driven back by a storm, but the *Nonsuch* reached Rupert Bay in late August; the first vessel there since Hudson's *Discovery* in 1611. Radisson meanwhile, restless in England, wrote an account of their adventures. Groseilliers built Charles Fort at the mouth of Rupert River, bartered successfully with the Cree and returned to London in 1669 with a ship full of cheap, prime quality furs.

The Company of Adventurers

Thus began, in 1670, the enterprise of 'The Governor and Company of Adventurers of England trading into Hudsons Bay' - the Hudson's Bay Company (HBC) - with Prince Rupert as first Governor. Its Charter from Charles II effectively gave it Hudson Bay and its entire drainage system, an enormous territory, almost 40% of modern Canada, a colony to be called Rupert's Land.

A month after the Charter was signed, Radisson and Groseilliers, each with a Company ship, were off to the Bay again; they wintered at Charles Fort and engaged in extensive trading. On their visit in 1672 they established Moose Factory. But now at Rupert River there was a Father Charles Albanel who had been sent by Talon (SG 524, SS 398) to plant the French flag on the Bay. Jean Talon, in 1665, became the first Intendant of New France, second in command to the Governor and responsible for all civil matters, including finance. He was ambitious for the territorial and economic development of the region, thus the arrival of the English on the Bay, and their successful trading, which was taking business from the St. Lawrence, was a physical and economic threat. Albanel was an experienced, itinerant Jesuit; to reach Hudson Bay he had travelled across-country from Tadoussac on the St. Lawrence, a hard journey never accomplished before by a European.

Turn and Turn Again

Albanel was ordered by the then Governor, Frontenac (SG 720, SS 561), to encourage Radisson and Groseilliers to return to the service of New France, now with a population of 7,000, by promises of pardon and offers of financial reward. His cajoling fell on sympathetic ears as the brothers had begun to feel that they were inadequately appreciated by the HBC. In 1674 they switched allegiance. Albanel was removed to England by the HBC, but was soon allowed to go to France. The



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defection had little effect initially but Radisson took part in talks in Paris which led to the formation of La Compagnie de la Baie D'Hudson, the French answer to the HBC.

In August 1682 Radisson and Groseilliers were at the mouth of the Hayes River with two small ships and orders to establish a permanent post there; they had been promised 25% of the profits of the expedition. At nearly the same time a small New England ship had made a landfall a few miles away, with a much larger HBC ship not far behind. England and France were now holding their own with the Iroquois. The Bay, with its convenient access to fine furs, was a prize for both nations. Radisson, by a combination of bluff, good luck and good tactics defeated the English piecemeal. His prisoners were despatched to the HBC posts at the bottom of the Bay; with Groseilliers he returned to Quebec bringing 2,000 pelts traded during the winter.

Once again their efforts were not appreciated, just then the French did not wish to antagonise the English; their ship was confiscated and they were charged 25% duty on their furs. Groseilliers, now about 65, retired in disgust to his land at Trois-Rivieres, where he died peacefully in 1696, aged 78. Radisson, equally disgusted, set off to Paris to obtain support; he failed. He went back to the HBC and was appointed Chief Trader at Port Nelson. He returned to the Bay in the good ship Happy Return! He made several profitable voyages to the Bay before he retired to London, with a price on his head from the French, and an English wife and four children. His pension was £100 a year, which later was cut to £50 a year, a miserable sum considering his services, a seaman's annual wage was then about £25. Fighting to the last, he sued the Company and won; his pension was restored to £100 and he was paid £150 arrears. He died in London in 1710, aged 74.

Brothers, Hail, and Farewell Evermore

My apologies to the shade of Catullus for translating his famous obituary - *frater, ave atque vale* - into the plural, but it seems appropriate. It is difficult to find two brothers, or partners, who have taken part in such outstanding adventures. Their expeditions and their vision opened the west and the north to the fur trade, led to the formation of the Hudson's Bay Company and to the exploration and initial development of Canada. It would be good to see their faces on the next Canadian stamp to honour them - they were not pretty but they were full of character.

** Possibly the nearest translation of 'Sieur' is the old English 'sire'. It is, of course, the precursor of 'Monsieur'.*

LETTERS TO THE EDITOR

Allan Steinhart

SHORT PAID MAIL

In response to George Bellack's question in the August issue (p222), may I quote from the 1898, Canada Official Postal Guide.

Pagexxx - Foreign Post (including British and Colonial)

'2. Prepayment on letters addressed to the Postal Union Countries is not compulsory, but in case of non-prepayment or insufficient prepayment, the letters are stamped T (representing the word 'tax') at the dispatching Exchange Office, and go forward subject to a charge of double the amount of deficient postage.'

'4. Registered letters must, however, be fully prepaid at the time of posting, and if not fully prepaid, as regards, both postage and registration fee, will not go forward.'

Harry W. Lussey

THE KIUSALAS GAUGE

I believe I was one of the first of the Canadian specialists to use it. Leo Scarlet, who used to have an office in mid-town New York, got the bulk of the supply of gauges after Kiusalas died. I had about a dozen, almost all of which have been passed on to collectors. If Smythies, with whom I had extensive correspondence on Registrations, had a Kiusalas he would have achieved much more in his Registration studies. He was baffled by the perforation variations. He never knew about plate #2 which came only on the 12.30 x 12.11 perforation and was never able to nail down the compound perfs involving the 11.75 x 11.92, and the scarce 12.11 x 11.75 perfs. The Kiusalas gauge copies the wheels used by the Bank Note Co for the Small Cents and the Registrations - those with the holes 64/1000's apart (12.30), 65/1000's apart (11.58). There are still some Canadians who think that the perforation equipment was set up in millimetres in the American Bank Note Co. equipment. They are unaware of the fact that both English and American measurements were in inches and feet etc. I could name four very respected philatelists, who had the same problem with the Instanta gauge, made of plastic, it shrunk over the years. The Kiusalas is aluminum.

Editor's note:

See George Arfken's article on page 278

Susan So

COUNTERFEIT COIL

I enjoyed the recent stories on forgeries and I was amused by the bit about stamps that do not exist. I enclose a photograph of such an item. The pair of 39c coil is genuine but the block is a forgery. This coil as every coil since the 1969 Centennial coils exists imperforated - usually in strips of thirteen. The 39c stamp does not come imperforated. It has a yellowish dextrine gum whereas the gum of the genuine is white. I am told that it was printed in Montreal in sheets of 120, but I do not know by whom. Soon after they appeared, they were allegedly confiscated by the police authority. Apparently, however, one sheet escaped the police.



Genuine pair and counterfeit imperforate block of the 39c purple flag stamp (SG1354)

Editor's Note:

My understanding is that the counterfeits were printed in sheets of 440, four panes of 110, and that 220 (half a sheet) reached the philatelic market. As owner of a pair, I should like to think this was correct but the cynic in me says 'wait and see'. Three people have been charged and the case is to be heard in June.

Dave Armitage

DATE OF ISSUE?

I am hoping a member can provide an explanation for the cover illustrated. The issue date, according to several catalogues, was 23 March, 1946 but this cover was posted two days earlier.

I could understand the discrepancy if the cover was posted from some outlying sub post office but not from a main post town like St. John's.



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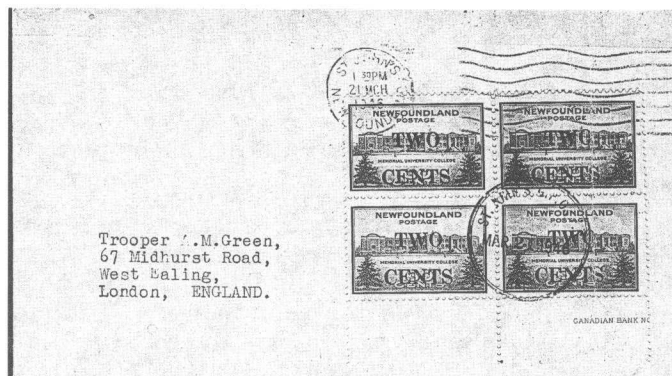
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Editor's note: Several catalogues do indeed but I see that the Robson Lowe Encyclopedia and Stanley Gibbons.(Part 1, 1992) both show 21 March. Interestingly, an old copy of Part 1 (1979) shows 23 March so SG have changed their mind. Perhaps 23 March was the intended release date but the reality was different.

Bob Holdeman

NEW MEMBERS

Ron Winmill's letter in August Maple Leaves (p217) has perhaps unwittingly provided the clue as to why there is a lack of new members coming into the Society.

Ron assumes that everyone can afford to pay out £10 per week on a hobby; pay a minimum £5 in Society auctions; and can study Small Queens etc relatively cheaply.

With knowledge of some ten or eleven persons collecting Canada, whose ages run from 17 to 70, and whose interests range from modern mint, booklets, fdc's, stamps on cover, air-mails, slogans, postmarks, WWI & WW2 forces covers and paquebot mail; none of them as far as I am aware, can afford to spend more than £5 per month on the hobby. Despite the latter, most have three or four albums on their subjects and participate in local society displays. A few only have a basic representation of earlier stamps. These people are keen and display no small amount of knowledge on their subjects.

Can it be that the CPS is too specialised to interest these persons? Whilst the backbone of the Society resides in the collectors of classic and other issues, together with postal history, Maple Leaves must also reflect their interest. From an editor's point of view, an influx of new members such as those mentioned above, could prove awkward, for who could provide material for ML articles to keep their interest?

Doug Murray

P.E.I. HANDSTAMP

I refer to Brian Cartwright's query in the October issue of 'Maple Leaves' (p261)

The marking is new to me and somewhat unusual. A more normal abbreviation used was 'P E Island' and I have never seen 'Prince Edward I' before. The stamp itself dates from 1870 to 1882, depending on which variety it is, so the mark could date before or after Confederation (1873 for PEI). It is not shown in the Pritchard & Andrews proof books of Canadian cancels but they are incomplete in those early years and I'm not sure if they made these miscellaneous markings or not at that period.

All that sounds very negative so perhaps a little speculation might encourage an open mind being kept for the moment. As it is on an American stamp and given the fact that there was considerable correspondence to and from the New England states in this period, it could be a transportation marking as Mr Cartwright postulated. The American origin could explain the odd abbreviation as well.

I am not convinced that it is a forgery.

Hans Reiche

ADMIRAL ON THICK PAPER

Reference to Mr. Rosen's letter I would like to mention that thick papers on Admirals are well known on various values. In my book 'Canada The Admiral Stamps Part 2' I show the paper distribution of thin and thick papers given accurate measurements. From 2.7 to 4.5 thousandths of an inch can be found, a wide range indeed. The 3c brown thick paper copy in my own collection measures 4.2 without gum. Mr. Marler discussed paper variations with me on a number of occasions but found that there was no pattern, due to the fact that paper for the printing was ordered by weight and length not thickness. Marler did not own such a thick paper sheet and I have never seen one in his collection which I saw many times, as he lived only three minutes from my place. If he had such a sheet or was even aware that such a rarity existed, he certainly would have mentioned this in his outstanding research book. It would be interesting to measure this mentioned 3c and compare it against other existing so called thick papers.

Jim Kraemer,

ADMIRAL ON THICK PAPER

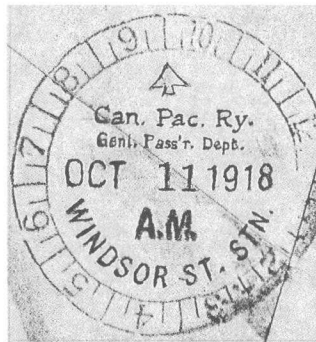
The letter from Jonathan Rosen, (August 1991), concerning the 3c brown Admiral (Scott 108) on very thick paper is very interesting and I am certain will elicit replies from others more knowledgeable than the writer. However, the statement that the piece came from the George Marler estate, "the sheet having been broken up before the (1982) sale and sold to various collectors", requires clarification. The writer had the privilege of checking and appraising the philatelic material in the Marler Estate and then assembling it for auction. On the instruction of Mrs Phyllis Marler I delivered the material to the auction house for sale by auction. Not a single item from the estate was sold prior to the auction. It is possible that before George Marler's death, (10 April, 1981), Mr Marler might have sold this sheet. This would seem strange and highly unlikely since an item of this stature would most certainly have been written up and included in Mr Marler's book on the Admirals. Mr Marler was meticulous in his study of the Admirals and if he had such an important item in his collection or available to him, he would not have over-looked it in his study of the Admirals.

Derrick Avery,

WINDSOR STREET STATION (MONTREAL)

Although it is doubtful whether the handstamp illustrated will ever be found used as a canceller, I am recording it for the benefit of those who collect Railway Depot marks.

It is struck in purple on the back of a cover posted in Vancouver on 6 October, 1918 and addressed care of C.P.R.LY. MONTREAL. The small print in the second horizontal line reads 'Genl. Pass'r Dept' which translates to 'General Passenger Department'.



Norman Reilly

With reference to Derrick Avery's response (October issue p255) to Mr Sunderland's letter I have a mint 1969 Christmas booklet which clearly shows the variety described on stamp R1/3 of each pane (booklet contains two panes of ten stamps). At the time of purchase, I was told it was a constant flaw.



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BOOK REVIEWS

A CANADIAN MILITARY POSTAL HISTORY ANTHOLOGY

Members interested in military postal history and cancellations will welcome the recent effort by B N A P S' Canadian Military Mail Study Group. The work is the 100th anniversary edition of the Study Group's Newsletter and contains 48 articles by 28 different military-mail specialists. Although not intended as a complete examination of the field, the book does deal with a wide range of topics from the early nineteenth to the mid-twentieth century. Several general and more in-depth articles are included to accommodate a wide range of reader interest.

The Anthology begins with an appropriate article concerning military research references, giving readers an excellent bibliographic resource to help with their collection. It is followed by such diverse topics as the Canadian Postal Corps, Camp Borden, blackout cancellations, soldiers' and seamen's rate covers, militia cancels, censor markings, P.O.W. mail, Boer War Mail from the Canadian Contingent, battalion mail, to name but a few. Many of the articles are updated with new finds and new information. The book is liberally illustrated although some of the pictures are second generation photocopies. This does not detract as most are excellent and indicative of this interesting field.

If Canadian military postal history is your field, this book is a fine complement to the others in your library. Even if military topics are only a passing interest, it is still a stimulating read. Although there is little material from the post-Second World War period, the diversity that is apparent in the military field may well convince others to take up the challenge.

Available from Robert A. Lee, #203 - 1139 Sutherland Avenue, Kelowna, B.C. V1Y 5Y2, 230pp. 8 1/2 x 11" card cover edition £18.00; deluxe library bound edition £24.00 (only a small number available). Card cover editions limited to 250 copies (of which 88 are reserved for Study Group members)

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The inland postal rates of both the UK and North America have been well studied over the years, as indeed have the packet rates between the two locations. Yet how many of us, faced with an 'interesting' Transatlantic cover, can go straight to a handy source to verify the rate(s) charged? Maybe those who do this often enough have evolved their own sets of notes. Malcolm Montgomery is one such and the result of 20 years of note taking, rate shuffling and mileage calculation is now available to us all. The availability stems from the urgings of colleagues (including Dr Dorothy Sanderson), who were aware of the scope of the notes, to have them published.

The result is a first class, and very extensive, codification of inland rates on both sides of the Atlantic, as well as the rates of passage between them. Malcolm modestly, but rightly, points out that the work is by no means complete; this is so, as absence of primary sources always leaves room for conjecture and discussion. But, my word, we do now have an invaluable tool when it comes to rating.

Despite the title, the volume will be of great value to all postal historians interested in the mails on either side of the Atlantic, thanks to the comprehensive coverage of inland rates.

A summary of the workings of the North Atlantic mails is followed by lists of postal rates and tables of distances and rates, set out in a most practical fashion and where Malcolm scores heavily is in the meticulous inclusion of sources as well as an extensive bibliography. The source references alone should do much to quell arguments before they start!

Our review copy was in proof form so we cannot comment on binding but the presentation of the 250-odd pages seen is such that we are confident that no student of postal history in general, or rates in particular, will be disappointed at the price. No pictures in this one - just the facts.

We understand the cover price will be £16 + p&p and we hope our Handbooks Manager will have a few copies by the time this review appears.

**THE CANADIAN MILITARY POSTS, VOL.3.
OPERATIONS IN NATO, UNITED NATIONS AND
CANADA 1947 TO 1989. By W.J.Bailey and E.R.Toop.**

This is the third and final volume of an outstanding trilogy and covers the post WWII period.

There may be those who think that military mail ceases to be collectible post 1945. This view was possibly shared by the Canadian government; the Military Postal Service was effectively demobilised and their post-handling authority was withdrawn in 1946! The error in judgement was not rectified until 1950 when the Post Office admitted that post offices in military establishments should be manned by service personnel.

Wars in Korea and Vietnam, and contribution by the Canadian Services to a number of United Nations peace-keeping forces, proved the Post Office to be correct in its revised judgement. This hardback volume covers them all in around 260 pages. The mails in wartime (WWI & WWII) have been heavily studied and written up, but I should imagine that post-war military mail operations are a closed book to all but the most avid student; the information just didn't seem to be available. Now it is, in one handy volume.

The word 'indispensable' is much overworked in reviewing circles but no student of Canadian Military Mail can possibly keep up with his peers without this book (and vols. 1 & 2) unless the cover of the album does indeed slam shut as at 1945.

Bill Bailey and Ritch Toop must have laboured mightily to bring forth a veritable mountain of information in readily accessible form.

The book is published by Ted Proud and we were pleased to see that the adverts have disappeared from between the textual pages. Despite a few minor typos, this well illustrated book is unreservedly recommended. Copies are available from Vera Trinder Ltd in the UK and George Wegg (Toronto) and F.E. Eaton (Vancouver) in Canada.

REPORTS FROM THE REGIONS

The London Group has accepted an invitation to participate in the 1992 Essex County Exhibition. This takes place on 28/29 March at MILL HILL, BELLINGHAM LANE, RAYLEIGH, ESSEX. Members will provide 104 sheets for the static display over two days and, in addition, will hold an 'Open Forum' on Saturday, 28 March at 11am.

All CPS members in the south-east are cordially invited to come along and support the Society's efforts.

The London Group opened the new season with 'New Acquisitions and Bourse'. Members having attended Convention at Malvern and BNAPEX in Vancouver, not to mention Stampex the previous week, there were a few prized trophies being gloated over.

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OF GREAT BRITAIN



Maple Leaves

PRINCIPAL CONTENTS

Map Stamp - Plate 4

People on Stamps

The Kiusalas Guage

303

307

325

Whole No. 237

Vol. 22 No. 9

APRIL 1992



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APRIL 1992

Whole No. 237

EDITORIAL

Just too late for inclusion in the January issue came Dick Malott's report on Philanippon '91, the international stamp exhibition held in Tokyo, for which Dick was Canadian Commissioner. Nearly 600 exhibits were on view, despite the failure of 24 to arrive - a sad thing when so many fine entries have to be turned down. Of these there were a few notable successes by CPS members. Dick himself secured a large gold in the FIP Championship Class with 'Canadian Pioneer and Semi-Official Flown Air Mail Covers 1848 to 1934'; Guy des Rivières struck (small) gold with 'Early Letters and Postmarks of Lower Canada'; Dick Malott (again!) took a large vermeil for 'Interrupted (Crash) Covers Within, To and From Canada, 1918 to 1978' and Paul Burega gained a vermeil medal for 'Newfoundland First Cents Issue, 1865 to 1898'. We offer our sincere congratulations for these high awards at the highest level.

Turning to matters more parochial, we were delighted to hear of the formation of the Wessex Regional Group; all members who are able to get to the meetings are urged to turn out. Our membership is thinly spread throughout the country and it requires a consistently high percentage turnout for a Regional Group to flourish. A brief report and note of the date and venue of the next meeting will be found elsewhere in this issue.

REPORTS FROM THE REGIONS

We were delighted to hear of the formation of a Wessex Group from Dr Dorothy Sanderson who tells us that all CPS members in Dorset, Hampshire and Wiltshire were invited to a meeting at Romsey Town Hall on Thursday 23 January. Eight members and one guest accepted the invitation. Short displays of Fancy Cancellations, Transatlantic Mail, CPR Markings and Ephemera, CP Railway Pictorial Postcards and Rate Covers of the Large Queen Issue were shown.

All agreed that further meetings, about four times a year, should be held. The next is scheduled for Wednesday 29 April at Romsey Town Hall, 7.30pm. Local members will again be circulated and there will be a charge of £1 to cover cost of room hire and expenses. Contact Dorothy at 2 Nursery Gardens, Tadburn Rd., Romsey, Hants, SO51 8UU (Tel 0794 523924) if you wish to attend and have not received an invitation.

The South West group will again be holding a meeting in connection with the Bristol Federation's Convention in Portishead on the afternoon of Sunday, 9 August. The event has proved popular in that members have the chance to browse at dealer's stands if they arrive early enough

Members within range of either meeting are urged to put a note in their diaries now.

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Members who have not paid the current year's subscription by 31 December
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incur an additional fee of £1 or its \$ equivalent.

MAP STAMP - PLATE 4. by Fred Fawn

At the New York, September 1990, Christie's American Bank Note Co. Archives sale, I was very fortunate to buy the two quarter-sheets of the Map Trial Colour Proofs. These two blocks obviously came from the same sheet and form the left portion of the full sheet of 100. Figs 1 and 2.

Since these 50 stamps were so very different from the many proofs and stamps I had examined before, I drove to Ottawa in order to seek some explanations at the Canadian Postal Archives. I would like to thank Mr. Ken R. Johnson, Archivist, who as always, contributed his vast knowledge and very kindly showed the CPA's Map holdings. It was most rewarding to see Plate 4. (in manuscript) full colour proof sheet, which recently has been transferred from the Canada Post Corporation to the CPA. Fig. 3.

Together, we were able to confirm identical features between the above sheet and the two quarter-sheets:

Left of 'American Bank Note Co Ottawa' inscription = 2 double dots.

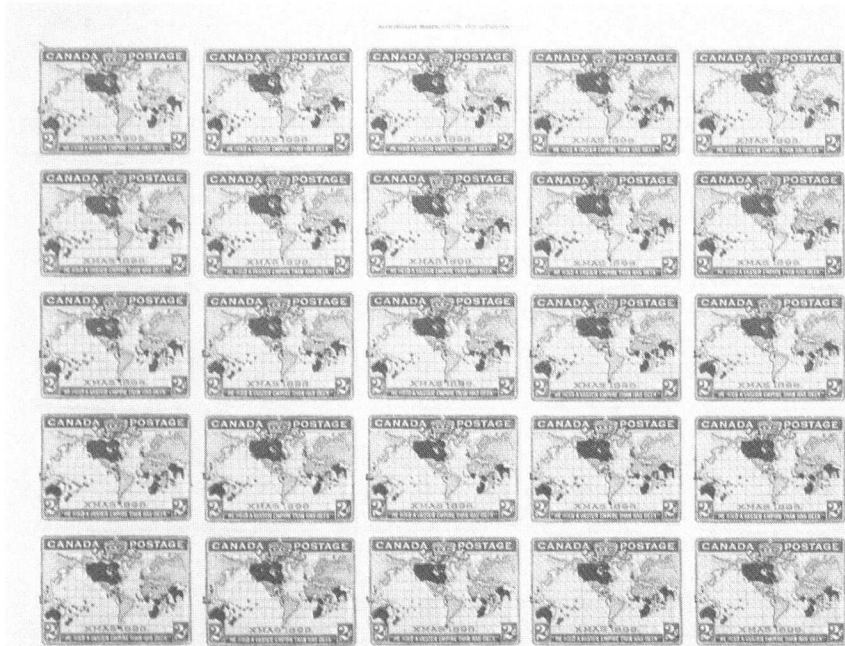


Figure 1

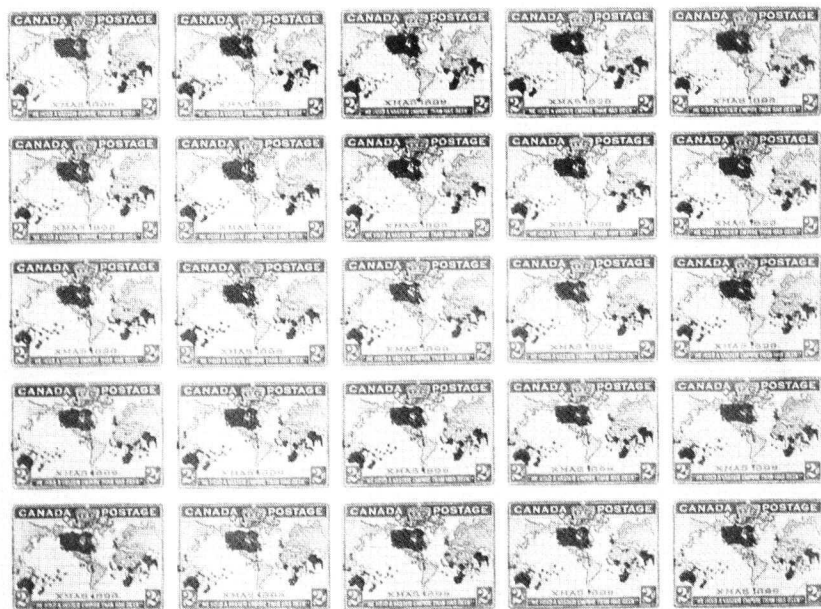


Figure 2

Break in burnishing before 'American'. Centre cross: identical; guide mark on left matches. Vertical guide line matching on bottom; so does visible part on top.

On the individual stamps:

1. Diagonal printing scar. Bottom guide line.
4. Dot on left. Secondary slash.
5. Horizontal mark touching cable.
11. Major guide line.
13. Two diagonal scars on left side.
34. 'Tuning fork' burnishing marks across.
35. Guide line. Three little dots.
51. Smudge pattern with seven nicks on left side.
- 61-62. Burnishing in shape of 'Canada Goose head'
75. 'Jaw' type burnishing.
- 84-85. Nest of six dots.
91. Guide line bar has two distinctive dots.
Three 'spurs' on bottom of stamp.,
93. Vertical guide mark above 'A' Three dots below 'OTTA'.
Triangle shaped smudge right of 'OTTAWA'

I also offer the following observations on the two quarter-sheets:

RED COLOUR has an unusually strong shift downward and to the left. Two colonies (Singapore and Hong Kong) are outside the cable line, i.e. are not in the main frame of the stamp design. This is most obvious on stamps 1-3, 11-13, 21-24, 31-35, 41-45, 51-54, 62/63, 71-73, 92.

OCEAN COLOUR also shows outstanding shifts downward and to the left. Unsightly white spaces fill the following parts, rather than the intended ocean colour:

- Below 'CANADA POSTAGE'.
- Right side next to cable.
- Left side of right value tablet.
- The entire west-coast line of North and South America.

The ocean colour overlaps the left cable line and protrudes outside design. This occurs on stamps 1-11, 11-14, 21-24, 31-33, 41-43, 51/52, 54, 62/63, 81-83, 92.

In the light of all of these defects, it would not be surprising if the reason for the rejection of Plate 4. stems from the shortcomings demonstrated by these proofs.

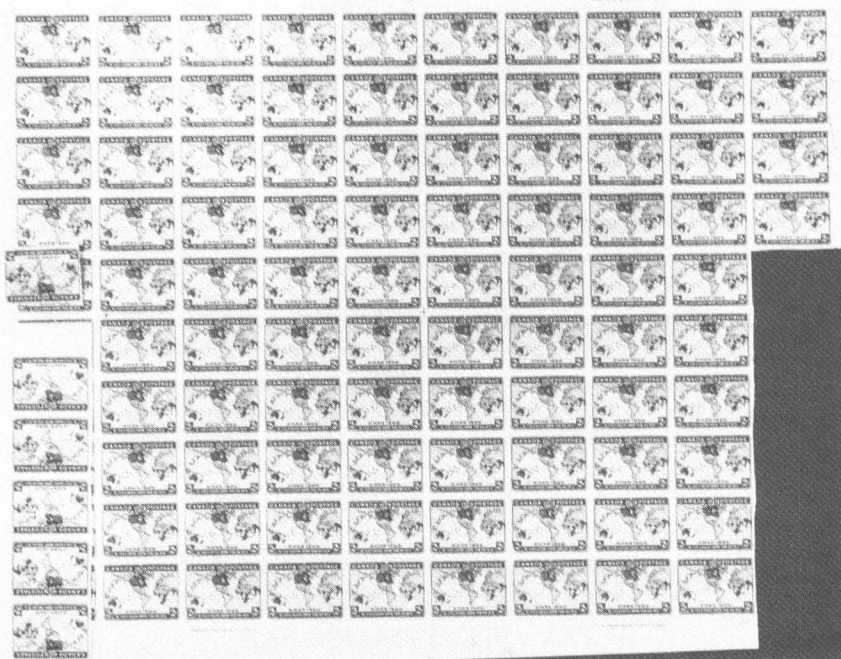


Figure 3



CAVENDISH SECOND LONDON SALE WAS EVERY BIT AS SUCCESSFUL AS THE FIRST

Following the March '91 London auction success, our October sale at the Cavendish Hotel in London attracted even more buyers. Viewers flew in from all over Canada and the Continent. In just a few hours 875 lots were knocked down to a tense room, with many lots being hotly contested.

The six-figure total for the auction (excluding buyer's premium) included the following notable results:

Lot.	Result (incl.B.P.)
274. 3c on 15c block of 25	£1100
397. 1921 Airmail ovpt.inverted block	£6820
536. 1857 7 ¹ / ₂ d major re-entry	£1100
600. 1859-64 17c plate reconstruction	£1980
680. Large Queen 5c olive-green block	£1430

The success of the new venture - auctions in London by CAVENDISH - firmly establishes the fact that the Derby firm will continue to take major auctions to London whenever its vendors request it and the material justifies it.

The next B.N.A. auction by CAVENDISH is provisionally scheduled for May 1992. Suitable material should be submitted as soon as possible - for further information please contact James Grimwood-Taylor.

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THE PEOPLE ON THE STAMPS - JOLLIET AND MARQUETTE

by Alan Salmon

*Some set out to explore
earth's limit, and little they recked if
Never their feet came near it
outgrowing their need for glory:
Some aimed at a small objective
but the fierce updraught of their spirit
Forced them to the stars.*

A Time to Dance

C Day Lewis

Three men led the French efforts to discover the secrets of 'the great river named Messipi' which the coureurs de bois had discovered west of the Great Lakes. Two of them, Louis Jolliet and Father Jacques Marquette, are remembered on the 1987 34c stamp (SG 1234, SS 1129) of the series honouring the explorers of New France. The story of the third man, Rene-Robert Cavelier, Sieur de La Salle, will be in a future issue of 'Maple Leaves'.



Jacques Marquette was born in France in 1637: almost all his life he was involved with the Jesuits, entering their college at Rheims at the age of nine. He graduated in 1654 and spent the next ten years studying and teaching at various Jesuit colleges throughout France. In 1659 he asked to be sent to an overseas mission, he was told to wait: he repeated his request in 1665, this time his wish was granted. He arrived at Quebec in 1666; his first posting was to Trois-Rivieres to study Indian languages. In 1668 he was sent westwards to help found a mission, amongst the Algonkins, at Sault Ste Marie (the Sault).

The next year a visitor to the mission was a Louis Jolliet who had been sent, by Intendant Talon (SG 524, SS 398), to explore for copper near Lake Superior. Jolliet was born near Quebec in about 1645; he also had been educated by the Jesuits, but had renounced the idea of the priesthood for a life of unrestricted adventure in the wilderness. Later that year Marquette went to the western end of Lake Superior to found the mission of the Holy Spirit, for Hurons and Ottawas who had fled there from the Iroquois; however the Hurons had an argument with the local Sioux and had to depart in some haste. Marquette went with them to found another mission, St Ignace, at the northern tip of Lake Michigan. There he remained until 1673; by then he was fluent in six Indian languages.

Jolliet left the Sault in 1669 to return to Quebec. The normal way was by Georgian Bay and the Ottawa River, however Jolliet had collected an Iroquois prisoner who suggested they travel by a route unexplored by the French. They went south down the length of Lake Huron, across Lake Saint Clair and into Lake Erie. As they crossed to the Western end of Lake Ontario they unexpectedly met two Sulpician monks and a fur trader, Robert-René Cavelier; the three were seeking contact with the Iroquois for their own, different reasons - Cavelier was seeking furs, the monks were seeking souls. Jolliet told of his journey, which offered a new and attractive route to the west; he then went on to Quebec, arriving as an accomplished explorer.

Politics - Secular and Sacred

In 1670 Louis XIV was of the opinion that New France was worthy of his full support; this had not always been so, but the arrival of Talon in 1665 as the first Intendant, the king's own representative, signalled the start of this new policy. He was followed by 1500 veteran, regular troops who put the Iroquois to flight. Talon, supported by Paris, believing that the Iroquois were subdued and the colony's economy was thriving, now wished to expand French interests in North America. A drive to the 'great river' and to follow it south might accomplish the triple objectives of: opening new lands to the west for trade, providing an ice-free port for New France and confining the English to the east coast.

Talon had another concern, the Jesuits were exceedingly strong in New France, to such an extent that it was felt they were unduly influencing the affairs of the state. Paris wished their influence to be moderated; Talon decided to ensure competition by arranging that other holy orders had opportunities in establishing missions. Hence the Recollets and the Sulpicians were encouraged to take an interest in the lands being discovered.

In 1671 the French flag was raised at the Sault; all lands, even those

undiscovered, from the Bay to the Gulf of Mexico and to the Western Sea (the Pacific) were claimed for France. Now something had to be done to justify these fine claims. Talon wanted to send Cavelier, now Sieur de La Salle, with his Sulpician friends, to explore the river - did it flow into the Pacific and hence provide a route to China? - and to make conversions to Christianity and to the cause of France. La Salle could not be found, he was somewhere in the wilderness. However, action was required, and the new Governor, Frontenac (SG 720, SS 561), supported the strategy so Jolliet was appointed to lead the expedition; Father Marquette was allowed to join it as chaplain. No state money was made available, Jolliet had to provide for the expedition from the profits he made from fur trading on the way. He set out in the fall of 1672, he was at St Ignace by December.

The Exploration of the Mississippi

Together they planned the trip and set out from St Ignace on 17 May 1673 with two canoes and five voyagers (skilled canoemen). They travelled down Green Bay and used the rivers of present-day Wisconsin to reach the Mississippi in mid-June. Down stream they went, averaging about 38 miles per day, until mid-July, a distance of over 1,100 miles, to near the mouth of the Arkansas River. During their journey they were welcomed by the Indians and established good relations with them. On 17 July they started back, thinking that they were but ten days from the river's mouth and were near Spanish settlements, thus fearing that they might be captured as spies. Paddling against the current they could only make 12 miles a day, on 25 August they were at the Illinois River which took them on to present-day Chicago. They were back at Green Bay by the end of September. They had travelled 3,000 miles and were now certain that the Mississippi flowed into the Gulf of Mexico.

The Aftermath

Marquette had contracted dysentery and was very weak; he stayed at a mission at Green Bay. During the expedition he had promised the Kaskaskia Indians he would establish a mission for them; by the summer of 1674 he felt he was fit enough to fulfil his promise. In October he left Green Bay with two French voyageurs but the weather was hard, his dysentery returned and they were forced to winter near present day Chicago. They were visited frequently by Indians; at the end of March they continued the journey, arriving at one of the major Kaskaskia villages in April. Here Marquette preached to a congregation of some 2,000 Indians; but he was dying. The three set out to try and reach St Ignace before the end; but Marquette died, on 18 May 1675, on the shores of Lake Michigan where he was buried by his companions. Two years later 30 Indian canoes transported his body to St Ignace where he found his final resting place.

Jolliet had escorted Marquette to Green Bay and then spent the rest of the good weather of 1673 exploring the southern end of Lake Michigan. He wintered with Marquette, writing his report; he then set off to Quebec. He decided to shoot the Montreal rapids rather than make a long portage; his canoe overturned, his three companions in the canoe were drowned, he spent four hours in the water and all his maps and journals were lost - this after 5,000 miles of travelling! He was warmly welcomed by Frontenac; a copy of his report followed from Marquette.

In 1679 we find Jolliet in Hudson Bay surveying and mapping. A further exploration, mainly by ship and canoe, took him along the St Lawrence and as far as Newfoundland, surveying and taking soundings; this was another major accomplishment as the resultant, accurate maps were the first to provide French seamen with confidence in approaching Quebec. Jolliet suggested the building of a canal at the Chicago portage so that sailing vessels could transport goods between Lake Erie and the Gulf: nearly 200 years later, in 1848, the Illinois and Michigan Canal was completed, linking the Great Lakes with the Mississippi. The importance of his Mississippi expedition was recognised in 1680 by the award of The Anticosti seigniory*, this included the whole island of Anticosti - some two and a half million acres. In 1694 he led an expedition to Labrador which was largely unmapped. In 1697, after many years of expeditions, he was appointed the Royal Hydrographer of New France. Royal Hydrographer at that time, can be best translated as Royal Navigator - this was a position that Jolliet had long desired. He died suddenly in 1700, aged fifty-five. His large land holdings then were of little value, he died a poor man; the location of his grave remains a mystery. Thus passed Marquette, the most famous of the Jesuit explorer - missionaries, and Jolliet whose expeditions through Lake Erie and down the Mississippi ensure his lasting place amongst the explorers of North America. Together they had opened the great central river of the sub-continent and established good relations with its Indians. The base was laid for the next step; La Salle was the man chosen to build on the firm foundation established by Jolliet and Marquette for New France.

*The seigneurial system in Canada was developed from the feudal system in France; the objective was to ensure a region was developed adequately. A seigneur, who could be a person or an institution, was granted a tract of land e.g. the Sulpicians were granted the seigneurie of the island of Montreal. The grant of a seigneurie could be made by the King directly, or by his personal representatives or by one of the large trading companies formed to develop the colony. The associated obligations for the seigneur were: homage to the Crown, military service when required and the development of that seigneurie. About 200 seigneuries were granted in Canada during the French regime.

FIFTY YEARS BACK - APRIL 1942

by Kim Dodwell

The Axis Powers' advances of 1940 closed the pre-war 'Empire' airmail route through the Mediterranean and led to the establishment of the 'Horseshoe Route' - so called on account of the shape of the seaplane route from Perth, Western Australia, up through Singapore and then following the Eastern, Northern and Western shores of the Indian Ocean down to Durban. Mail from Canada to destinations in Asia and Africa was carried across the Pacific by Pan American clippers to either Auckland or Hong Kong, and then fed into the 'Horseshoe Route' for carriage by Teal/Qantas and BOAC. Now the entry of Japan into the war on 7 December, 1941 required yet another plan, as the eastern leg of the horseshoe rapidly became too dangerous to use.

In the second half of 1941 Pan American had been making proving flights across the Atlantic, from Natal in Brazil, to West Africa. At the same time the British (with U.S. co-operation) had been improving the existing rudimentary flying facilities from the West African coast across Central Africa and up to Cairo so that, when the Japanese attack came, much of the planning and preparation for an alternative route had been done. Pearl Harbour brought the U.S.A. into the war, and immediately the weight of their energy and equipment was directed to opening this eastbound alternative to the westbound horseshoe.

The January, 1942 Supplement to the Canada Official Postal Guide notified Postmasters that a twice-monthly airmail service to Africa was





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now available, letters to be endorsed 'Via Miami'. Rates per 1/2 oz were 65c to Gambia and Nigeria, 90c to Gold Coast and Egypt, and 75c to most of the rest of the continent. Registration was available, if desired. The February Supplement brought news that this service had been extended to the whole of Africa, also to Cyprus, Malta and the Middle East (90c) and to further Asia except China (\$1.00).

The airmail rate to Nationalist China, which was the southern and western part of the country that the Japanese were never able to conquer, was unique at 75c per 1/4oz, which incidentally was the same rate to that country as that in force before 7 December 1941, when the route lay through Hong Kong or Singapore. There was good reason for this expensive rate - the only access to China was 'flying the hump'. This was the name given to the air route over the Eastern Himalayas, and involved the laden Douglas aircraft taking off from war-time airstrips in Upper Assam, in the extreme NE corner of India, then climbing up and over some 700 miles of trackless mountains, detouring northwards to avoid Japanese fighters from Burma, before reaching Chungking. Particularly in the monsoon it was a most hazardous route, with violent thunderstorms and icing among the thick cloud hiding the elusive passes between ferocious peaks. Many planes of the China National Aviation Company and the USAAF were to be lost on this route before the war ended, but the missionaries in Chungking were good correspondents and although covers such as this are uncommon, they are not rare.

The changes in airmail routes caused by the war's ebb and flow make a complicated but fascinating study. For anyone contemplating this, an invaluable help is the British Ministry of Information's book, 'Merchant Airmen', published in 1946 (at a price of two shillings!) but still to be found from time to time in bookshops or auctions of postal history literature.

FROM THE PRESIDENT.

This message is being written against winter weather unable to make up its mind one way or the other, though England has been subject to more fog and ice than its northern neighbour. For their part the press and television daily keep us informed of the world 'trouble-spots' and of the gloomy economic situation, so what a pleasure it is to turn to our hobby and by study and work forget for a time the outside world with its turmoil and unhappiness.

On this brighter note let us look forward to Convention 1992 at The Station Hotel, Perth from 30 SEPTEMBER to 3 OCTOBER. Perth is

situated on the River Tay having good road and rail links - international airports are at Glasgow and Edinburgh. The city now has a covered shopping centre and the greater portion of the High Street has been pedestrianised. Places of interest abound whilst lovely gardens are located at Branklyn (National Trust) and Cherrybank (Bells Distillers HQ).

With regard to philately, the programme is as follows:

Wednesday evening	Admirals - John Hannah
Thursday morning	Some Rates of the Admiral Period - Sandy Mackie
Thursday evening	Canadian Boer War Mail - John Wannerton
Friday morning	Mainly Small Queens - John Hillson
Friday evening	Early B.C. Coast Steamer mail plus slides - Bill Robinson
Saturday 11 am	Annual General Meeting
2 pm	Auction
Evening	Banquet and Presentation of Awards

The hotel booking/competition entry forms which accompany this issue should be completed and sent according to the respective instructions. Members intending to be at Perth are earnestly asked to send their completed forms in as soon as possible, Kindly also note that members are free to be non-resident and to attend all or any of the Convention activities.

Apologies for failing to have an 'Auction lot' update reminder in the January issue of Maple Leaves. Nevertheless I ask you to support the Auction as it is a worthwhile revenue earner for the Society and even more, it passes material around the membership which must be good for Canadian philately as a whole.

On a final note do not let anyone be deterred from attending Convention even for a day or two for you will be agreeably surprised by the welcome and warm atmosphere pervading.

Jim McLaren.

RAILWAY POSTMARK ERRORS (Part 9)

By L.F.Gillam, F.C.P.S.

"The eye sees what it wants to see, what it expects to see, what it thinks it sees." (Anon)

The two Canadian 20 and 50 cents stamps of 1893, depicting a portrait of Queen Victoria in her perennial widow's weeds, will be familiar enough to readers. Less well known are the enlarged prints of a similar portrait, produced in their hundreds of thousands to adorn the walls of Her Majesty's loyal subjects. Perhaps because familiarity had bred contempt they achieved little currency in the country of their origin; but in the dominions they held pride of place in the homes of rich and poor alike. Nowhere was this more so than in Canada. There they could be found in the reception rooms of stately residences, in the parlours of provincial villas and farmhouse kitchens and even, it is said, pasted to the clapboarded 'walls' of homestead shacks in the prairies.

The Last Spike

Second only in popularity to the pudgy-faced, unsmiling queen was an even less inspiring picture with no pretensions to artistic merit whatever. It portrayed a group of about thirty-five men standing on, and alongside, a railway track. Some, from the appearance of their slouch hats are obviously railway workers. Others, in bowler hats, are probably officials or foremen, while three frock-coated and top-hatted gentlemen are incongruously out of place. One of the latter, a sturdy, white-bearded figure, stooped and with a sledge hammer in his hand, has obviously just completed a task to which he was manifestly unaccustomed: he had just, at the second attempt, driven in the last spike which joined the rails of the Canadian Pacific Railway, Which now stretched continuously from Quebec and Montreal in the east to Port Moody on the Burrard Inlet of the Pacific coast. The old gentleman was none other than Sir Donald Alexander Smith, later Lord Strathcona, and he is looking up, staring fixedly at the camera. The place was Craigellachie in the Eagle Pass of the Gold Range in the Selkirk Mountains. The date was 7 November, 1885, the most significant one in Canadian railway history, and some would say in the history of Canada itself.

That such an outstanding feat of engineering should have been 'celebrated' in such a matter-of-fact way, without all the razz- matazz that accompanied similar events in the United States, says much for the character of the men who achieved what many said was impossible, and in half the time of ten years stipulated in their contract with the Dominion Government. Donald Smith was a Scottish Highlander, like

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several others in the higher echelons of the Canadian Pacific Railway syndicate, and he was not given to boastfulness or show. There were no golden spikes, no specially-built, luxurious carriages, no florid and lengthy speeches from politicians on that misty November morning. But, as the driving force behind the railway, he was justifiably proud, and for decades afterwards Canadians shared in that pride. Testimony to this is best illustrated by the fading prints of the scene described above entitled 'The driving in of the last spike on the C.P.R.' that could still be found in many Canadian homes until well on into the present century.

The Eye of the Beholder

I was reminded of this while looking through a huge pile of cuttings from magazines and other sources recently when I came across the postmark illustrated with this article. More precisely it was a similar 'postmark' with the exceptions that the year date was 1885, and the lettering at the base was 'N.W.T.' The writer of the comments which accompanied this 'postmark' was clearly nonplussed. Nowhere in his listings of North West Territories postmarks could he find such a place. Admittedly, for the benefit of his readers, he had strengthened the lettering 'N.W.T.', as the original only showed traces of the 'N' and 'T'. The 'W', however, was quite clearly struck. Beyond peradventure of a doubt, as lawyers once were fond of saying, this was a postmark of some place in the remote northern wilderness that the Canadian postal authorities had overlooked. Could it be, the writer enquired, a postmark relating to the place where the 'Grand Junction' of the Canadian Pacific Railway had been effected? Now before readers assume that this was a philatelic 'spoof', and that the enquiry was penned with tongue in cheek, I must add that the writer was a well known authority on Canadian postmarks. He was genuinely puzzled, and because he is no longer with us I will spare his spectral blushes. Let me also hastily add that the journal in which this 'postmark' appeared was not MAPLE LEAVES. How many railway postmark collectors seized their pens in order to enlighten the enquirer I do not know. but I do know that the Grand Junction Railway ran from Belleville to Peterborough in Ontario and that it opened for traffic on 1 January, 1880.



This, then, is a postmark 'error' with a difference. As for the moral of this story I refer readers to the quotation with which I began this article. Jumping to conclusions can be dangerous to your philatelic health!

THE 10c MOUNTIE by Bob Holdeman

When it was proposed to issue a new series of definitive stamps in 1935, the Canadian Bank Note Company, who had that year taken over the printing of Canadian stamps, submitted designs for approval. One of the designs submitted was that of a mounted RCMP officer. This consisted of a photograph of the mounted officer superimposed upon a 1928-29 3c lake carmine stamp. This design was rejected by the Postmaster General who preferred a double size stamp of a larger denomination viz: a ten cent value.

The illustration (Fig.1) is from a photograph of the actual design first submitted to the PMG and rejected. The actual 'stamp' design, with its Post Office provenance, was offered to me many years ago for a rather large sum. The then vendor permitted me to purchase photographs of this unique item when I was unable to take up the offer of the original essay.

Fig. 1 The 3c essay



The 3c essay, submitted by the Canadian Bank Note Company, comprises the frame of the 1928-29 3a. and retouched photo super-imposed. The central design was adopted and used in larger format for the 10c.

Fig 2 shows the manuscript citation and Post Office cachet which appear on the back of the card bearing the rejected design, the proof of provenance.

The design subsequently selected and issued on 1 June 1935, appeared as SG 347 (Sc223). Some 4,085,500 of the 10c RCMP stamp were printed and imperforate copies may also be found.

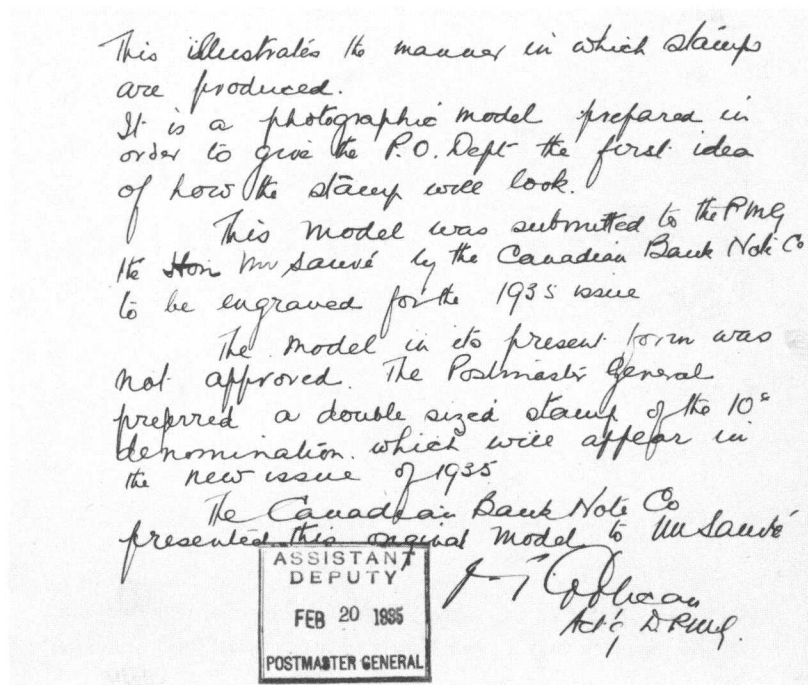


Fig 2 Citation on reverse of essay
 Illustration reduced in size from original photo

The fact that the centre design of the mounted RCMP officer was from a photograph, led me to make inquiries at official level to ascertain the name of the officer shown. A brief official reply informed me that it was not the policy of the RCMP to supply details of its officers - full stop. However, a friend in Canada in 1957, by contacting old chums and making discreet inquiries, informed me that the photograph used was a posed photograph taken at the Riding School of Regina Training Depot. The officer shown was a Senior NCO Riding Instructor wearing a Constable's uniform purposely for the posed photograph. His name was not disclosed although at the time of my inquiry he was apparently still alive having retired to pension in the 1940s.

Footnote: This article first appeared in 'The Blue Lamp', journal of the Constabulary and Other P.S.



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RESEARCH SOURCES FOR POSTAL HISTORIANS: An Occasional Feature by Ron Winmill

Newspaper articles are a most useful, but frequently neglected, source of material for the postal historian. There are several reasons for this.

First, postal historians, being as lazy as anybody else, prefer a well-indexed and concentrated body of research material. Newspapers are notoriously poorly indexed when indeed they are at all. Second, references are scattered and not concentrated. However, there is one exception to this latter comment. After World War II, it was fashionable to present special issues for centennials (or similar anniversaries) of newspapers. These, while they contained limited direct postal history coverage, did contain articles of great interest to genealogists and local historians. Some are extremely useful to the postal historian.

The author is aware of several and has examined four of them:

- 1) The London Free Press, 11 June, 1949. This special edition, to all intents and purposes, is a book. It is 240 pages long and crammed full of enlightening articles, many of which have some postal history content. It contains an index!
- 2) The Sarnia Observer, 30 June, 1953. This edition contains useful material, however additional items are to be found on 28 and 29 June; the editor explains that all the historical articles could not be accommodated in this special issue.
- 3) The St. Thomas Times, 2 August, 1952. This edition is also extremely useful. There are postal references and literally dozens of articles which are of tangential interest to the postal historian.
- 4) The Wingham Times-Advocate, 28 July 1954. This edition contains five articles related to postal history, including one about Dr McDonald, a future London postmaster.

Nothing can be done about the fact that material is widely scattered throughout newspapers. However, the Times of London (England) and the New York Times are fully indexed and contain infrequent and scattered material relevant to Canadian postal history. Librarians and researchers bemoan the fact that Canadian newspapers are largely unindexed. When they are indexed it is usually only a partial job, often unpublished and frequently quite inaccurate. Portions of the London Free Press, St. Marys Journal-Argus, Strathroy Age Dispatch, the Sarnia Observer and various other newspapers are indexed, but none are complete and all are generally inaccessible and flawed in some way or another. This is the situation generally with Canadian newspapers.

However, eight important newspapers are indexed since the mid-1970s - these are widely available on microfilm and are regionally representative English language newspapers. Of course the number was reduced to seven with the demise of the Montreal Star.

At least one of the regional newspapers is also indexed since approximately the same date, that is the London Free Press. However, the Canada-wide situation is bleak.

Of course, if the date of an event is known, then one can select the newspaper of choice for the weeks around the event and examine them.

Very few Canadian newspapers date back to the early era of Canadian postal history, though some can be found, especially from Quebec, Halifax, Montreal, Toronto and Kingston. By 1850, more begin to appear from such places as Perth and London and these too can prove helpful to the researcher.

To summarize, newspapers can be a very valuable research tool for the postal historian. However, they do present problems of accessibility due to the lack of good indexes. Yet the keen and persistent researcher will be well rewarded for delving into the contemporary newspapers for they do contain much that does not appear in the official records. They are vital links in the quest for knowledge when official records have been lost or destroyed.

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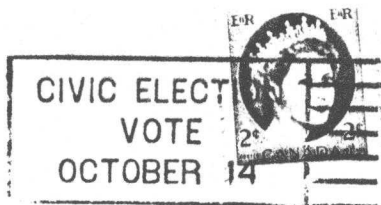
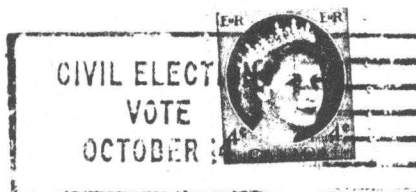
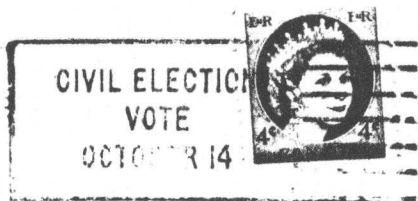


CIVIC PRIDE by Len Harris

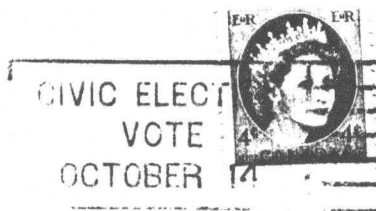
When examining an accumulation of Slogans of the 1950 era, I was amazed to find three copies of Calgary's Election slogan headed 'CIVIL' all with daters for 1/X, further examination revealed several copies headed 'CIVIC', with daters ranging from 6/X to 9/X as illustrated.

It is interesting to see that the daters for the 'CIVIL' strike are different from one and another, but those for the CIVIC strike are the same.

Can any Sloganite fill in the gaps - i.e. from 1 October to 6 October or even 14 October to complete the picture?

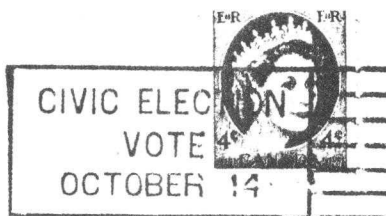


AL





CIVIC ELECTION
VOTE
OCTOBER 14



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THE KIUSALAS GUAGE

Some additional comments from Philip Marsden FRPSL

I was interested in the argument advanced by George Arfken on behalf of the Kiusalas Gauge ('Maple Leaves' - January 1992, p278). Whilst accepting the proposition that measurements were made in thousandths of an inch I did not see the rationale behind a pin spacing of .063". This set me thinking and I believe that I am in a position to throw some light on this whole issue.

My first investigation led me to consider that if measurements were made in inches then the number of pins per inch should be a meaningful figure. I made the calculations but found the figures apparently meaningless until I realised that one of the figures was the decimal equivalent of $15\frac{5}{8}$ ie 15.625. I looked more closely at the other figures and saw that in many cases the figures were very close to other decimal equivalents of $\frac{1}{8}$ th of an inch. So I tried multiplying all the figures which I had adjusted to the nearest 0.125 inch by eight, arrived at a set of integers which were interesting and represented the number of perforation pins per 8" (See following table).

Perforation Calculations.

Kiusalas Numbers	Pins per inch	Figures rounded	Fractional equivalent	Pins per 8 inches
0.0630	15.8730	15.8750	$15\frac{7}{8}$	127
			$15\frac{3}{4}$	126
0.0640	15.6250	15.6250	$15\frac{5}{8}$	125
			$15\frac{1}{2}$	124
0.0650	15.3846	15.3750	$15\frac{3}{8}$	123
			$15\frac{1}{4}$	122
0.0660	15.1515	15.1250	$15\frac{1}{8}$	121
0.0670	14.9254	15.0000	15	120
			$14\frac{7}{8}$	119
0.0680	14.7059	14.7500	$14\frac{3}{4}$	118
(0.0684)		14.6250	$14\frac{5}{8}$	117
(0.0689)		14.5000	$14\frac{1}{2}$	116
(0.0696)		14.3750	$14\frac{3}{8}$	115
(0.0702)		14.2500	$14\frac{1}{4}$	114

Why 8" I asked myself? It then occurred to me that perhaps 8" was the width of a sheet of 100 stamps of the Small Cents Issue. Using the illustration on page 279 and counting the number of perforation holes as 0.063 inches I arrived at an estimate of the stamp width and thus of the approximate sheet width and was gratified to find that it was acceptably close to 8 inches. So a pin spacing (centre to centre) of 0.0625, the decimal equivalent of $\frac{1}{16}$ th of an inch, yields 16 pins per inch. And please note how conveniently the other spacings give a nice progression of pins in eight inches.



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The following additional observations are offered because they have an important bearing upon perforation gauges and our ability to measure with them.

The Perforation Punches.

The engineers who designed and made the perforation punches for the early perforating machines used for the early stamps of Canada, regardless of the system of measurement used, will have allowed standard engineering tolerances for the job in hand. One set of punches and dies will differ from another because of these engineering tolerances and because of the conditions of temperature under which they were made. When these punches and dies were put to use, under production conditions, they had to match and work together. Those production conditions involve changes in temperature and consequently changes in the size of the perforating punches and dies due to the coefficient of linear expansion of the steel, from which the punches and dies were made. If one were able to measure the separation of perforations 'accurately' one would find that they would vary with ambient temperature during any production period. In fact it is not impossible that the rare and elusive perforation may have been produced under extreme conditions of summer temperature, not uncommon in Canada.

The Paper and Gum.

The paper on which stamps are printed would appear to be a stable commodity. The printed sheets were gummed prior to perforation until during the period when the Admiral Issue was produced; readers will recall the change in dimensions which resulted from the 'wet' and 'dry' printings of that issue. When one is considering 'accurate' measurements and one realises that the dimensions of paper alter with changes in humidity this poses a further complication. The presence of gum adds further to the problem.

Cleaned Stamps.

When a collector is checking the perforations of used and cleaned stamps there is the problem that the stamp has again been immersed in water and this process of cleaning may have altered the dimensions of the paper and in any case may depend upon how much, if any, of the gum has been retained in the fibres of the paper.

The Perforation Gauge

Your correspondent makes a revealing final remark in his article on the Kiusalas Gauge. He says, 'The Kiusalas (gauge) is aluminium.' He is drawing attention to the defect of all perforation gauges; of whatever material they are made they will suffer from variation in dimensions due

to temperature and/or humidity changes. Plastics as well as metals are distorted by heat. Card and paper which have also been used as the basis for perforation gauges are affected by humidity.

The Perfect Perforation Gauge

It is easy to specify what properties the ideal perforation gauge should have.

- 1) It should be made from non-porous and non-corrodible materials.
- 2) It should not be affected by temperature, humidity or other environmental agents.
- 3) It should be designed so as to provide an objective means of determining the gauge of a perforation over a continuous scale.

But would such a gauge help us as philatelists? No! It would not. We could not rectify the defects of the manufacturing processes of a century ago. Further, philatelists have no prospect of influencing stamp production processes of to-day so that we can measure perforations accurately.

Objections to the Kiusalas Gauge.

I tread on dangerous ground here since I have never used this gauge and I am relying on what can be seen from the illustrations on page 279. The gauge is made of aluminium and thus is sensitive to temperature changes. It is not objective since it presents a series of finite gauges thus one can test an item against the gauge and say whether it matches or not but one cannot say what gauge the item is if it does not match any of the cases. Lastly, as has been noted, it cannot be used on covers. This gauge makes no contribution to improved accuracy, thus for example the large illustration on page 279 of the 10 cent stamp does not exactly match the gauge, the teeth at the right are in the centre of the black spot but at the left they are not; so what is the true gauge of the perforation? The accuracy achievable depends upon the care taken by the user as with other gauges. The 'Instanta' gauge is capable of an accuracy of 0.05 with careful use.

The best gauge that I have encountered is the 'Instanta' gauge. I have had mine for forty years and I have not found it to vary significantly. I have just checked it against a metric steel rule which is labelled 'standard at 20° C' and I have found the 4 cm scale at the top of this gauge to be 0.25 mm too short or an error of -0.625%. The error quoted by Mr. Arfken is meaningless because 0.1 at the top of the gauge is not the same as 0.1 at the bottom of the gauge. This gauge has the advantage that the user is not in any way tied to what Mr. Arfken describes as arbitrary numbers but invites you to determine the

perforation of a stamp without putting the user into a straight jacket of finite values such as 12.11, 11.93, and 11.58 which to my mind are meaningless.

A KISS by The Yellow Peril

Photo by Super 'B'

Having played a modest role, in two stamp orgies (one in Montreal and the other in the Big Apple), in assisting member Bill Simpson form the best Small Queen collection ever, I have handled more than my share of erotic pieces. A piece, however, that still turns me on every time I see it, when I do my annual inventory check, is this strip of Small Queen stamps of which the lower portion of every stamp and the entire imprint is printed twice. The 'thunder' of explaining how this printing variety occurred, I will reserve for the eventual new owner.



An unusual imprint strip of the 5c (grey) Small Queen.

The Scott Specialized Catalogue of Canadian Stamps lists this variety as a 'double print at bottom' whereas Boggs' description (page 233) is a 'kiss print'. Whether it is a double print or just a kiss print, I suppose, depends on which side of the counter a person is sitting and whether it is a buying or selling situation! I, personally, prefer the Boggs' definition; a 'double' is just not in as good a taste as 'kiss'!

Editor's note: The Big Apple is New York City.



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LETTERS TO THE EDITOR

Harry Lambe

PYRAMIDS

I was pleased to see the Yellow Peril's article in the January issue of Maple Leaves. After analyzing the points raised in this interesting article, I cannot help but wonder if these pyramids were made more as a cutting guide for guillotining sheets into post office panes than they were for perforating guides.

I pose these questions:

1. Was the 15.5mm vertical line on the Type I pyramid of the 3c brown the actual line where the sheets were to be guillotined? The fact that all the Type I pyramids seen have only two lines suggests this.
2. Is there any possibility that the Type II pyramid format contains eleven lines, located on the selvedge between the two sheets of one hundred stamps in the shape of two pyramids with a common apex? The phenomenon that all the left and right Type II pyramids examined have either five or six vertical lines leads to this possibility. As a sight guide for cutting purposes, the Type II pyramid would be more suitable than the long single line in the centre of the Type I guide.
3. Could the differences in the widths of the panes be explained by the fact that these panes come from two different combination booklets? One type contains 1c yellow, 2c green and 3c brown panes of four and the other contains 1c yellow, 2c green and 3c carmine panes of four. Furthermore these booklets come with both English or French covers.

Can any reader shed some light on these pyramids?

Len Harris

SLOGAN CANCELLATIONS OF CANADA.

The C.P.S. Slogan Study Group is still in being, although it has been dormant for many years. As Chairman of the group, I should like to call the attention of all members who are interested in this side line in Canadiana, to the fact that our sister Society, the B.N.A.P.S. has published three books covering periods 1912 to 1919, 1920 to 1930, and 1931 to 1940, with a fourth to come for 1941 to 1953. I have great pleasure in co-operating with the Editor, Daniel Rosenblat, but would remind members that information is still required, and would ask anyone interested to please let me hear from them.

J.M. McCrea

**RPO ERRORS (PART 8)
NOT SO ERRONEOUS, SUBLIME OR RIDICULOUS**

Although cognoscente Gillam, of W-66E-(L.DER & ESTON RPO) and the Sheriff fame, creates a whole class of Canadian RPO errors (ML - Oct 91) I doubt that his position on water route RPOs will attract much support among collectors in Canada or the States.

The late dean of US RPO collectors, Charles L. Towle, wrote in the introduction to Towle & Kay's *Waterway Railway Post Offices of the United States* (Mobile Post Office Society, 1987) explaining: 'Do not let the name Railway Post Office confuse you as the service was performed on the water routes we list by clerks employed by the Post Office Division created as the Railway Mail Service, hence only one name was used for the employee clerks whether working in a railroad cart or in the cabin of a steamboat.' And indeed, as Gillam points out, some waterway route RPOs do make impossible railroads, e.g. New York & Colon and New York & Canal Zone, 1972 nominal miles; New York & Porto Rico and New York & San Juan, 1407 miles; and many Pacific Coast routes including the distance champion, San Francisco & Yukon River RPO, nominal 4408 miles.

Great Britain has cherished a similar classification in its navy for centuries. The Lords Commissioner of Admiralty have seen fit to designate all naval installations as ships. Thus the writer, on loan from Canada to the Royal Navy, served in HMS Victory, HMS Collingwood and HMS Spartiate. All were stone frigates (shore installations), although Victory, in a patriotic example of naval tradition, did have a venerable vessel, Nelson's wooden flagship from Trafalgar, mounted in dry dock on the premises of the Royal Naval Barracks and Dockyard in Portsmouth. Nelson's Victory was then (1944) even more historic as it had been damaged and nearly lost to flames during one of the Luftwaffe incendiary raids on Portsmouth. The Commodore of Portsmouth maintained a ceremonial office in Nelson's quarters as a symbolic site of command for the modern HMS Victory.

I do not think that Mr. Gillam would want to incur their Lordships' displeasure by mounting a campaign to restrict the use of HMS to sea-going vessels and designate all shore stations HMSFs (Her Majesty's Shore Facilities). Nor should he expect Canadian RPO enthusiasts to rethink their acceptance of Q-205, QUEBEC & ESQUIMAUX POINT RPO; Q-2 QUEBEC & NATASHQUAN RPO; W-131, ROB. & A'HEAD RPO / B.C., etc as meritorious members of an RPO cancel collection.

Editor's note: *We took the liberty of showing John McCrea's letter to Lionel who replies, in part:*

"I don't mind in the least being taken to task by Mr McCrea because, unlike Humpty Dumpty, I attach meanings to words that are commonly accepted and have the stamp of approval of the most eminent lexicographers!

The point that I made regarding the St. Lawrence River and Gulf etc. marine services was designed specifically to disabuse readers who, being much less knowledgeable than he, might reasonably have assumed that 'railway post office' or its abbreviation meant exactly that. Not everyone has an intimate knowledge of Canadian geography let alone its railway systems.

I don't know much about the United States and even less of its railway systems. I am sure that if I had seen a postmark reading 'N.Y. & San Juan R.P.O.' I would have jumped to the not unreasonable conclusion that this referred to a railway post office. Now of course I know better. Mr McCrea has extended my knowledge of the United States mail service in the same way that I hope my article extends the knowledge of members who are not quite as aware of the idiosyncracies of the Canadian Post Office as I am.

As far as I am concerned their Lordships of the Admiralty can call a tent a ship. Their eccentricities date back at least to the reign of Henry VIII and the 'Marie Rose'; they are an enduring, and endearing, part of British tradition. I don't think that their high-placed bureaucratic bungling is really relevant to Mr McCrea's argument. In any case most writers, when referring to some brick or concrete 'ship', make it clear to their readers that they are referring to shore establishments, or it is apparent from the context in which the expression is used."

Jonathan E. Rosen

TEN CENT ADMIRAL LATHEWORK

In the 1980s I had the pleasure of acquiring two rare 10c blue (Sc 117) lathework pieces. The first is an unusually well centred right corner block of eight. Although the lathework is worn it is somewhat stronger than the average 10c blue lathework, which tends to be rather weak.

The second piece is not so well centred, but has very strong, nearly full lathework, a rarity for this issue. In addition, the piece is an unusually deep blue and is somewhat overinked.



*Above:
10c blue Admiral
block showing
worn lathework*



*Left:
10c blue Admiral
block showing
nearly full lathework*

NOTICE TO ALL MEMBERS

If you have any comments on any aspects of the Society please pass them on to Dr. Charles Hollingsworth, 17 Mellish Rd., Walsall, West Midlands WS4 2DQ. Charles is the recently appointed Chief Executive of the Executive Group whose brief is to monitor the running of the Society and to recommend any changes felt to be necessary.


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Maple Leaves

PRINCIPAL CONTENTS

Close Encounters
People on Stamps
Map Stamp Essay
Bremen Line

339
346
355
357

Whole No. 238
Vol. 22 No. 10
June 1992



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EDITORIAL

As a number of members are aware, your editor has a sideline interest in BNA fakes and forgeries, so it may well be thought that, in publishing the short article by Horace Harrison in this issue, he is exercising his editorial prerogative. Well, yes but it is not done gladly; it is with a sense of increasing foreboding that this latest piece is offered. The collection and study of the works of stamp forgers is interesting, instructive and even necessary, their comparative skills in approaching the genuine article can be appreciated.

We are now seeing more and more examples of faked cancellations, possibly done to see if the experts' can be fooled but more likely to turn a fat profit. Postal history seems, in many ways, to have overtaken philately in terms of popularity among serious collectors, this upsurge of faking is very bad news for the hobby. Just as whole countries became unpopular because of difficulty in separating good from bad, so a whole discipline can be soured if we are not careful. It is likely that the perpetrators are well known to a select band of acquaintances and it is time they were exposed. The law of libel does make things difficult but, if proof is available that goods have been sold which are not what they purport to be, then there is a remedy at law. The practice can bring nothing but harm to this great hobby of ours.

HARMER SALE

An important array of Canadian material was included in Harmer's two-day sale on 10/11 March; 247 lots were offered and, with very few unsold, £60,000 changed hands.

A creased but apparently unused 12d fetched £3,190, while an attractive horizontal pair of the 7½d value with CDS went to £1,650. An unused but regummed 10d went for £1,210 and a nice looking ½d, paying the scarce ½d rate on a printed circular, went above estimate at £506. A more humble offering, an Oneglia (described as Panelli) forgery of the 3d Beaver, was knocked down at £88.

Much interest was no doubt created by the presence of two rarities of the aerophilatelic field, an unmounted mint \$1 black 'Grand Army' (one of five known) and a mint 'London to London' (best of three known mint copies). Unfortunately the interest did not extend to the reserves for neither found a buyer (estimates were £5,000 and £10,000 respectively). However, some serious airmail items from Newfoundland did see fierce action. One of the great rarities of Newfoundland aerophilately, a 'manuscript Martynside' on neat cover with original enclosure, was chased up to £33,000 while a 'Hawker' on 1919 cover went to £8,800 and a 1927 cover, bearing a 60c 'de Pinedo' and a Trepassey TPO marking, to £9,075.

Despite the recessionary times the 'good' material generally sold well, thus supporting the old adage that quality counts. Prices quoted include 10% buyers premium.

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will be removed from the *Maple Leaves* circulation list and reinstatement will
incur an additional fee of £1 or its \$ equivalent.

CLOSE ENCOUNTERS

by The Yellow Peril

Photos by 'Super B'

If there are such things as good side effects from being under-the-weather, they would be my encounters - sometimes close, sometimes very pleasant - with nurses. Naturally, I was fascinated by a story about nursing in the August, 1991, issue of the 'American Philatelist.' This excellent article featured 27 stamps issued by 13 countries including Canada and depicting nurses. The stamp selected for Canada is not its 1958 nurse stamp but rather a stamp of Mount Edith Cavell on the British Columbia/Alberta border. This phenomenon of naming a mountain after the heroic English nurse was so intriguing that I was compelled to investigate the matter.



1958 nurse stamp issued to emphasise the importance of health both to the individual and to the nation.



Mount Edith Cavell, 11,033 feet, named after the English nurse shot by the Germans in 1915.

Canada came close to a stamp portraying Edith Cavell herself when George Ross, Worshipful Master of Wilson Masonic Lodge and Chief Post Office Superintendent of Canada, affixed four World War I propaganda stamps to 7" x 4 1/2" invitations for Post Office Night, 20 May, 1919. The theme of one of the four labels is 'REMEMBER EDITH CAVELL-MURDERED, OCTOBER 12TH, 1915.' This stamp shows a German commander holding a pistol and standing over the just executed nurse.

A point of interest is the fact that occasionally, sometimes on an annual basis, Masonic lodges held special nights to honour workers in a particular occupation. At these events regular officers of the lodge allowed outsiders to occupy their chairs and do ceremonial work. Professor Wallace Mcleod (U. of T.) informed me that the 'Wilson Lodge Post Office Night' was not a regular annual occurrence but was instead organized by the Master of the Lodge who brought in as guests a number of Masons employed by the Post Office; and the term 'Fourth Degree' in the phrase 'Good Masonic work and an enjoyable Fourth

"Lest we forget."



May Twentieth, Nineteen-Nineteen

Wilson Lodge, A.F. & A.M. No. 86, C.R.C.

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 WORKING MASTER

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Wilson Lodge Post Office Night

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Wor. Bro. WM. RIDDLE, Assistant Post Office Inspector, Toronto	J.W.
Wor. Bro. JOHN DREW, Superintendent Mail Transports, Toronto	Chaplain.
Bro. ROBERT DURSTON, Superintendent City Delivery, Toronto	Treasurer.
Bro. GEORGE M. ROSS, Supervisor Despatch Branch, Toronto	Secretary.
Bro. JOSEPH GIBSON, Postmaster, Ingersoll	S.D.
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Bro. F. F. HYATT, Superintendent Postal Terminals, Toronto	S.S.
Bro. W. J. MILLS, Post Office Inspector's Division, Toronto	J.S.
Bro. E. R. SHAW, Mail Transportation Branch, Toronto	I.G.

List of officers on the back of invitation

'Degree are assured' is an old Masonic slang for the banquet after the lodge is closed. Further, the Professor drew my attention to the words, 'Lest we Forget' and deduced that the meeting was in some respects intended to commemorate the end of the war and to remember those who gave their lives.

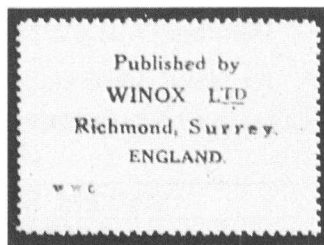
These Propaganda stamps appear to be printed in sheet form and in alternate rows of se-tenant pairs, one pair horizontal and the other, vertical (or vice versa). They are known in three different colours: purple, blue grey, and pale brown - all with black and white centres. The labels are fully gummed and a five-line imprint appears on the back of each reading, 'Published by WINOX LTD Richmond Surrey ENGLAND WWC.'



Block of two se-tenant pairs



'Murdered, October 12th 1915'

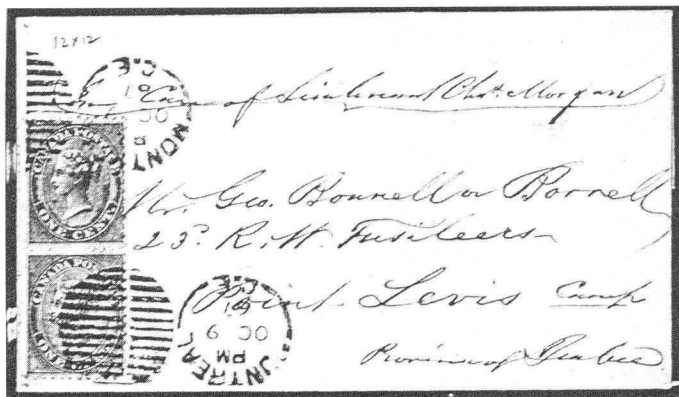


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During the First World War, Edith Cavell (1865-1915), matron of a Red Cross hospital in Brussels, Belgium, was a member of a group engaged in aiding soldiers to escape from behind German lines. This activity was regarded by the Germans as treason and punishable by death. At her trial Edith Cavell made no attempt to deny her participation simply saying that as a nurse it was her duty to save life. She declared that the lives of these, some 200 soldiers, would have been forfeit had she not assisted them. Condemned to death, she was executed by firing squad on 12 October 1915.

After Armistice, her body was brought to England on board the battleship 'Rowena.' Respectful crowds watched the procession as the flag draped casket was carried in state through the streets to Westminster Abbey where royalty attended the funeral service. The same day, at the request of Edith Cavell's family, the body was taken home to Norwich. A stone cross near the south east corner of Norwich Cathedral marks her grave.

Edith Cavell's death created an enormous impression. In Canada, a strikingly sharp peak in the West was selected to carry her name. The Geographical Board of Canada made the name 'Mount Edith Cavell' official on 7 March, 1916. The records of the Secretariat of the Permanent Committee on Geographic Names show the name was approved at the request of Sir Robert Borden, then Prime Minister of Canada, in response to the suggestion in a British Columbian newspaper. Elsewhere, an imposing Colorado Glacier bears her name. In the Tuileries of Paris there is a bas-relief of the famous nurse. At the heart of busy London, in Trafalgar Square, men still doff their hats as they pass the dignified monument erected to her there.

I am indebted to Ann Allan (North York Library), Helen Kerfoot (Secretariat Geographical Names) and Wallace McLeod (Professor, University of Toronto) for their tremendous help in compiling these notes.

Epilogue

Given my own boundless admiration for nurses, which I acquired during my confinement to hospital a couple of years ago, I would gladly seek readmission for respite care – if it weren't for the suppositories, needles, and bloodlettings. Most of all, I really miss being showered!

References: Canadian Nurse 68: 23-26 February, 1972

De Leeuw, Adele. Edith Cavell, Nurse, Spy, Heroine.

New York: G.P. Putman's Sons, 1968.

Holmgren, Eric T. Over 2000 Place Names of Alberta. 3rd ed. Saskatoon,

Saskatchewan: Western Producer Prairie Books, 1976

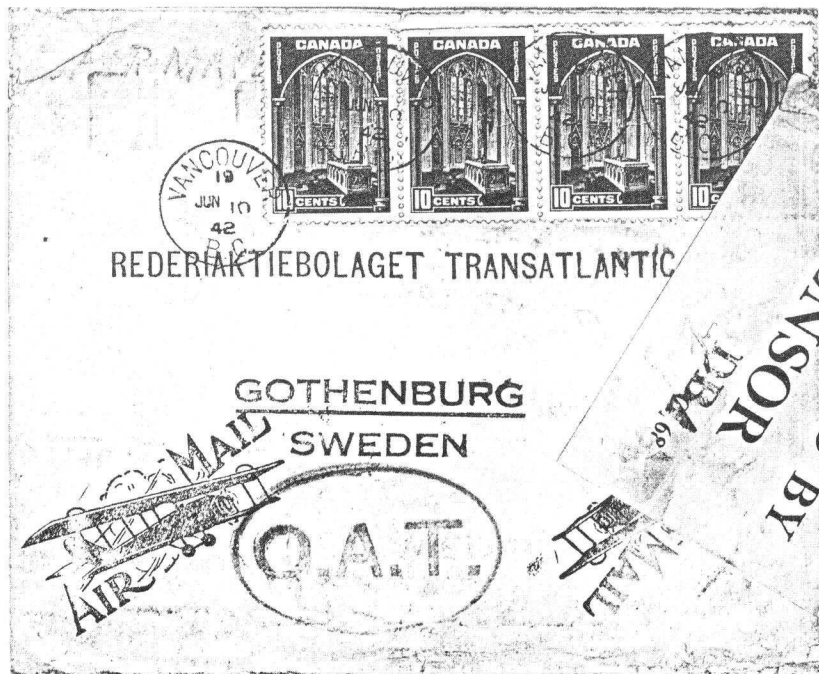
FIFTY YEARS AGO - JUNE 1942

by Kim Dodwell

'The air mail service to Sweden has been resumed. The air mail rate to Sweden will be 40 cents per 1/2 oz or fraction thereof, which will include conveyance over Canadian domestic air routes where necessary, air conveyance across the Atlantic and despatch by air beyond England. The non-air mail and parcel post services to Sweden are still suspended'

Thus ran Section 11 of the June, 1942 Supplement to the Canada Official Postal Guide.


When Germany over-ran Denmark and Norway in April, 1940 the air mail service to Scandinavia, that British European Airways had been providing, came to a sudden end. Thereafter the only mail to Sweden was carried by Swedish ships which, in spite of being neutral, were stopped by the Germans and their mail scrutinised and censored. However the high quality steel ball bearings made in Sweden were essential to the British war effort. In 1942 an air service was started, taking off from Leuchars airfield in north-east Scotland at dusk to cross



the German-held Skagarrack by night and land at Bromma in southern Sweden. The aircraft carried as many ball bearings as possible on their return, but some mail was carried on the outward flights.

The missions were dangerous, German night fighters and anti-aircraft fire both took their toll. A variety of aircraft were used; in 1942 Lockheeds, Whitleys, Hudsons and Lodestars, in 1943 a C.W. 'St Louis' made a few flights, as did Dakotas, but none were as successful as the Mosquitoes, introduced in late 1943. Stripped of armour and armament, they flew so high and so fast that the Luftwaffe could only very rarely intercept, even when daylight crossings were made, and they continued this service until the end of the war with Germany.

The red oval 'O.A.T.' mark on the cover stands for 'Onward Air Transmission'. It was applied in England, after the cover's arrival from Canada. They come in a variety of shapes and sizes, and some authorities claim that they were only applied to the top cover in a bundle, however they are so commonly found on wartime airmail to Sweden that I am sure this was not the case.



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THE PEOPLE ON THE STAMPS - LA SALLE by Alan Salmon

So you should have travelled with them. Or with La Salle.

He could feed his heart with the heart of a continent,

Insatiate, how noble a wounded animal.

Who sought for his wounds the balsam of adventure,

The sap from some deep, secret tree.

'Coueurs de bois'

Douglas Le Pan

Three men led the French efforts to explore 'the great river', the Mississippi, which the coureurs de bois had discovered west of the Great Lakes. The story of Louis Jolliet and Father Marquette, has been told in Maple Leaves. The third man, René-Robert Cavelier, sieur de La Salle, followed the river to the sea. The 300th anniversary of his arrival in Canada is commemorated on the 5c stamp of 1966 (SG 571, SS 446).

He was born in Normandy in 1643, his parents were rich and of standing in provincial France. Like Jolliet, he was educated by the Jesuits and decided against being a priest to undertake a life of less restricted adventure, he was unsociable, ambitious and impatient, he needed faster routes to fame and fortune than could be provided by the priesthood. In 1666 he went to Canada, the same year as Marquette. His elder brother was already in Canada, a member of the Order of Saint Sulpice. The Sulpicians granted him seigneurie of La Chine, south of Ville Marie*. Here, a seigneur, he worked unenthusiastically as a



pioneer farmer, close to the fur traders and to the Indians. He set-up a fur trading post and was remarkably friendly with the Iroquois who visited to trade. He heard tales of the lands beyond the St Lawrence, of their peoples and of the rivers threading through them.

*At this time 'Montreal' was the name of the island; after about 1680 it signified the town, and Ville Marie fell into disuse.

The Call of the West

At La Chine he talked of reaching the Orient by travelling west, not surprisingly considering the name of his seigneurie and that Champlain had regarded the La Chine rapids as the gateway to the Orient. He also knew of the idea that the Mississippi might lead towards the Pacific. In 1669 La Salle sold most of his estate to the Sulpicians, although they had given it to him for nothing: he kept the fur trading post. He then set off, accompanied by two Sulpicians, to explore the land south of Lake Ontario - Iroquois country. It was on this journey that he met Jolliet returning, by the new route, from the Sault. La Salle parted from the missionaries at the western end of Lake Ontario. Where he then went is unknown; there are suggestions, but no firm evidence, that he went across present-day Pennsylvania and down the Ohio as far as Louisville. This is unlikely because La Salle never reported the discovery of the Ohio, which surely he would have done if he had found that important river. However he did learn how to travel great distances on foot, relying on game and a small bag of maize; previously the French had travelled almost exclusively by canoe. Certainly he was not available in 1672 when Talon wished him to lead the expedition down the Mississippi; Jolliet and Marquette were sent instead, the Jesuits were delighted.

La Salle reappears in 1673, building a post at Cataracoul (now Kingston) which was to become Fort Frontenac. The objective, which had been proposed by Talon and later supported by Frontenac, was to establish a trading post and a fort to safeguard the entrance to the Great Lakes and to be a bastion in case the Iroquois became aggressive again. Frontenac put La Salle in command of the fort. In 1674 he went to France, as Frontenac's representative, where Louis XIV rewarded him for his explorations by a grant of nobility for himself and his descendants. Frontenac's endorsement stated he was 'a man of intelligence and ability, more capable than anyone I know to accomplish every kind of enterprise and discovery'.

The Grand Design.

La Salle returned to New France in 1675 to begin, at the behest of Frontenac, the building of more trading posts and forts. Frontenac was bent on expanding his territory and the fur trade; La Salle was bent on the ambitious, imaginative, concept of a string of trading posts, right down to the Gulf of Mexico, which would benefit both him and New France. He visited Paris again in 1677 and returned with a great prize - a royal commission, for five years: 'to discover the western part of New France', build forts (which could, no doubt, be trading posts) and to have the monopoly of trading in the Mississippi valley. The bad news was it had to be done at his own expense; and La Salle, for all his vision,



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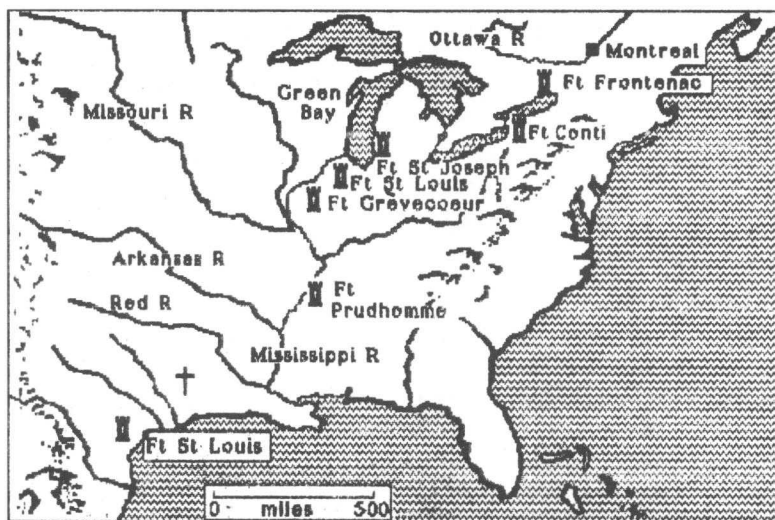
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The Grand Design of La Salle.
† marks the spot where he was murdered.

was not a manager. To keep accounts was, he said, a hateful task.

La Salle's first task was to get funds for his string of posts down to the Gulf, and for sailing ships throughout the Great Lakes to carry the furs to Fort Frontenac. He obtained one large tranche from his family. Frontenac supplied some, and some came from moneylenders at high interest rates. His next step was to build a shipyard. Fort Conti, where Buffalo now stands; then to build Fort La Joseph near the southern end of Lake Michigan. His first ship, *Le Griffon*, was built on the Niagara; La Salle sailed on her maiden voyage, in 1679, to Green Bay where she was loaded with furs to pacify his creditors, she sailed in September. Louis XIV had forbidden La Salle to trade with the Indians in that region as they were the market for the Montreal merchants; thus both Montreal and Paris were antagonised: he had a capacity for making enemies. He then went down the Illinois to establish Fort Grèvecoeur where a sailing ship was to be built for the Mississippi.

Disaster, Disaster and Disaster.

Nothing had been seen of *Le Griffon* since she sailed; her possible loss was serious both for La Salle's operations and for his finances. On 1 March 1680, greatly disturbed by the lack of news, he set out from Grèvecoeur to Fort Conti for information; much of the journey was on foot as many of the rivers were impossible at that time of year. Nothing was known of the ship at Fort Joseph or Niagara, so he went on to Fort

Frontenac, arriving there on 6 May - nearly 1,500 miles, from the Illinois to the St Lawrence, in 65 days! There was never news of Le Griffon, presumably she sank in a September storm, as she never reached the Sault. At Niagara La Salle found Fort Conti burnt down and learned of the loss, in the Gulf of St Lawrence, of his latest supplies from Europe.

Complications were also arising with the Indians; the Andastes had been beaten by, and absorbed into, the Seneca tribe of the Iroquois; and the Mohawks had made peace with the Mohicans. Thus the Iroquois were stronger, and free for further adventures. They decided to rule the western fur trade, ensuring conflict with the French once more; also they desired their lands which the Miami and Illinois tribes had occupied while the Andastes were being subdued. The battleground was to be the entire territory where La Salle had his posts and which he used for his 1,500 mile approach to the Mississippi. In September 1680 600 Iroquois invaded the Illinois' lands, Fort St Joseph was sacked. La Salle's men at Grèvecoeur were in revolt, feeling deserted; they abandoned the fort just before it was burnt and the surrounding twelve Illinois villages were devastated; no wonder it was called Fort Heartbreak.

To the Gulf, Regardless and Again.

Creditors were pressing for some return on their investment; again Frontenac helped La Salle with funds. It was not until 1682 that La Salle had enough resources to set out on the long-deferred journey down the Mississippi. In January he set out from near Chicago with a large canoe party. He had planned to go down the great river in an imposing sailing ship but her building at Grèvecoeur had necessarily ceased; now he had his armada, he was going to achieve his objective even though the country was in turmoil. The journey was not remarkable, once away from the Iroquois they were welcomed by most of the various tribes they met; on 6 April the party of 23 Frenchmen and 31 Indians saw the sea. La Salle planted the cross and raised the arms of France and 'in the name of His Majesty, took possession of that river, of all rivers that enter it and of all the country watered by them'.

On the return journey La Salle was seriously ill, even worse he found that his protector, Frontenac, had been replaced as Governor and his successor, La Barre, was hostile, being friendly with the Montreal fur merchants. La Salle was ordered to return to France, there however, after much scheming, he obtained permission to establish a colony on the Mississippi to forestall other European powers. Louis XIV was also casting covetous eyes on the silver mines of New Spain. La Salle sailed, from La Rochelle, in July 1684 with a warship and three other ships, 100 soldiers and 250 colonists. The expedition was a disaster; La Salle was

continuously at loggerheads with his senior military officer, one of his ships was captured by Spanish pirates. La Salle was ill again and then he failed to find the Mississippi, he landed 450 miles too far west. The warship sailed before the mistake was appreciated; he built a fort, St Louis, and surrounded by unfriendly Indians, established a colony in Texas.

He seems to have been uncertain of his objective - the silver mines or the Mississippi - or he may simply have been lost. La Salle was becoming increasingly melancholic, he was ill again, disease and the Indians were taking a steady toll of his colony and his two remaining ships sank. Expeditions were mounted: in 1685 southwest towards New Spain, in 1686 northeast towards the Mississippi; he made no contact with the Spaniards and he didn't reach the great river. His marooned colony was becoming terribly feeble and his remaining men were losing faith in his leadership; it had always been demanding, now it seemed bad and almost mad.

In January 1687 he set out once more to the northeast; all that was left of the colony was 35 men and seven women. Torrential rain flooded the countryside so the going was hard and slow; antagonistic factions formed. Arguments broke out about the division of their spartan diet. Five of one faction murdered three of another whilst out hunting; when La Salle arrived at the scene he was shot dead. In July five survivors, of the 17 who had set out, reached a trading post on the Arkansas. The wretched colony was destroyed by Indians; The Spaniards found ten survivors. Neither Montreal nor Paris made any attempt to help, La Salle had too many enemies.

The Visionary

Thus ended the dreams of La Salle, a man of great ideas, burning ambition and determination. He never obtained all the resources required for his grand design, probably they were not available to any individual at that time. Also, he never managed to get his men to work as a real team; he was too demanding, without any leaven of human understanding. Perhaps he was slightly mad, as his many enemies said. He was defeated by these traits and, in the end, by a waning of his abilities, evidenced by his illnesses, his indecision and his failure to march to the Mississippi - seven years earlier he had walked three times that distance in winter. Nevertheless, he had his great vision and a life of extraordinary adventures, his great achievement was to lay claim to the vast territory, which he called Louisiana, extending New France from the Great Lakes to the Gulf of Mexico. Over a century later Napoleon I sold Louisiana to the USA for a pittance.

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BOGUS MONEY LETTERS

by Horace Harrison F.C.P.S.

In an auction sale last year (1991), a lot of Money Letter and Registered Stampless covers contained seven covers with a bogus Money Letter handstamp, described as forgeries in the lot description, along with a number of genuine postal history items. The earliest bogus Money Letter (see figure 1) is from Queenston, U.C. February 19, 1840 to Toronto and is docketed as a will. The bogus handstamp is a cross between #3 and #7 of those illustrated in Postal History Society of Canada Journal 51, found on page 27; and #7 and #11 of the handbook on Canada's Registry System, published by the American Philatelic Society in 1971 and now out of print.

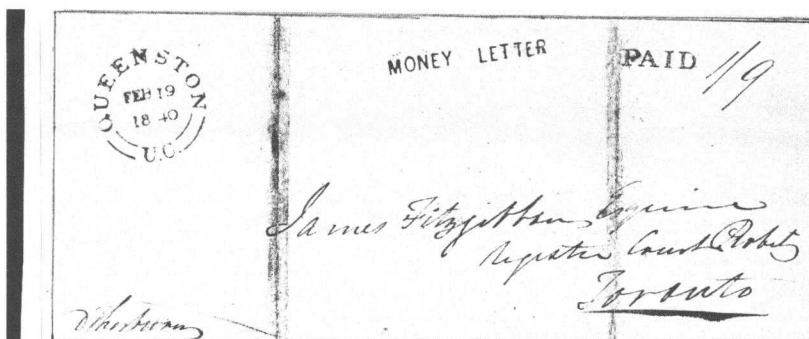


Figure 1

The second bogus handstamp example is on a cover from Montreal, dated December 9, 1847 addressed to Barrie and would have passed through Toronto, to which the earlier cover was addressed, raising the possibility that the handstamp might be a legitimate usage at Toronto. This hypothesis is emphasized by the third example, postmarked at Montreal on July 1, 1855 and addressed to Kingsville, C.W. However, the July 1, 1855 date gives the handstamp away as bogus, since the Money Letter handstamps were abolished on May 1, 1855 and replaced with 'REGISTERED' ones at the inception of the Registry System. The second cover is also docketed as 'Crofton - Statistics', unlikely to contain money. The fourth cover is a dead giveaway as a bogus item (see Figure 2) as it is a genuine Registered cover from Montreal to Guelph, dated June 19, 1857 to which the bogus handstamp 'Money Letter' has been added. The fifth, sixth, and seventh bogus handstamp 'Money Letter' covers are dated 22 January 1861 at Milford, C.W.; August 6, 1864 at Lindsay, C.W.; and January 12, 1867 at Brantford, C.W. All are

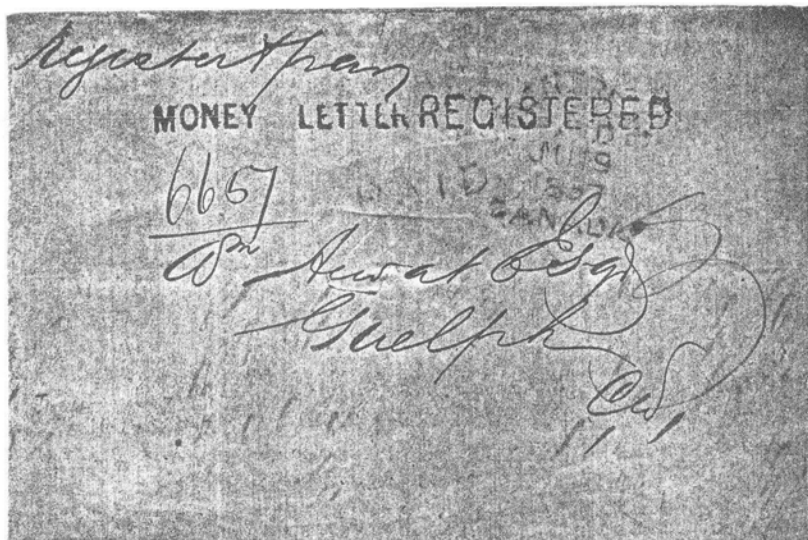


Figure 2

addressed to people, to whom money might be enclosed, but these late dates preclude any possibility of genuine usage of a 'Money Letter' handstamp.

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The first two covers, seen separately, might have fooled the unwary, but no postal historian, seeing them together, would have been deceived. However, more of these, some as dangerous as the first and second, may be circulating in philatelic circles so collectors and dealers are warned to beware.

MAP STAMP - ESSAY.

by Fred Fawn

Map stamp collectors will be interested to know that an essay of the final design does exist.

Having purchased a very bulky Map collection, I spent many evenings and nights sorting out stamps and covers. Among the covers a rather tatty mount contained this mystery item (engraved part identical with the die proof).

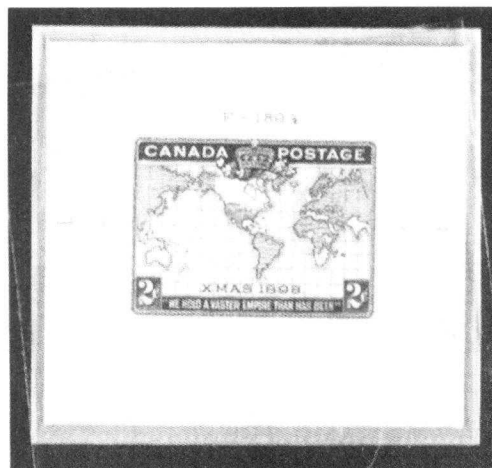


The Essay

The Lichtenstein collection had held a 'full colour' essay, a comparison with the old auction catalogue matched both the illustration and description:

"1898 Imperial Penny Postage issue. 2c black blue & carmine, hand-drawn watercolor essay on thin bond paper (51 x 37 m), weak at right. Probably unique."

The Canadian Postal Archives does not hold a similar essay.



The Die Proof

Incidentally it is interesting to note that many publications and catalogues invariably used to refer to the Map stamp as '1898 Imperial Penny Postage'. Today, the Ottawa Postal Museum's description is 'Penny Postage'.

Scott 1992: 'Imperial Penny Postage issue'.

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CANADA TO IRELAND - BY BREMEN LINE

George B. Arfken

Department Circular No. 1 of the Canadian Post Office, dated 16 January, 1868, announced that the postage rate on Canadian letters to the United Kingdom had been reduced from 17c to 15c per 1/2 oz. (1, p.426). This was for letters sent via New York. Letters going by Canadian packet (Allan Line) continued to be charged 12 1/2c per 1/2 oz. These 15c and 12 1/2c rates remained in effect until 1 January 1870.

The July 1868 and 1869 Tables of Rates of Postage carried the heading: 'Table 2. Rates of Postage from Canada to the United Kingdom, British Colonies and Foreign Countries, by Cunard Steamers, sailing from New York for England every Wednesday, (closed mail) and by Bremen Steamers, sailing from New York every Thursday'. (Bremen steamers had initiated this Thursday sailing schedule in March 1867.) Except for that 'closed mail', the Cunard Line and the Bremen Line were presented on a reasonably equal basis. Actually the schedule strongly favoured the Cunard Line. In their Appendix G, the Duckworths list closing times for the New York sailings. For Toronto and Montreal, the closing times were Monday for the Cunard sailings on Wednesday and Tuesday for the Bremen sailings on Thursday. Letters missing the closing time for the Bremen Line could go on the Allan packets sailing from Quebec on Saturdays (Portland, Maine during the winter). There might be three or four days before Monday when Cunard would be a logical choice. Tuesday was the only day on which the Bremen Line would be a logical choice.

As a result of the sailing schedule and possibly a strong British preference, almost all of these 15c rate letters to the U.K. went by the Cunard Line. Of the 34 15c rate covers that have been recorded, 31 went on Cunard steamers. Three went on Bremen steamers. Listing them by date, the three Bremen Line covers are:

- 29 Ju 68. Illustrated in Sissons sale 246, lot 1258, 27 January 1966
This was a deVolpi sale.
- 3 Au 68. Illustrated in Sissons sale 239, lot 240, 27 October, 1965
(deVolpi) and in Cavendish sale 389, lot 169, 9 November, 1985 (Carstairs).
- 2 No 68. Illustrated and discussed by the Duckworths (1, p.375). The Tables of Rates of Postage specified: 'Letters, &c., intended for despatch by the Bremen Steamer must be specially so addressed' This is the only cover with a Bremen Line endorsement.



PUBLIC AUCTIONS

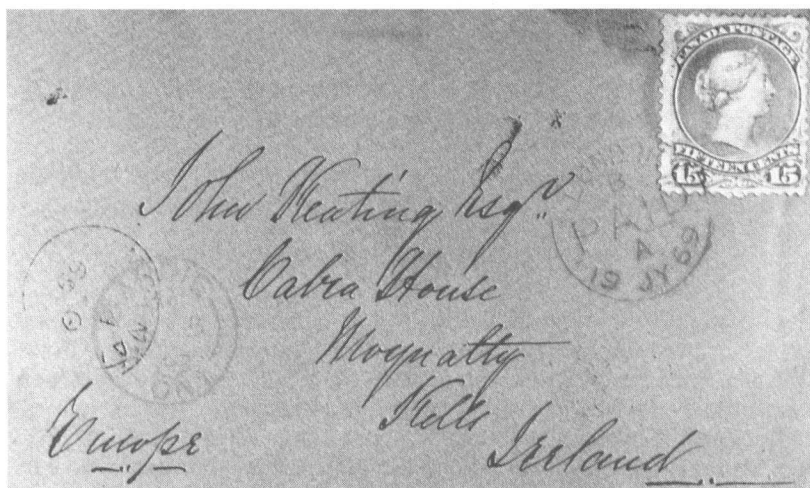
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Franked with a 15c Large Queen and posted in Barrie, Ont, JY 5 69, this cover was carried by the North German Lloyd or Bremen 'Deutschland' to Southampton. LONDON PAID 19 JY 69 stamped and the cover forwarded to Kells, Ireland. Kells JY 20 69 backstamp.

Recently a fourth Bremen Line cover has come to light. This new discovery is illustrated. Like the first two covers listed above, there is no Bremen Line endorsement. The cover was posted in Barrie, Ont., 5 July, 1869. The date stamp and a 2-ring 32 cancel are in blue. The cover was franked with a 15c Large Queen for the New York route and was addressed to Kells, in the south of Ireland. Assuming Cunard service, the red LONDON PAID 19 JY 69 transit stamp is incongruous. The Cunard 'Russia' sailed from New York Wednesday, 7 July reached Queenstown, 15 July and discharged Irish mail there. Cunard mail for Ireland would not have a LONDON PAID transit stamp. Apparently this cover from Barrie reached Toronto too late for the Cunard mail and was sent on for the Thursday, 8 July sailing of the Bremen 'Deutschland' The 'Deutschland' did not stop at Queenstown but discharged mail for the U.K. at Southampton on 18 July. This cover went to London by rail, received the 19 JY 69 transit stamp and was sent westward to Ireland. There is a JY 20 69 Kells backstamp and a Moynalty JY 20 69 receiving stamp overlapping the Barrie date stamp. The dates and that London transit do not fit Cunard service. They agree perfectly with transit via the Bremen 'Deutschland.' Here, then, is a fourth Bremen Line cover. In terms of geography, Bremen service to the London area made sense. However, Canada to Ireland by way of London was the long way around.

I would love to claim that it was my keen observation of the inappropriate LONDON PAID and my brilliant deduction that led to the recognition and understanding of this rare cover. But that cannot be. All credit for recognition and analysis must go to Allan Steinhart.

1. 'The Large Queen Stamps of Canada and Their Use, 1868 - 1872,' H.E. and H.W. Duckworth, Vincent Graves Greene Philatelic Research Foundation.

REPORTS FROM THE REGIONS

The London Group reports that the following members provided sheets for 13 frames for the two-day show for the Association of Essex Philatelic Societies at Rayleigh on 28/29 March: David Armitage, John Ayshford, Colin Banfield, George Bellack, Len Belle, Arthur Hobbs, Arthur Jones, Charles King, Derrick Scoot, John Wright. Three displays were also presented at Open Forum on the Saturday morning. One new member was recruited.

The Group has been meeting monthly through the winter season and we hope to have a report of the annual Beaver Cup competition in the next issue.

Down in the west, attention is focused on the Bristol Federation Convention at Portishead, near Bristol, on Saturday and Sunday 8/9 August. The South West Group has booked a room for the Sunday afternoon and all who can possibly do so are urged to come along. If you bring along a few sheets as well it will ensure we do not remain completely idle. For those who have not been before, there will be a number of dealers' stands as well as the Federation competition to look at. If you need further details, contact the Editor.

Our Scottish contingent were well represented at the Scottish Philatelic Congress at Falkirk in March, with Sandy Mackie down from Aberdeen, Les Taylor in from Edinburgh, Chris Moffat from East Kilbride, Bill McVey from Glasgow and Robbie McLeish and Jim McLaren from Perth. The Society had its usual table on 'Collectors Day'; the revenue and bill stamps created interest. One new member was enrolled and another is anticipated.

Congratulations are offered to Chris Moffat who won the Ferris Trophy, for General Class pre 1900, and the Cowell Salver for best first time entrant at the ASPS national event.

Scottish members are asked to note that SCOTEX, will be held in the Clyde Hall, Glasgow, on 31 October and 1 November. The Society plans to have a table on 1 November.

BOOK REVIEW

PROOF STRIKES OF CANADA

Edited by J. Paul Hughes

These books have brought order out of utter chaos at the Canadian Postal Museum, whose archival material has now been transferred to the Canadian Archives with a competent archivist, Tom Hillman, in charge of the postal material. The impressions are from the original proof books, where available, otherwise from photostatic copies of proofs held elsewhere, such as London, U.K, or N.Y.C. No attempt has been made to improve the impressions, and what you see is what there was to get. In a very few cases, it might, and I underscore might, have been helpful to include a typescript of the lettering on the cancelling device where they appear to be weak and/or indistinct.

Perhaps it is best to quote from the brief introduction, rather strangely omitted from Volume 1, but found in every other volume. The emergence of 'postal history' as an important field of philately has led to the publishing of a number of fine reference works. Included amongst these articles, books, and journals are listings of post offices in almost every province and territory in Canada from day one, for split circles, full circles, railroad post offices, duplexes, squared circles, etc.

One area that has not been readily available are the proof strikes. They are available on microfilm and to those collectors and researchers visiting or living in the Ottawa area, although finding a specific town or hammer (cancelling device) type is a formidable task.

The purpose of this series of books is to present all of the proof strikes available in Ottawa in a logical and straightforward manner; first by hammer type, second by province, and thirdly alphabetically"

Publishing began in the fall of 1989 with 'SPLIT CIRCLES' in four volumes; Western, Ontario, Quebec, and the Maritimes; followed by 'DUPLEXES' in 1990; 'FULL CIRCLES' in 1991; and 'REGISTRATION MARKINGS' in January of 1992. Still to come are the Railroad Post Offices; Roller Cancellations; Directional and Postage Due Markings; Military; Inter Office, Customs and Excise Markings; Moon, Moto, Moods and Pocons; and lastly Miscellaneous Markings.

Having attempted to record the Registration Proof Strikes which were in Proof Books kept in the Canadian Post Office Department Library in 1966-69, and never finding them in the same location twice, I can attest to the facilitation that these books bring to the postal



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historian, no matter how close he may live to Ottawa, Mr. Hughes has brought order to an essentially unorganized collection of proof strikes; in the case of the Pritchard and Andrews Proof Books, pasted down as they were produced chronologically front to back and then back to front, on the reverse side of the pages. When I was there some 25 years ago, the glue had dried out on many of the strikes pasted in the books, and some few strikes had come loose. Over time and with transfers of these earlier books from location to location, it is nearly certain that some, if not many of the proof strikes have been lost. However, Mr. Hughes has provided a very valuable service to postal historians by his organization of the contents of these books into usable form. Every philatelic library should have a set, and most collectors of Canada postal history should own a set for the Province or area collected.

Published by Robert A. Lee Philatelist Ltd, 203-1139 Sutherland Avenue, Kelowna, B.C., Canada V1Y 5Y2. Softbound 8 1/2 x 11 : Fifteen volumes so far and continuing. Various prices between approximately \$20 and \$30 each in Canadian funds postpaid from the publisher.

Horrace Harrison

FROM THE PRESIDENT

The work of the Society's office-bearers goes on unabated even though the summer season is now upon us. Hopefully they (and members at large) will enjoy their holidays and so return fresh for commencement of philatelic activities come the autumn.

Convention arrangements are proceeding. Social outings have been booked to Glamis Castle (adjacent to Glamis Village) and The Glenturret Distillery (on the outskirts of Crieff) for the afternoons of 1 and 2 October respectively.

At the Executive Meeting held on 8 March, 1992 a general overview was made of policy, finance, membership and indeed all aspects of the Society's affairs at this time. Suffice to say that some movement towards change is advocated with a start being made at Perth, In order to make the Saturday morning perhaps more amenable to members a philatelic function will be included - the AGM to be brought forward. It is, therefore proposed to hold a display/study group (or a review of competition displays) commencing 10.30 am.

Once again I take the opportunity to send best wishes to you all from Scotland.

Jim McLaren.

LETTERS TO THE EDITOR

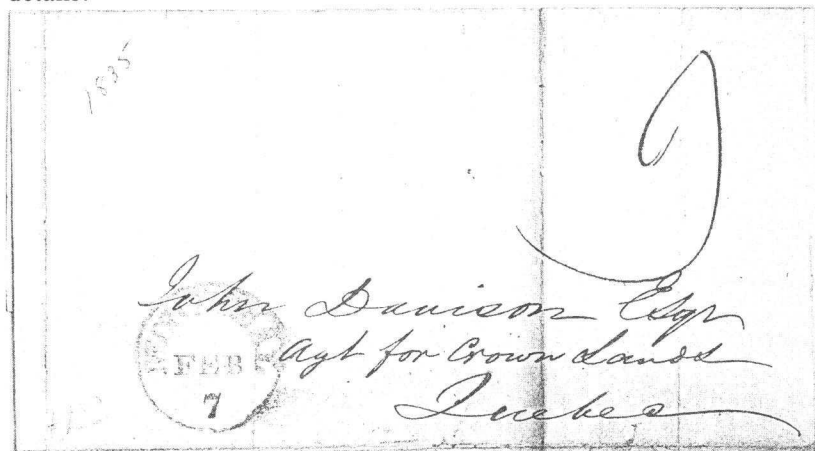
Clarence Stillions

In the January issue David Armitage asks about the first day of issue for Newfoundland 2c provisional of 1946 (SG 292). The first day was Thursday 21 March, 1946. Where the catalogues get their 23 March date from is beyond me as there are numerous eye witness accounts: see BNA Topics, May 1946, p56/7 and St. John's Evening Telegram of 20 March, 1946, p3 cols 2/3 and 23 March, p6.

George Bellack

Among Canada's earliest postmarks there are some that could be described as 'incomplete circular datestamps'. 'Incomplete' because, as shown on the 1835 Montreal to Quebec cover illustrated, the year indicia are absent. 'Feb 7' is all that we are told! On my cover the mark is struck in red.

Over the years, I have never managed to obtain any information on this interesting postmark. Can anyone please help with issue and usage details?



Can anyone help with this postmark?

Jonathan Rosen

I very much enjoyed Stan Lum's excellent article on the Admiral pyramids in the January issue. I have just two pyramid pieces, the 10c blue block of four and the 'Marler' 2c green booklet pane of four with four vertical pyramid lines in the selvage (see illustration)



2c green Admiral booklet pane with four vertical pyramid lines.

I have done some research on the pyramid line booklets and the only pyramid lines I have recorded so far are on the 1c yellow and the 2c green panes of four. It seems the more vertical pyramid lines in the selvage, the rarer the booklet pane. I've never seen the 1c yellow with more than two vertical lines. The more common 2c green, however, appears with one to four vertical lines; the one and two-lined being relatively common, the three-lined rare and the four lined the rarest of them all; even rarer than the 1c yellow. My four-lined example is from the 1982 Marler sale and is illustrated on page 81 of 'The Admiral Issue of Canada'.

The only other four-lined 2c green that I'm aware of was in the Alfred Cook Admiral booklet collection which was sold by Sissons in November 1989.

J.M. McCrea

TWO YELLOW PERILS

I have exchanged letters with Maple Leaves' Yellow Peril, and some moons ago we agreed that 'Maple Leaves' should get notice of the Mobile Post Office Society's, erstwhile the Railway Mail Service's, Yellow Peril.

Mr. Edwin B. Bergman of Omaha, Nebraska, has put in long service as an officer of the Mobile Post Office Society, and is a philatelic author of considerable repute. He wrote the MPOS's monograph '29 Years to Oblivion', a very useful work for U.S. RPO collectors whose subtitle tells its content, 'the last years of railway mail service in the United States'. Apparently Ed started working in the US Railway Mail

Service Division in 1948, and 29 years later the last working RPO was discontinued.

Ed was assigned to the RPO trains on the main line of the Union Pacific out of Omaha, where he worked with crews of the Omaha & Ogden East Division RPO between Omaha and Cheyenne. He ran in the postal cars of the Chicago - West Coast 'Streamliners', which had received diesel power, fast schedules, 'Cities' names and vivid yellow paint jobs during a post-WWII re-equipment of the line's rolling stock.

He became known as the 'Yellow Peril' as a result of a number of misadventures with moving exchanges of mail pouches. Mail landed beyond the end of the platform and perhaps under the train. Mail cranes or catch posts and side structures sustained damage. In the postal car there was at least one incident of the pouch retriever rod hurtling about the car like a drunken javelin, harpooning mail sacks and racking up near misses past his co-workers. To quote from '29-Years', "In the interest of public safety Ed was transferred to the Union Depot at Omaha, where he spent 18 years in the important function of Transfer Clerk." And to think, Maple Leaves' Yellow Peril only wields a pen!

Editor's Note: Fortunately 'our' Yellow Peril did not acquire his nickname as a result of his misadventures. This is just as well as we could not possibly recount



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ANNUAL GENERAL MEETING

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting, to be held at the Station Hotel, Perth, on Saturday 3 October 1992, commencing at 9.00 am (note that this is earlier than previously). In accordance with Rule 18, nominations are sought for the following offices:-

1. President
2. Three Vice Presidents
3. Secretary
4. Treasurer
5. Three Committee Members, one from each region.

The three retiring Committee Members are Mr J Hannah F.C.P.S.(Scotland), Mr C A King (South) and Dr C W Hollingsworth F.C.P.S. (North).

Nominations and any proposed amendments to the Rules should be sent to the Secretary to be received not later than 3 July 1992.

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 No2. Such nominations must be on a prescribed form which is available from the Secretary, and must be submitted by 3 August 1992.

POSTAL HISTORY OF YUKON TERRITORY, CANADA

James Bendon Ltd, PO Box 6484, Limassol, Cyprus, have advised that they have a limited number of Rob Woodall's well known book in hardbound edition. Price, including postage, is £21 (US\$37.50, CAN\$44.50).

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JOURNAL OF THE
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Maple Leaves

PRINCIPAL CONTENTS

Shoot First

371

Whole No. 239

Bogus 'Paris' Labels

375

Vol. 22 No. 11

50 Years Ago

381

August 1992

Small Queens

357



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Journal of

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INCORPORATED 1946

Founder:

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

Edited by: David Sessions, FRPSL, FCPS.

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AUGUST 1992

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EDITORIAL

Pre-cancel expert, George Manley, has written to say that, after 70 years of collecting pre-cancels, he has had to 'retire'; needless to say George started very young! However, all those years of accumulated wisdom are not to be lost forever as George has kindly donated his collection of precancelled postal stationery to the National Archive of Canada, this includes both envelopes and cards. In addition, George has presented a photostat record, in three books, to the CPS library. One book covers the collection, the other two carry descriptions of pre-cancel users and their envelopes. Thank you George, on behalf of both current members and those yet to join us who may benefit from your generosity.

We were sorry to learn of the death of Gerry Wellburn on 25 May, at the age of 92. Gerry was the longest surviving Fellow of the CPS, being joint second signatory to the Roll with R.W.T. Lees-Jones in 1948, two years after our founder, 'Stevie'. Gerry put together one of the finest collections of British Columbia of all time and was still winning international medals and prizes up to only a few years ago.

On a brighter note, Convention time is coming round again. If

you've not already sent in your booking form or competition entry form, then please do it now; it will help our president immensely. If you've not been before then come along and give it a try, even if only for a day - there's no registration fee.

FROM THE PRESIDENT.

Preparations for Convention '92 are well in hand. The block booking has about been taken up and hopefully the hotel will come up with rooms to accommodate further applications, The response gives a spread of membership from both sides of the Atlantic and elsewhere in the world,

The philatelic programme is as given in the April Maple Leaves, however, the Committee Meeting will be advanced to Friday morning with the A.G.M. at 9 am on the Saturday. These changes advocated by the Executive allow an additional display group (or review of competition entries) commencing 10.30 am Members will be saddened to learn that Geoff Manton recently suffered a mild stroke which necessitated a spell in hospital, though now thankfully he is convalescing satisfactorily. Assuredly members would join me in wishing Geoff a speedy recovery. Though determined to be at Perth he asks to step back as our Auctioneer and I am pleased to say that Frank Laycock has agreed to step in.

Apologies to members for the omission re despatch of the Competition entry forms as indicated - these hiccups do occur and are no doubt sent to try our patience. Nevertheless I trust that members will still take time to mount an entry, but more particularly I would really be delighted to see more first time entrants coming forward.

On the social side visits have been arranged for GLAMIS CASTLE on Thursday and THE GLENTURRET DISTILLERY and CRIEFF VISITOR CENTRE on Friday afternoon The Perth Repertory Theatre Company is presenting 'Mary Queen of Scots got her head chopped off,' on which is described as an irreverent look at history,

In ending this message I would send the very best of wishes to you all, Safe journeying either on holiday, or attending philatelic functions.

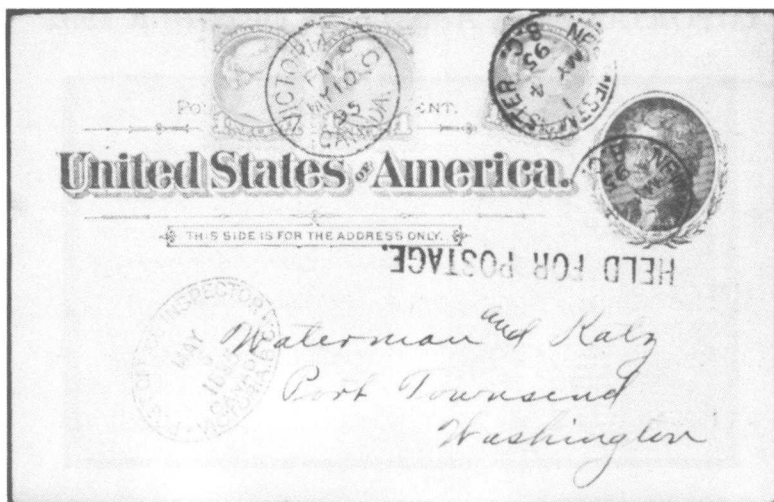
Jim McLaren

SHOOT FIRST!

By The Yellow Peril

Photo by Today's Seniors

Periodically I am offered puzzling but interesting postal history material with which I am unfamiliar and even though my gut feelings tell me that I should have it, I hesitate. By the time I find out just how interesting the item is, it is too late "Just sold it" (and always to an adversary)! Having been frustrated a number of times by dealers chanting these lyrics to me, I decided to "shoot first and ask questions later" when offered this American card with three Canadian stamps.



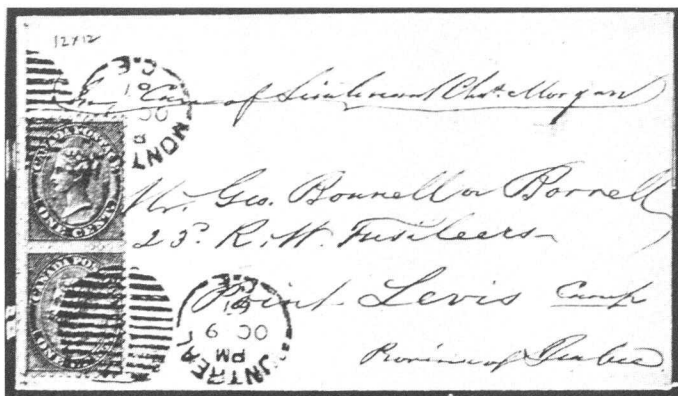
This U.S. post card, insufficiently prepaid by a Canadian 1c SQ, was treated as a letter and held for additional postage.

The above is a 1c United States postal stationery card that was first franked with a 1c SQ and mailed at New Westminster where it was postmarked with a 'MY 4 95 B.C.' circular date stamp. The rate for Canadian post cards to the United States was 1c at the time and were the above a Canadian card, it would have passed. Since it is an American post card with a Canadian 1c stamp, it was treated as a letter underpaid by 2c (letter rate to the U.S. was 3c). Furthermore, had this card been posted without any Canadian postage, it would have been sent to the Dead Letter Office. Accordingly, the card was sent to Victoria, B.C., the closest Canadian post office to Port Townsend, Wash. (a distance of only 40 kilometres as the crow flies),

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At Victoria the card was stamped with a straight line 'HELD FOR POSTAGE' (purple) and the post office inspector's oval handstamp (blue) on 6 May, 1895. Seemingly, the Victoria post office then asked (and received) 2c from Waterman and Katz - the addressee; affixed a pair of 1c SQs to the card to make up the 3c letter rate; cancelled the SQs with the 'VICTORIA MY 10 95' cds; and sent it on its way. The card arrived at Port Townsend at 7 a.m. the next morning (after only seven days of travelling and commotion from start to finish).

Since purchasing the above I have acquired an appreciation for and enjoyed two other similar cards mailed to the U.S. fully prepaid with 3c stamps. Had I backed down in the initial confrontation, this pleasure would have been denied me.

"Howdy partners. I hope that my rewarding experience will encourage you to be quick on the draw!"

Reference: Steinhart, Allan L., Postal History of the Post Card 1871 - 1911, Toronto: Mission Press, 1980.

Editor's Note: The postal regulation stipulating that American post cards be treated as letters when mailed from Canada is clear cut, although the rationale behind this practice is a mystery.

Does anyone have a similar insufficiently prepaid card sent to the U.S. but rated and/or 'postage due'?

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THE BOGUS 'PARIS' LABELS by C. A. Stillions, FRPSL, OTB & David F. Sessions, FRPSL, FCPS

In the spring of 1901 these four stamps, *figure 1*, were being peddled to the stamp trade as new revenue stamps from Newfoundland; their status was quickly challenged and by April 1902 they were confirmed as bogus.¹ They quietly disappeared from the marketplace only to reappear from time to time with a great big question mark as to their status.⁴



Figure 1

Until about ten years ago the only readily available information was contained in Winthrop S. Boggs' *POSTAGE STAMPS AND POSTAL HISTORY OF NEWFOUNDLAND*.² They are mentioned in Robson Lowe's *ENCYCLOPEDIA OF BRITISH EMPIRE POSTAGE STAMPS, VOLUME V NORTH AMERICA* but are not illustrated.¹¹ Since then, Ed Wener of Indigo and L. N. Williams have published new findings. Ed Wener published his new information in his company's December 1981 price list (updated in Spring 1992) and L. N. Williams' appeared in the 16 March and 20 April 1987 editions of *LINN'S STAMP NEWS*.^{7,8} The purpose of this short article is to summarize this information and add some further information. There is a lot of fog surrounding these labels, hopefully this information will lift some of it.

There are four designs with values inscribed. They are the one cent, post rider; the three cents, sailing ship; the five cents, train leaving the sheds; and the ten cents, steamship. Printed by lithography, all are on white unwatermarked paper and perforated 11. They are known both gummed and ungummed. Also, all values are only known unused.

These four values are illustrated in Boggs in a horizontal se-tenant strip of four.² It was Ed Wener who reported a fifth design – a design of a child riding a fish or a boy riding a dolphin of Greek mythology but without *NEWFOUNDLAND* or value. It was discovered in an

imperforate block of four along with the one cent, three cents and five cents. The child riding a fish and the train leaving the sheds are also known se-tenant, both without NEWFOUNDLAND and value. The colour of the block is olive and six other colours are known – black, purple, red, deep blue, brown, and green. Ed Wener speculated that there was only one printing plate and in order to get each design in a different colour, the faker had to print the whole set in each colour. He further speculated that since there were seven colours and only five designs known there may be two more designs.

Many more designs are known. L. N. Williams in an article in the April 1986 issue of STAMPS & FOREIGN STAMPS illustrated two sheets from the British Library's Campbell- Johnson collection, one of which is illustrated here in *figure 2*.⁶ Thanks are due to the British Library for providing photographs of these two sheets. The four Newfoundland designs can be seen along with two Crete labels and six other designs, including the child riding a fish discovered by Ed Wener. However the Newfoundland labels are not adjacent in a horizontal se-tenant strip as can be seen illustrated in Boggs. Also the Crete labels are vertically se-tenant in the British Library's sheets, but are also known horizontally se-tenant.⁷



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Figure 2 - Courtesy of the British Library.

Well your editor has found four strips of the four Newfoundland and the two Crete labels in the same strip. What is unusual is that they are vertical strips, see *figure 3*. This means that there were at least three different plates used to produce these labels. Probably each design was a separate cliché and they were rearranged as additional printings were necessary. It seems every time a little of the fog surrounding these labels lifts, another bank rolls in.

On the five cents value under the words FIVE CENTS can be found the name and address, 'A. BAGUET GR 58 STRASBOURG PARIS' - 'GR' is the French abbreviation for engraver. Rue Strasbourg is now Rue du 8 Mai. It is from this inscription that these labels take their name, 'PARIS ESSAYS'. In the margin above some three cents and some ten cents can be found 'WILLIAM B. HALE' and 'WILLIAMSVILLE, MASS USA' respectively. Around the turn of the century, William B. Hale was a travelling stamp salesman based in Williamsville, Massachusetts, in other words, a satchel dealer. His ethics were not of the highest order. For example, in 1906 while living in Williamsville, he was accused by J. M. Bartels of Boston of selling United States newspaper stamps with forged cancellations to customers in Germany. Although Hale agreed to make restitution, Bartels indicated that the case had been reported to the authorities.³

When Hale died in 1936 in the federal penitentiary in Atlanta, Georgia; found among his possessions were a number of handstamps and cancellation blocks for forging postal markings, including several from British North America. Photographs of the impressions from Hale's devices were published in the 20 December 1936, 20 January, and

20 February 1937 issues of POSTAL MARKINGS from which the illustrations in *figure 4* were taken. The exact dimensions however are not known! It is not known to us if these markings were ever used on any cover or stamp. Fake cancellations attributed to Hale are known on USA's 'Black Jack' stamp of 1863 (SG 69). It is possible that Hale, after having the handstamps made, never got around to using them.¹⁰ If anyone has a cover or stamp with these markings, your editor would like to know about it.

William B. Hale's accomplice in this little production, A. Baguet, also served time in jail. Alfred Baguet was imprisoned for three months in Paris in 1922 for counterfeiting French and French Colonies stamps. Also, L. N. Williams has traced other Cinderella stamps to Alfred Baguet. In the 16 March 1987 edition of LINN'S STAMP NEWS, Mr. Williams identified two Crete labels as Baguet creations. In the same article the Crete labels are linked to these Newfoundland labels. As can be seen in *figures 2 and 3*, The Crete labels are physically linked to the Newfoundland labels as they were printed from the same plate. Mr. Williams was able to locate Alfred Baguet in 1906 at 4 Rue St. Laurent which is just around the corner from 58 Rue Strasbourg where he had a studio and print shop.⁶ The circumstances that put William Hale and Alfred Baguet together to create these labels is still a mystery.

While Winthrop Boggs and Robson Lowe both called these labels essays, in truth they are bogus creations. Being bogus creations they were created in a fog and some of that fog is likely to be with them forever.

References

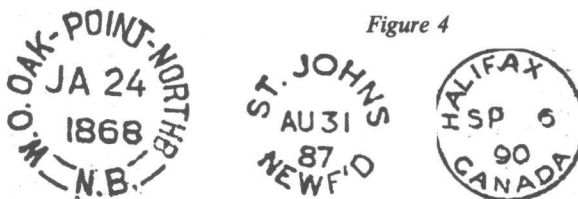
1. MORLEY'S PHILATELIC JOURNAL, London, England, vol. II, no. 3. March 1901, p. 24; vol. II, no. 5, May 1901, p.40; vol. III, no. 4. April 1902, p. 32.
2. Boggs, Winthrop B., "The Postage Stamps and Postal History of Newfoundland," Chambers Publishing Company, Kalamazoo, Michigan, 1942, p. 176.
3. Tyler, Varo E., "Philatelic Forgers, Their Lives and Works," Robson Lowe Ltd., London, England, 1976, p. 19.
4. POPULAR STAMPS, Alton, Ontario, vol. V, no. 11, December 1942, p. 3.

Figure 3

5. Williams, L.N., "Newfoundland: Mysterious 'Paris' Essays of 1900," STAMPS, November 1982, pp 41 & 43.
6. Williams, L.N., "Alfred Baguet Engraver, Printer, Forger," STAMPS & FOREIGN STAMPS, April 1986, pp 30-34.
7. Williams, L.N., " Crete 'Essays' are Really Cinderellas," LINN'S STAMP NEWS, March 16, 1987, p. 40.
8. Williams, L.N., "Mystery of Newfoundland 'Essays' Unravels," LINN'S STAMP NEWS, April 20, 1987, p. 24.
9. POSTAL MARKINGS, Verona, New Jersey, vol. 6, no. 7, December 20, 1936, front cover and p.77; vol. 6, no. 8, January 20, 1937, front cover.
10. Laurence, Michael, "New Info on Stamp Faker William B. Hale," LINN'S STAMP NEWS, July 27, 1987, p. 3.
11. THE ENCYCLOPEDIA OF BRITISH EMPIRE POSTAGE STAMPS 1639 1952, Volume V, THE EMPIRE IN NORTH AMERICA, Robson Lowe Ltd. London, 1973, p. 479.



Figure 4





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FIFTY YEARS AGO - August 1942

By Kim Dodwell

Ask a Canadian what the single most momentous day of World War II was and there is a good chance the answer will be the single word 'Dieppe'. On 19 August 1942 Canada suffered more casualties than on any other day of the war, and lost more prisoners than in the whole of the subsequent campaign in Europe. The controversy surrounding the disaster still rumbles on.

Nearly 5,000 men of the 4th and 6th Brigades of the 2nd Canadian Infantry Division landed at dawn on the beaches around the French Channel port of Dieppe. By the same evening less than half of them were back in England, with over 2,500 of their comrades left behind killed, wounded and/or prisoners. The German defences were unexpectedly strong, the covering fire for the Canadians inadequate, and no amount of gallantry, of which there was plenty that day, could prevent the greatest of all wartime raids from ending in disaster. The Royal Navy lived up to its best traditions in landing the troops and bringing off survivors under devastating fire, the R.A.F. (with significant R.C.A.F. support) had a tremendous battle with the Luftwaffe overhead, the British Commandos on either flank achieved results varying from brilliant to unfortunate, but on the ground the Canadian part in the enterprise predominated, and they bore the brunt of the casualties.

One of the purposes of the raid was to provide a dress rehearsal for the invasion of Normandy 21 months later. That the lessons learnt were put to such good use and saved so many casualties on D-Day is put forward as justification for Dieppe. Whether these invaluable lessons could have been learnt more cheaply will always remain a source of controversy, particularly among Canadians. Many books, many thousand of words have been written since in analysis, defence and accusation. With military history so well covered it is perhaps surprising that the postal history of the raid is meagre, but no Field Post Offices were directly involved, and the postal historian has to make do with letters written by participants before and after the raid.

This tobacco receipt card is one of several types printed by different suppliers of 'smokes' to the Canadian forces, and they are a subject for collection in their own right. This one has been cancelled by the Canadian-type c.d.s. B.T.C.I. of Field Post Office CA-1 which served the 1st Armoured Brigade. This comprised three tank regiments and one of them, the Calgary Regiment, used the unique tank-shaped frame to its Orderly Room handstamp. It was also unique in being the only

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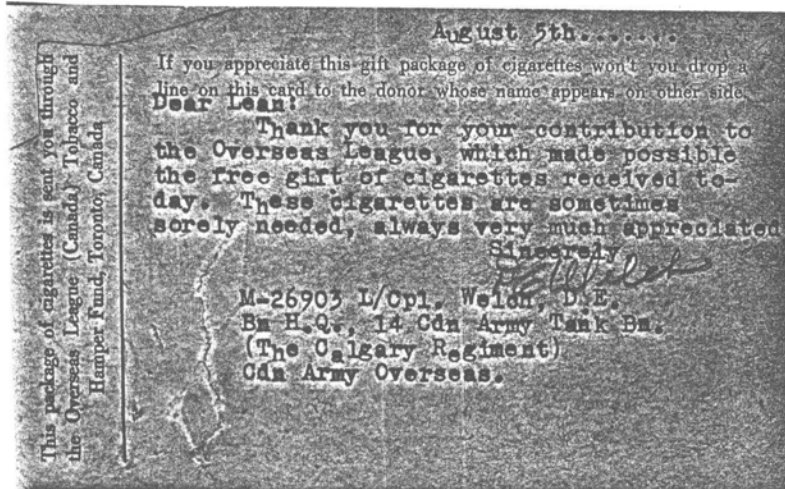
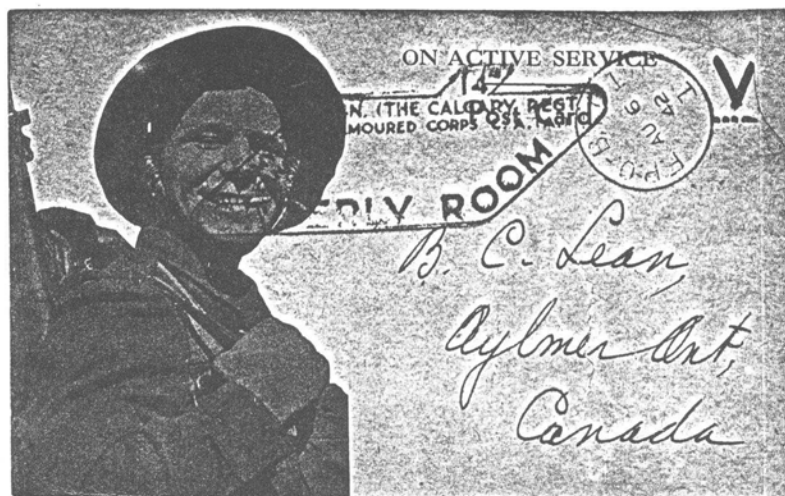
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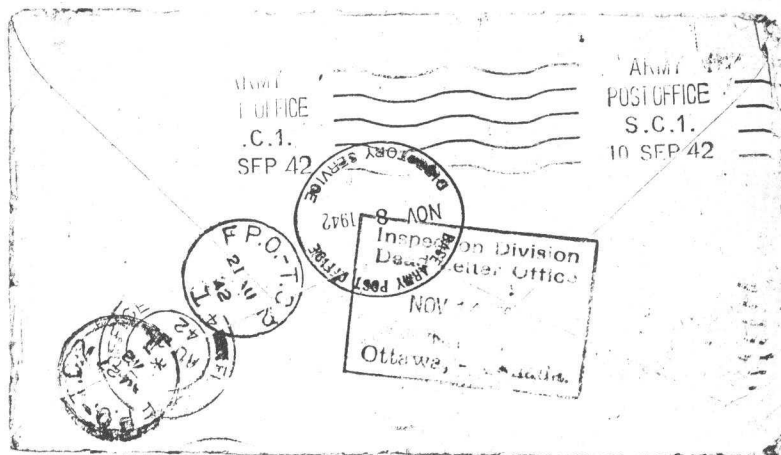
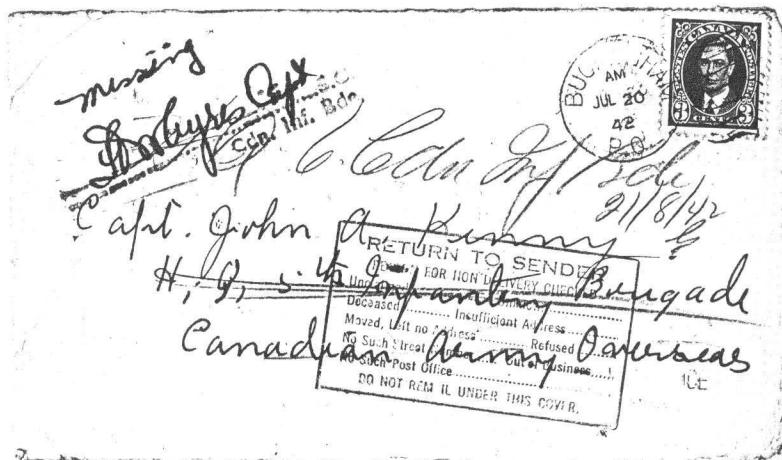
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armoured regiment involved in the Dieppe raid, 13 days after the postcard was posted. Ten naval landing craft carried 30 of the Calgary's Churchill tanks in the first wave, including the battalion H.Q. to which L/Cpl Welch belonged. Four of the L.C.T.s were sunk and others were badly damaged, but 29 tanks were landed and fought with varying success until, either bogged down in beach shingle, or with tracks shot off and all ammunition expended, they became spoils of war for the jubilant Germans. Of all the crews in them, only one man returned to England that evening.

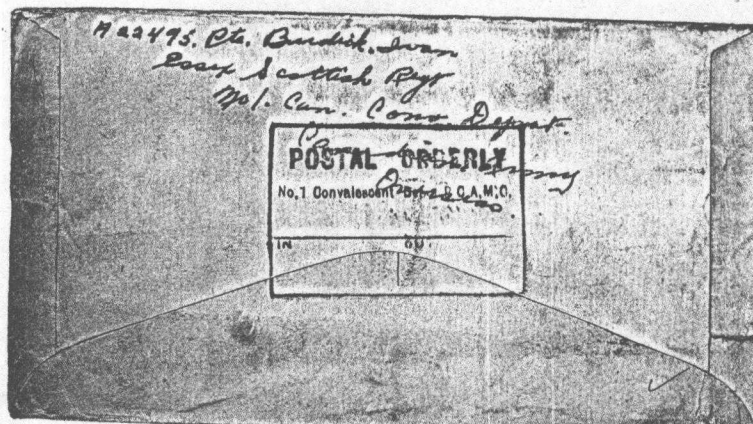
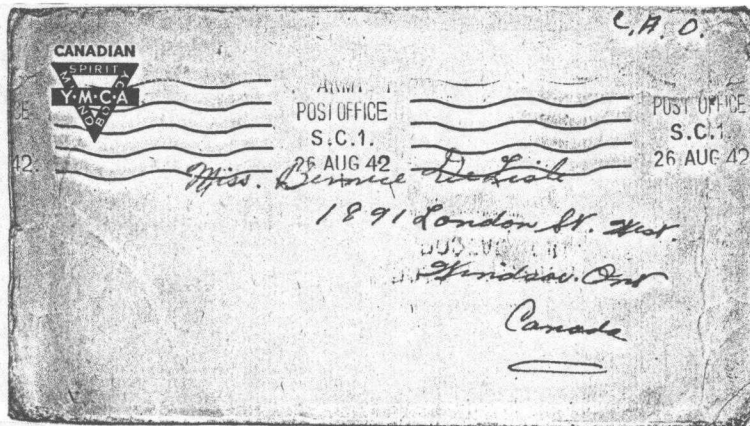




Capt. Kenny had been Staff Captain of the 5th Infantry Brigade until shortly before 19 August 1942, when he was transferred to the staff of 6 Brigade. The former did not take part in the raid, the latter did. On that day most of 6 Brigade H.Q. became casualties as they tried to get ashore, and Capt. Kenny became a P.O.W. The surface routed letter arrived too late, and his replacement marked the cover as 'missing' and sent it back to Divisional H.Q. where the Canadian-type 'T.C.2' c.d.s. was applied for the second time and the letter was sent on its way back. It went via the Canadian Postal Corps H.Q. at Acton (S.C.1.) then to Ottawa for the B.A.P.O. Directory Service mark before going to the

D.L.O. where it would have been opened to find the sender's address and placed in an 'ambulance' envelope for the final leg of its fruitless journey.

From the several covers of the Burdick - De Lisle correspondence I have, Pte Ivan Burdick was in H.Q. Coy. of the Essex Scottish Regt. (4 Brigade) before the Dieppe landing, and was back with the same battalion by October. This, the first letter after 19 August, is from No.1 Convalescent Depot, so he must have been one of the 27 men of the Essex Scottish who returned to England wounded. Of the unwounded who returned, there were only 25, out of the 553 who had embarked 24 hours before.





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SMALL QUEENS - Reflections on some theories by John Hillson FCPS.

The study of the Small Queens has something of the appeal of a good detective story. One has a few facts, a few clues, often conflicting, which may or may not be fully appreciated, and little else, from which to try to deduce the correct history of this most intriguing of issues.

The Move to Montreal

What does one have to go on? In 1946 Winthrop Boggs proved beyond doubt that the printer's early operations, the British American Bank Note Company, were centred in Ottawa and not in Montreal, as had been believed previously. From details of the printing contract, proposals and counter-proposals it is clear that the company wished to locate and print in Montreal, but the Government required the work to be produced in Ottawa. It is on record that each printing plate was to be capable of printing 25,000 impressions before and 15,000 after repair, except where 'the patent green is used' (e.g for the two cents) as it was considered particularly harsh. This condition was very conservative and, thanks to the Duckworths, father and son, we also know that the printers were able to invoice for a repair, and invoice for a plate, after the requisite number of sheets had been printed, whether such work had actually taken place or not.

Archives show that a fire occurred in the press room shortly after the introduction of the first Small Queen, the three cents in January 1870. As a consequence the Board of Directors minuted that a request be made to the Post Office Department to allow them to transfer operations to Montreal, and they authorised the purchase of the lease of premises in that city in anticipation of this permission being granted. Moreover, from 1871 all correspondence from the P.O.D. was addressed to the new Montreal premises, and this has led to some speculation that printing operations had been transferred as early as that.

Two other important factors exist which tend to be overlooked; first, a contract is a contract is a contract, one party to it cannot change its terms without the express written permission of the other party; second the British American Bank Note Company was a commercial operation intent on making a profit - and presumably it still is.

In his book Boggs advanced a number of theories regarding the issue which are now seriously being questioned and it is apposite to assess the theories and counter-theories. They are:

1. Transfer to Montreal took place in 1874, shown by the ten cents plate issued in that year from which the imprint had dropped 'and Ottawa'.

2. The reason for the reduction in size from Large to Small Queen was to facilitate production. As the overall size of a Small Queen twin plate of two panes of 100 subjects each was little larger than a single pane 100 subject Large Queen plate, twice as many stamps would be printed at a time.
3. The decision to reduce the size of the stamps was taken by July 1869.
4. By implication all the first Small Queen plates were twin pane format.

It was in April 1875 that the writer first suggested that perhaps the move to Montreal took place earlier than 1874. Having been weaned philatelically speaking on British stamps, I was aware that even in modern times a change of printing venue inevitably meant a change in the physical characteristics of the product and no such significant change is to be found in 1874. It is to be found in 1873 and I argued that transfer probably started at the end of 1872 and continued through 1873 being complete sometime during that year. For the first time, but not the last, the wrath of the gods descended upon my head; it still amazes me how uptight some students become when a pet theory is challenged, particularly when we are all dealing with conjecture anyway. However, no one would seriously dispute today that the move took place before 1874 and I have seen nothing in the last 16 years to change my view of the date. Nevertheless, because of the board minutes cited above, and because of the address to which correspondence was sent, from 1871, some will argue that that was the actual date. I do not think so. First is missing any record of permission from the P.O.D. for production to be moved; if it had been forthcoming such a vital concession would have been recorded. Second it is not unknown to have an office in one location and the works at another. Third there is no significant difference in the appearance of the stamps produced from 1870 until the end of 1872.

A Question of Size

Now as to the reduction in the size of stamps. We know from the records that, due to the rapid rise in mail carried, from the beginning the printers had difficulty in keeping up with orders. Boggs' reasoning seems impeccable. But there are some who appear to think that if it is in Boggs it has to be wrong. The real reason for the change, they say, is that the size of the Large Queens was unpopular, and a letter has been found from a minister of religion which proves it. Thus we have what must have been the fastest reaction to church pressure by any government since Henry II of England submitted to being flogged in penance for Becket's murder. Had unpopularity truly been the trigger would there not have been letters in the contemporary press, signed perhaps 'Disgusted of Toronto' regarding the inconvenience of the Large

Queens? Would not the contemporary press, both lay and philatelic, have mentioned something to the effect that 'bowing to public pressure, the post office has now released the first of the new small format stamps' instead of the simple statement that the three cents in the reduced size had been issued?

Further if unpopularity had been the rub, one might have expected to see a rapid withdrawal of the offending stamps, rather than the desultory progress that was never completed inasmuch as the 15 cents Large Queen was never replaced, and the 12½ cents fell out of use around 1879 due to postal rate changes, although Small Queen dies and, in the case of the latter, a plate, had been made for both values.

When Were the Plates Made?

Until the Duckworths' book on the Large Queens was published, it was assumed that Boggs was correct when he stated that the decision to reduce the size was taken in July 1869, citing as he did the report in the American Journal of Philately of 20 Aug, 1869. The Duckworths argue that the decision was taken very much earlier, and that they believed they had identified invoices relating to the making of Small Queens plates as early as April 1869. What gave rise to this theory is an apparent discrepancy between the number of one cent Large Queens issued before the first delivery of one cent Small Queens and the number believed to have been printed. They argued that only 9,600,000 Large Queens were printed, not 12 million, because of the appearance of the small one cent in March 1870, at which point only that number had been issued to the public. To be correct that meant that the delivery of 3 million one cent stamps in June 1869 was of the small size; in turn this entailed the plate being identified with that invoiced on 30 April, 1869. It is nicely thought out.

I believe a number of points have been overlooked. Firth mentions in his book on the 15 cents that during the mid nineties, i.e. the mid period of the second Ottawa period, shades of this stamp in definite Montreal colours and papers were issued to the public in significant quantities. The conclusion to be reached from this is that the P.O.D. stacked any fresh delivery from the printers on top of the old stock, and indents from post offices were met by issuing sheets from the top of the pile. It was a case of last in, first out.

A delivery of 300,000 Small Queen one cent stamps was made to the P.O.D. in November 1869. These were put on top of the last delivery of Large Queens, the 3 million delivered in June, or what was left of them. This small delivery was issued while a considerable stock remained of the large stamp. The evidence? The incidence of dated one cent Large Queens is much higher in the first three quarters of 1870 than is Small.

Next, as I said earlier, the printers were in business to make a profit, and, as the Duckworths themselves showed, an invoice on work on a plate might only mean that the requisite number of sheets had been printed, and no work had actually been undertaken. The two and six cents values in the new size were not issued until 1872. Why tie up good working capital for some three years when it plainly was not necessary; why also run the risk of plates made too early in advance of need becoming so damaged by corrosion as to require expensive repair, or even replacement? This, almost certainly, was what happened to the Large Queen five cents plate made in 1868 and put away for seven years. The fact that the issued stamps have a different imprint to the plate proofs made in 1868 indicate a new plate; once made the printers never bothered on any other occasion to change the imprint on a plate, whatever it read, and wherever they were located. To make plates too early does not make commercial sense.

Finally there is the evidence of the Sample Sheet. This had impressions on it of every stamp, revenue and postage, that the printers had dies of at the time it was made. It included four impressions of the one cent Large Queen. The five impressions of the half cent denomination, which is a Small Queen in size, was balanced by five impressions of the small one cent. It is believed it was made in the autumn of 1869. If the contention that the Small Queen plates were in existence much earlier, why were examples not included? It could not have been for security otherwise no Small Queen would have been included as at that time none had been issued. They do not appear because they did not exist. They did not exist because the decision to reduce the size of the stamps was taken in July 1869, as reported in the philatelic press mentioned above, and when the sample sheet plate was made there had been time to make only the one cent Small Queen die.

One Pane or Two?

Next one turns to the question of the format of the plates themselves. Some now believe the early plates were all single pane 100 subject plates. Boggs, in other words, is wrong again. The ten cents, certainly, as he says, was a single pane plate. Based on information published by Hans Reiche in 'Topics' the writer showed that the logical conclusion of that research was that the early six cents plates, of which we now know there were at least three, and possibly four, were also single pane plates, so Boggs was adrift on this one. However the requirement for both the six and ten cents was low in relation to the one, two, and three cents. Sufficient pieces survive from the original two cents plate, made actually in 1871, to prove it was a twin-paner. Insufficient evidence has survived on the other two to be positive one way or the other, but given that

Boggs' hypothesis that the reason for the change was to cope with ever rising demand, and given that commercial firms at any particular time tend to adopt a standard practice, the writer inclines to the view that those plates also, were twin paned.

It is undoubted that at best one can only weigh one theory against another; that at any time a piece of hard evidence may be found that supports one in favour of the other, or perhaps scuppers both. Some of the new opinions have been the result of much study and thought, But at best, as things stand, they are non proven. Perhaps time will tell.

Op.Cit. The Postage Stamps and Postal History of Canada. Winthrop S. Boggs
The Large Queen Stamps. H.E. and H.W.Duckworth.
Canada Fifteen Cents of 1868. L. Gerald Firth
"Letters to the Editor". Maple Leaves Vol.15 No.8 p.237 April 1975
Location of the Montreal and Ottawa Printings of the Small Queen
Issue. J.E.Nixon & W.L. Simpson 'BNA Topics' No.374
New Information on the Six Cents Small Queen.Hans Reiche FCPS BNA
'Topics' No 412
'BNA Topics' No.414. Letters

BOOK REVIEW

Newfoundland Specialized Stamp Catalogue

(Second Edition) by Walsh and Butt, published by Walsh's Philatelic Services, 9 Guy Street, St John's, Newfoundland, AIB IP4.

The first edition of this catalogue, published in 1988, was widely acclaimed by those with an interest in the philately of Newfoundland. Although titled as a catalogue, it is a combination of catalogue and handbook, amounting to 140 pages in a spiral-bound format. Major new features in this edition include monochrome photographs of the stamps and post cards along with more than twenty photographs of 'First-Flight' aircraft. Other additions are 'Officially Sealed' stamps, 'Postage Paid' cancellers, armed forces cancels, registration labels and an expanded list of post offices detailing the various types of postmark used up to the time of Confederation.

The second edition is highly recommended and Messrs Walsh and Butt are to be congratulated on the quality and breadth of their research. Copies will be available from the Handbooks Manager, Derrick Scoot, priced at around £15-00 (to be confirmed).

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RECORD PRICES IN A 'BUYER'S' MARKET

A special report from the Yellow Peril

Despite a poor economic climate; an unpopular and unappreciated field, i.e., first day covers, fetched spectacular prices. At the June 1992 Sissons (Toronto) sale three Admiral registered first day covers were sold at record prices. Each was franked with a plate number (All5, All6 and All7, respectively) block of six of the 1926 2c on 3c two-line surcharged stamps. The covers, estimated to bring \$250+ each, fetched a total of \$4100 (\$1050 - Plate 115, \$1050 - 116 and \$2000 - 117), almost five and a half times valuation. The realizations do not include the buyer's premium or any sales tax.

The record prices not only surprised the auctioneer, both bidders and the floor, but posed some interesting questions as well; for example, are first day covers finally coming into their own and is it possible for collectors to get in on the ground floor? One wonders too if a display of first days in a BNA competition will ever take a high award.

Another FDC Sold

On 17 June R. Maresch & Son (Toronto), sold a first day cover of the 1859 10c dark chocolate brown Prince Consort stamp. The cover, described (justifiably) 'undoubtedly unique' was estimated to fetch \$7,500. It was knocked down for \$6,750 - just 10% below estimate.

This rare stamp in 'very good' condition is catalogued \$1,000 in the current 'Unitrade Specialized Catalogue of Canadian Stamps' (\$2,750 for fine, \$6,000 for very fine) and \$3,000 on cover. Considering the interesting price range for this stamp, the \$6,750 price realized- even with 10% premium added - is far from being an excessive amount to pay for the privilege of possessing this 'once-in-a-lifetime' gem.

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GROW WITH THE ROYAL

PINS AND PERFORATORS

Philip Mardsen commented in *Maple Leaves* (April 1992, page 325) about pins per inch in perforation measurements. Let me contribute by showing a couple of photographs of a sheet-fed line perforator. Figure 1 depicts the Rosback line perforator and gives a general idea of what such a machine looks like. The wheels are edged with pins and, as they rotate, they perforate the paper fed along the table below them. They can be adjusted to different distances apart from each other, but the thickness of the wheel sets a minimum size for any stamps that might be perforated by them. One can also see that if the paper is misfed or jams, then crazy perfs will result.

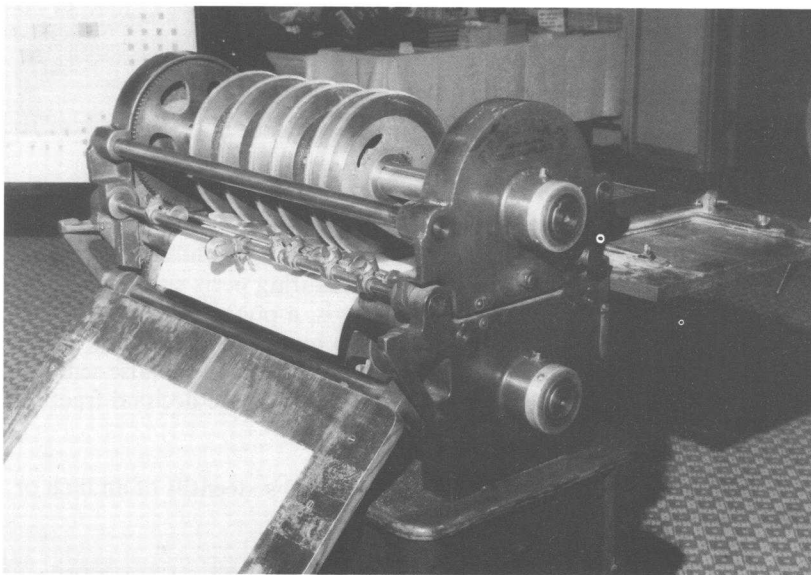


Figure 1. The Rosback line perforator.

Figure 2 shows a close-up of the perforating wheels. Each groove on the wheel lines up with a pin. There are 16 pins per inch on the wheel. It is easy to see that if a pin is bent or broken the perforation will change correspondingly. The markings on the wheels are in the Imperial system. Strong supporter of the metric system that I am, I have never had much patience with the business of measuring perforations per two centimetres. The printers of BNA stamps used Imperial, and any

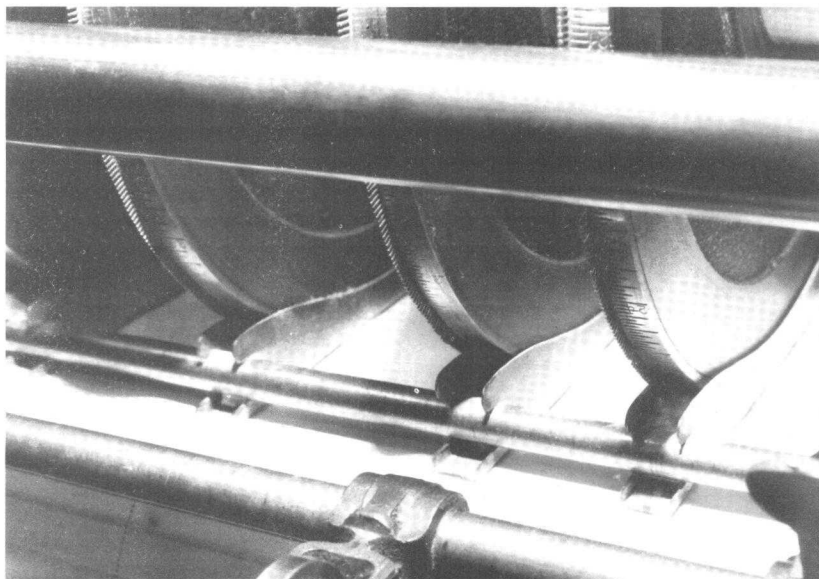


Figure 2. The perforating wheels in close-up.

attempt to measure perforations in any other system will always lead to inaccuracies. While it is too late to change the philatelic way of measuring perforations, any attempt at measuring perfs such as 11.1 or whatever, should be recognized for what it is, a poor approximation of reality. Coupled with paper changes due to humidity or soaking, it can be seen that fractional measurements of perforations give a false sense of accuracy. The margin of error will be greater than the decimal fraction of the perforation measurement.

To sum up then, perforating machines used sixteenths of an inch or other fractions of an inch as the case may be.

John Hillson, FCPS

THE KIUSALAS GAUGE

Major Marsden's comments on the article that appeared in the January '92 issue were most interesting and he put his finger on perhaps the main drawback with this device; namely that because it is printed on aluminium it is useless for stamps on cover, and stamps on cover, properly backstamped are the only proof positive of a particular period of use. The other serious drawback is that, other than to a devoted band

of adherents, citing measurements in 'Kiusalas' is gibberish to the vast majority of stamp collectors, some of whom, hopefully, will be attracted by the lure of the Small Queens. I, too, am a devotee of the 'Instanta'; mine also is about 40 years old, and with a 4cm gauge which checked dead on against a steel rule.

There are a couple of points raised in Major Marsden's article on which I would like to comment. First I presume the 'rare and elusive perforation' referred to is perf 12.5. What evidence there is suggests that the 3c. with this perf was produced in January or February 1870, not mid-summer. In any case it is highly doubtful that ambient temperature would account for half a hole per two centimetres difference from the normal perforation of c12. Second, paper is described as being stable - it is anything but. While it would be more or less dry when being perforated, it would absorb some moisture from the atmosphere, and that would vary according to the time of year. In order to avoid foxing, those of us who value our treasures keep them in pretty dry conditions, which means that the specimens are almost certainly a little smaller than when they were produced. Which in turn means that too much importance is attached to minor differences in perforation, in the same way it used to be given to minor differences in paper.

Finally, the calculation that the width of a sheet of Small Queens should come out close to 8" is also pretty accurate; taking it from the centre of the extreme perforation rows, however well or badly centred, it generally comes out at 7 and 15/16ths.

George B. Arfken

KIUSALAS GAUGE

Perhaps I may be permitted three comments on Philip Marsden's article 'The Kiusalas Gauge' in the April 1992 Maple Leaves. (1) While I continue to believe that the 19th century British, Canadian and American machinists measured center-to-center spacing in thousands of an inch, Mr. Marsden's suggestion of pins per eight inches is an interesting and thought provoking alternative. (2) The discussion of the small variations to be expected in perforations is a welcome reminder that we should not expect absolute exact agreement with the Kiusalas gauge or with any catalogue-specified gauge. (3) Mr. Marsden leads to an extremely important point when he writes "(the Kiusalas gauge) presents a series of finite gauges thus one can test an item against the gauge and say whether it matches or not" Quite so. As Mr. Marsden notes, the gauge is not a perforation gauge in the sense of the Instanta.

Strictly speaking, the Kiusalas gauge is not intended for measuring the perforation. The Kiusalas gauge, with a finite number of alternatives, is intended for determining which of a finite number of perforation wheels was used to perforate the given 19th century Canadian stamp.

I am indebted to Harry Lussey for a number of fruitful discussions of these points.

Bob Bayes

LATHEWORK

In regard to Jonathan Rosers letter reported in the April 1992 issue of 'Maple Leaves', on the lathework of the 10c 'Blue Admiral' (Sc 117), one quickly learns when dealing with most issues of stamps, and the 'Admirals' in particular, never to make an absolute judgement.

Illustrated is a block of Sc 117 in my possession showing full lathework.* If one takes the time to view the plate proofs it will be seen that all have full lathework.



In all cases the lathework is never worn but appears incomplete when printed by the wet process, research of which was done by Daniel Rosenblat and reported in 'Topics' (May 1970). His research shows that wet and dry printing, not plate wear, makes this difference.

One can assume a great many more examples of full lathework are extant in

the philatelic community, and only luck and opportunity precludes many from owning them.

**Editor's Note: Bob actually sent illustrations of three different blocks, all showing full lathework.*

FROM THE SECRETARY

PROPOSED RULE CHANGES

In accordance with Rule 28, the following proposed amendments to the Rules have been received and are to be tabled for consideration at the Annual General Meeting to be held on Saturday 3 October 1992.

Preview; a proposal to lower the age of eligibility for membership to 15 years was tabled at last year's AGM but remitted to the Executive for further consideration. The following proposals have been prepared by the Executive.

Proposals:

RULE 3 Membership:

Replace '18 years of age' by '15 years of age.'

Add after the first sentence 'Candidates older than 17 years of age will be considered for full membership, candidates of 17 years and under will be considered for Junior Membership.'

RULE 6 Subscription

Add a further sentence

'The annual subscription for Junior Members will normally be half of the approved sum.'

EXCHANGE PACKET RULES

Add to item 6

'Junior members may receive the packet provided that an appropriate undertaking, in a form to be specified by the Society, has been completed by a responsible adult and lodged with the Packet Secretary.'

NOTICE TO ALL MEMBERS

In the April issue I published a brief notice asking members who had any comments on any aspects of the Society to pass them on to me - Dr Charles Hollingsworth, 17 Mellish Rd., Walsall, West Midlands WS4 2DQ, so that, as Chief Executive, I could arrange for them to be discussed and generally looked into.

The result of this request was a NIL Response.

May I ask members to think on these lines again so that any comments/requests can be looked into at our meeting at Convention?

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Maple Leaves

PRINCIPAL CONTENTS

Canadian Rock of Gibraltar
Fifty Years Ago
People on the Stamps
R.P.O. Errors (10)
Kinmel Park Camp

405
409
413
419
422

Whole No. 240
Vol. 22 No. 12
October 1992



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THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

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Vol.22 No.12

OCTOBER 1992

Whole No. 240

EDITORIAL

With this issue we bring to a close volume 22 of 'Maple Leaves', an unbroken run of 46 years of publishing. An index is being prepared.

Whilst the Editor always offers his thanks to contributors as part of his annual report, it is worth reminding ourselves of the debt we owe to the relatively small proportion of our members who take the trouble to commit their research, their observations, even their yearnings, to print. Without them the Society would be very much the poorer. Most editors of journals such as ours have a recurring nightmare involving an empty in-tray and the arrival of the printers' deadline; happily this has not yet translated into reality in the case of 'Maple Leaves', though there has been the occasional close call.

Print costs continue to rise and, with them comes the almost inevitable increase in subscriptions, mercifully only 50p this year. We like to feel our members get value for money in their journal and can proudly point to a record total of 432 pages for volume 22. This compares to 386 pages in volume 21 and 344 in volume 20. The only time the 350 mark had previously been breached was with volume 15 when, with six issues a year, we published 356 pages.

MAP STAMP - PROOFS OF COLONIES AND OCEANS. by Fred Fawn

When studying proofs of the Map stamp, whether die or plate proofs, the black engraved part is certainly ubiquitous. Plate proofs can be found in a variety of single or two and three-colour combinations: engraved (black), engraved plus carmine, engraved plus ocean-colour and full three-colour ones (colour trials).

Die proofs are very rarely seen; however, occasionally some of the plate proofs do appear at auctions.

Having yet to see working proofs of either the carmine or the ocean colour part, I tried, unsuccessfully, to find either samples or references at the Canadian Postal Archives, Ottawa.

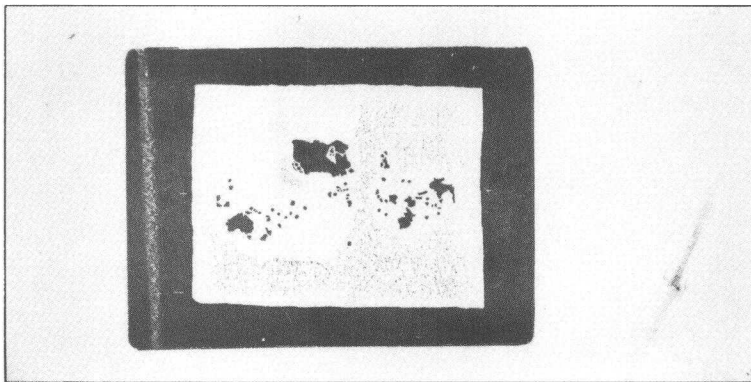


Fig.1 - Colonies

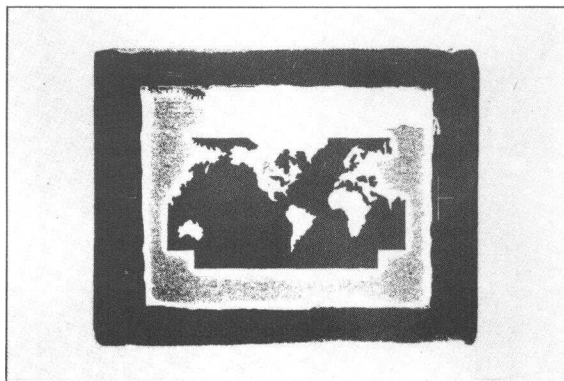


Fig.2 - Oceans

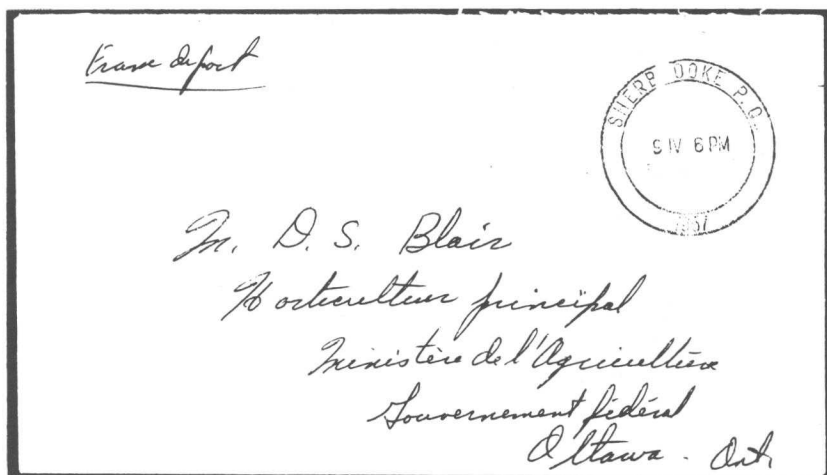
It is rewarding to see that these proofs do exist, (Fig. 1 and Fig. 2), thus offering an insight into the actual production of the stamp almost one hundred years ago.

ROLL OUT THE BARRELS

by J. Colin Campbell

Collecting Canada's short lived barrel cancels of 1955 to 1962 can be a 'barrel of fun'.

The current Maple Leaves members' handbook now lists them under 'Collecting Interests' while the Postal History Society of Canada sponsors a Barrel Rollers Study Group headed up by Dr. R.C. Smith of Ottawa.



Unusual use for a barrel cancellation

To bring attention to barrel collecting the illustration shows one of the several 'out of the ordinary' uses of this style of cancel in the form of a FREE FRANK. The Canada Official Postal Guide of 1959, pages 88 and 89 advises:

"Correspondence on public business may be forwarded free of postage to the following Federal Government Departments at Ottawa;-

Agriculture Department, etc."

Very few FREE FRANK barrels have been reported.

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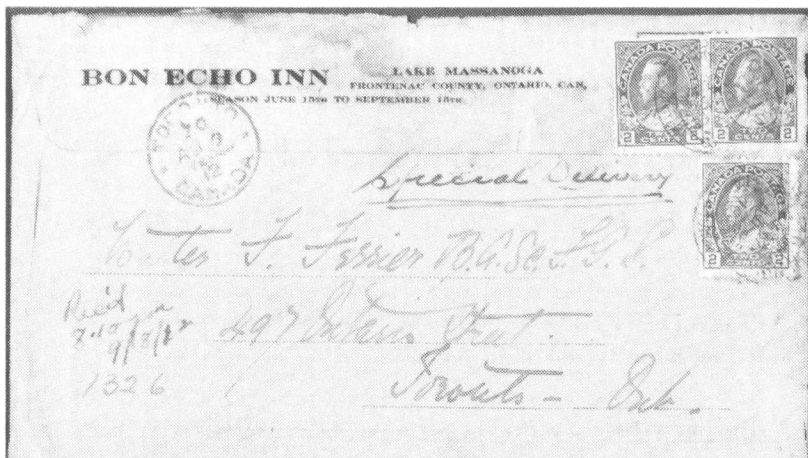
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THE CANADIAN ROCK OF GIBRALTAR

By The Yellow Peril

Photo by Canadian Stamp News

In 1899, a dentist from Cleveland, Ohio, Dr. Weston A. Price and his wife were captivated by the beauty of Mazinaw Rock in Eastern Ontario. They bought it and the adjacent lands and constructed on this property a handsome hotel which they called 'Bon Echo' because of the acoustical qualities of the giant rock towering over Mazinaw Lake.



Bon Echo Inn, Lake Massanoga advertising cover. The present name 'Mazinaw' Lake is believed to be a derivative of the Iroquois Indian word 'Massanoga' or 'Mishinog' meaning meeting place. The Algonkian word 'Mazinaw' however, means book, writing, painting, or picture, 'Mu-zi-nu-hi-gun'.

After some successful years at the expensive resort, Dr. Price, because of a personal tragedy, sold Bon Echo to Flora MacDonald Denison, a successful Toronto business woman and vocal advocate of women's rights, who wrote on women and labour for the newspapers. Together with other feminists, she established the Canadian Suffrage Association and campaigned on behalf of justice for women until her death in 1921. Apart from these activities, Mrs. Denison founded the Bon Echo Walt Whitman Society in honour of the famous poet. Devotees of his work, including Whitman's literary executor, Horace Traubel, who died at Bon Echo in 1919, frequently lectured there. Lines from Whitman's best known work 'Leaves of Grass', a complete account of human experience, were incised in letters a foot high on the cliff face opposite the hotel:



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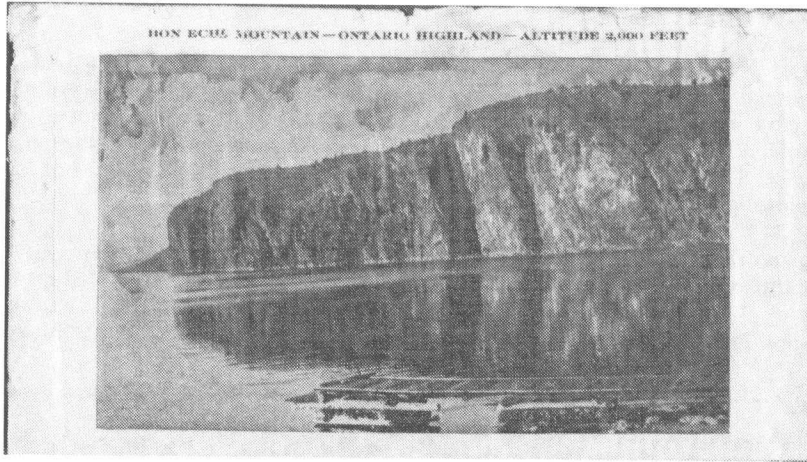
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"My foothold is tenon'd and mortised in granite
I laugh at what you call dissolution
and I know the amplitude of time"

Following her death, her son, the late Merrill Denison, took over the hotel which unfortunately did not prosper as the depression limited the number of people who could afford Bon Echo holidays. He was obliged to rent the property to the owners of a boys' camp and to a beer company. Late in 1936 the resort was destroyed by fire.



Bon Echo Mountain on the back of the above cover. Along its base is the largest collection of Indian picto-graphs of rock paintings in North America, as well as the 17 feet high Walt Whitman memorial.

Mazinaw Rock, one of the most imposing natural phenomena in Ontario, is mainly the result of what geologists call 'faulting'. A billion years ago the rock, like much of the surface of the earth, was molten. As it slowly solidified, internal heat and pressure resulted in the rock's becoming banded. Later, 'tilting' and 'faulting' occurred; i.e., pressure forced it up at an angle and, during a series of earthquakes, the east side of the rock rose while the west side sank. These processes are responsible for the rock's striking appearance today. Mazinaw Lake, with its sand beaches and shallow shoreline, is 880 feet above sea level and the rock rises approximately 375 feet higher still, to an altitude of 1255 feet, rather than the 2000 feet cited erroneously on the cover. Today most people refer to this extraordinary geological feature as 'Bon Echo Rock' or just 'The Rock'. It has even been called, 'The Canadian Rock of Gibraltar'.

Anyone visiting the Toronto-Ottawa area is recommended to visit Bon Echo Provincial Park, located between Toronto and Ottawa (Toronto-Bon Echo approx 270 km/Ottawa-Bon Echo 200 km), where excellent hiking, fishing, canoeing and swimming may be enjoyed. Visitors' services and camping facilities are second to none. The museum at nearby Cloyne and the Bon Echo Villa are also worth seeing. In the summer of '91, a post card depicting The Rock was available only at the Villa.

Reference:

'Leaves of Grass', lines 419 to 421, first edition 1855.

Walt Whitman, 1819 to 1892, a great American poet who celebrated life, freedom, democracy and the individual, was a tourist in Canada when he visited a close friend, Dr. Richard Maurice Bucks, head of the mental asylum in London, Ontario, in the summer of 1880. The poet, known for his magnetic personality and desire for a personal relationship with his readers, had a following in the United States and Canada.

Acknowledgment: Much of the above information was provided by Mr. Gary Sharman, Assistant Superintendent of Bon Echo Provincial Park.

Editor's note: The United States issued a stamp in 1940 to honour Walt Whitman.

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FIFTY YEARS AGO - October 1942.

by Kim Dodwell

No. 1 Squadron of the RCAF arrived in England with its own Hurricane fighters in June 1940, just in time for the Battle of Britain. It was the forerunner of Canadian participation in the air and was to prove of inestimable value. By mid 1944 RCAF Squadrons were providing most of the strength of No. 83 Group, the tactical arm of the 2nd Army in Western Europe in 1944-5; No. 6 Group, RCAF, had already become one of the most effective elements in Bomber Command's offensive. In addition, RCAF squadrons played a vital role in the Battle of the Atlantic, in Transport Command, and elsewhere. They were supported by many thousands of Canadian ground crew, including some women of the RCAF (Women's Division) the equivalent of the British WAAFS.

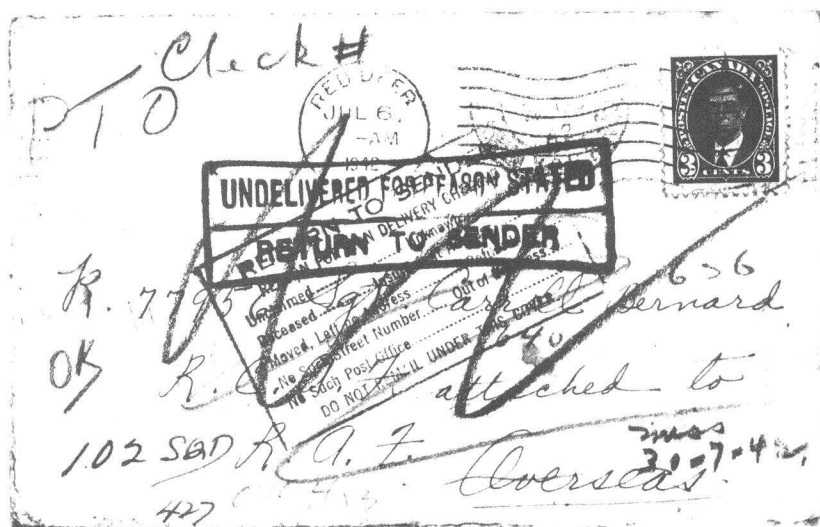
When a Canadian joined the RCAF in World War II, and volunteered for overseas service, he could have been posted after training to either a RCAF Squadron, or the RAF; early in the war the majority went to the latter. This was particularly the case with air crew, but many ground crew also found themselves in the RAF, so that, by the end of 1943, 60% of these volunteers were in the RAF. As more and more RCAF Squadrons came into being many personnel who had been 'RCAF (Attached RAF)' were transferred to the RCAF, but a still considerable number remained with the RAF right up to the war's end. Their contribution to the RAF was immense, and there was hardly an operation of any importance carried out by the RAF during World War II that did not have significant RCAF (Attached RAF) participation.

A collection of RCAF material can be formed in several ways. One based on the RCAF Squadrons is an obvious choice. The original numbering of the RCAF Squadrons in Britain was reorganised in early 1941, numbers 400 to 449 being allocated (the Australians carried on from 450), but Squadrons remaining in Canada retained their original numbers. The only RCAF Squadrons in Europe to remain outside the '400 block' (as Canadian collectors call it) were three Air Observation Squadrons, Nos. 664, 665 and 666. A tidy and finite collection of one cover from each squadron in the 400 block can be expanded to illustrate the various moves and operations in which each squadron was involved. Squadron histories are well documented, and writing-up is easy.

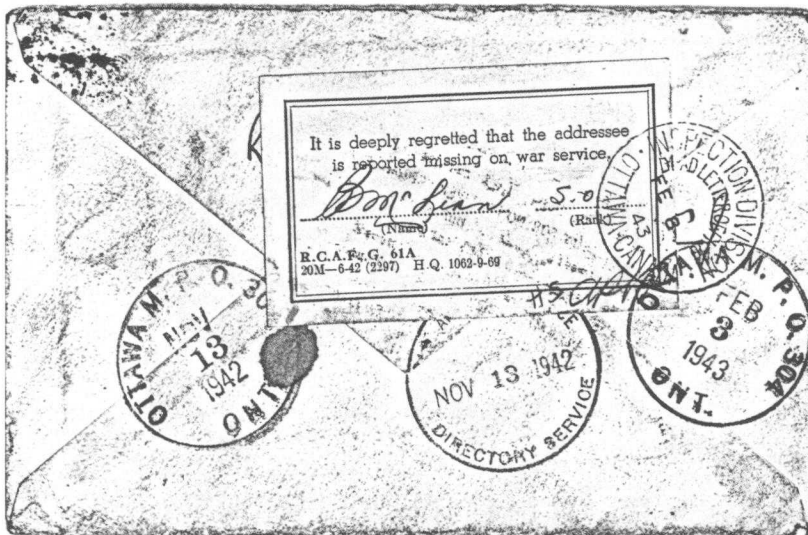
Another form of collection that also has its adherents is one based on the Field Post Offices that served the RCAF while overseas, and for this Bailey & Toop's 'The Canadian Military Posts - Vol. 2' is an invaluable help.

A third possibility is a collection of the many different Orderly Room handstamps, with considerable variation in format and wording, that were used by RCAF Squadrons to authenticate outgoing mail for concession rate postage. I can find no published work on these, so here is some unbroken ground for an aspiring pioneer.

I have left the subject of Canadians in the RAF to the last. Certainly a most interesting collection can be made, so many Canadians served in so many different units of the RAF, in many capacities, in many far-away places, that a collection giving full coverage would be vast, open-ended with no finite boundaries. A daunting task, but there is one significant advantage for the U.K.-based collector; it is the length of time these men spent in Britain, and the contacts that they made with the 'natives'. Much mail was written by Canadians to Britons, not only to girl friends, and fresh material surfaces from time to time with dealers and at auctions.



A sad result of the RCAF's heavy involvement was the number of casualties suffered. Starting with the 20 Canadian fighter pilots who gave their lives fighting with 'The Few' in the summer of 1940, the total rose inexorably. Fighter Command lost many, but it was the bombers that bore the brunt (No. 6 Group alone lost 3,500 air crew in 2½ years), and by the end the total RCAF losses were over 10,000, of whom 6,500 were serving with the RAF. It follows that sooner or later a collector of RCAF material will come across a returned cover, marked 'MISSING',



'POW', or 'REPORTED KILLED'. It may be thought macabre, almost ghoulish, to collect such material, but I feel that, provided the cover is respectfully and accurately written up, it keeps alive the memory of those who sacrificed so much, enabling us to collect in peace.

Fifty years ago, between its date of posting on 6 July, 1942, and its return to the sender in February, 1943, this cover appears to have been in some sort of limbo, while the fate of the unfortunate addressee was awaiting confirmation. After the original manuscript 'Miss (missing) 30.7.42' there are two 'O.K.s', and redirections to two squadrons, including 427 Sqdn, RCAF, which was not formed until 7 November, 1942, flying Wellington bombers. One possibility is that Sgt. Carrol managed to get back after being shot down the first time, but before this letter could catch up with him he was shot down again, and this time did not return.

REPORT FROM THE REGIONS

The South West Group resumed its annual meetings at the Bristol Federation Convention in August when, at an informal gathering, members showed sheets from their collection. We were pleased to have new member Colin Lewis join in the fun and to welcome a visitor to the meeting.



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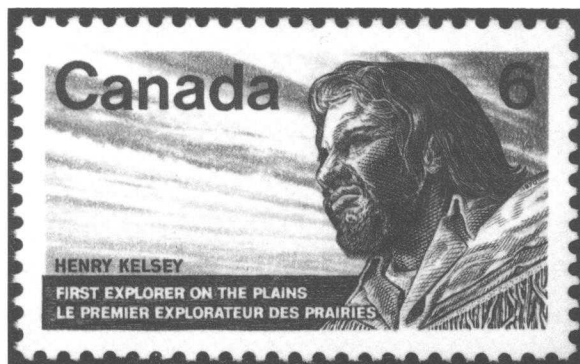
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THE PEOPLE ON THE STAMPS - HENRY KELSEY by Alan Salmon

*Because I was alone and no friend could find
And once yt in my travels I was left behind
Which struck fear and terror into me
But still I was resolved this same Country for to see.
Henry Kelsey his Book*

Only in this century has much of the story of Henry Kelsey's major expedition been known; his book describing it was discovered in Northern Ireland in 1926. He was the first European to see the great plains of western Canada, thick with herds of buffalo and populated by numerous Indians who had never seen a white man. The 300th anniversary of his birth was commemorated by the issue in Canada of the striking, multi-coloured 6c stamp of 1970 (SG 654, SS 512).



The Bay of Troubles

Around the end of the 17th century Hudson Bay was in a state of turmoil. In 1682 Louis XIV granted a charter to La Compagnie de la Baie d'Hudson, to be direct competition with the HBC. From then on there were armed clashes between the servants of the two companies; Radisson and Groseilliers (SG 1233, SS 1128) playing a prominent part on both sides, as was their wont. In 1686 things became more serious, an expedition of 100 soldiers and voyageurs struggled, 500 miles, from Montreal to occupy the posts at the southern end of the Bay: Moose Factory, Albany and Charles Fort. York Factory, a further 650 miles to the northwest was too remote to be taken in that campaign. Amongst the leaders of this force was a Pierre d'Iberville, who was probably the best fighting soldier/sailor that, dare I say it, Canada has ever had. In

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1688 the HBC sent out a task force to build a new post at Albany; though outnumbered, d'Iberville managed to overcome this new threat, seizing the new fort and three ships. Whilst all this was happening England and France were at peace, the militancy arose from the fur traders of Montreal and their government in Quebec; both disturbed by the trading invasion of Canada from the north.

Certainly the French had the best of these actions; the HBC men on the Bay and the Company in London seemed to have no real heart for the fight for their place on the Bay, the French were battle-hardened after 80 years of war with the Iroquois. Also the French used regular soldiers, no English soldier fought on the Bay. In 1689 war did break out between France and England. The HBC eventually, in 1693, recaptured Albany Fort; four ships were in the attack, it was found that the fort was guarded by five Frenchmen! Moose Factory and Charles Fort were abandoned by the French. The next year York was captured by d'Iberville from the sea; he renamed it Fort Bourbon. In 1696 two Royal Navy frigates recaptured it - the Indians coming to trade must have been thoroughly confused by this time, hopefully the reader is not. The HBC, as might be expected, was in financial trouble, from 1692 no dividend was issued for 28 years.

Still the see-saw continued; another French fleet was dispatched, it occupied York Factory in 1697 after a fight in which d'Iberville, with one ship, sank a Royal Navy man-o'-war, captured an HBC ship and put another to flight before his own ship sank. Again the situation changed rapidly, that month peace was declared between France and England, the HBC was left with only Albany. By 1702 it was war in Europe again; the situation of the Company was perilous, Albany received no ship, and thus no trading goods, in both 1703 and 1704. The HBC Governor there, Anthony Beale, reported to London in 1706: "The whole number of men and boys that continues in the country is but twenty-seven which God knows is but a few to defend your country...". Albany was attacked by 100 French and Indians from Montreal in 1709, but the defenders were alerted and the attackers driven off. The war continued until 1713, when the Treaty of Utrecht restored all Rupertsland to the HBC - perhaps the policy of retaining British regulars in Europe was correct! The Bay was then at peace for almost 70 years.

A Lad Arrives

During this maelstrom a young man, named Henry Kelsey, arrived. He was born in London, England about 1670; his birth-date is uncertain, it may have been as early as 1667 but not later than 1670. His parentage is also lost in the mists of history, but his most likely parents lived in Greenwich and were well-to-do. He became an HBC apprentice in 1684

and arrived in York that year. He was then to spend only three years away from the Bay, in nearly 40 years of service to the HBC.

Just a few weeks after his arrival York was captured by the French, they stayed only one winter; what happened to Kelsey is unknown. We next meet him in the winter of 1688-89 when he carried mail, when Indians had failed, from York to Severn; the round trip took a month. Kelsey was accompanied by a Cree boy, he had an affinity with the Indians and learnt to speak Cree fluently. He also enjoyed travelling, he became as good at it as the Indians. The HBC committee in London were aware of his abilities, noting he was "a very active Lad Delighting much in Indians Compa., being never better pleased than when hee is Travelling amongst them."

The same dispatch required him to join a ship-borne team to the Churchill River, that summer, to get the northern Indians to trade. A fort was built at Churchill, but the ship had great difficulty coasting north because of the ice. Kelsey suggested that he, and his Cree companion of the winter trip should go ashore and try to journey on land to the Dogribs. They landed about 90 miles north of Churchill and then travelled 140 miles further north, keeping near the coast. They met no one and the going was hard; the Indian lad was more a hindrance than a help, being scared of meeting other Indians. A disappointed Kelsey trekked back to Churchill. The next summer, 1690, he was sent inland from York "to call, encourage and invite, the remoter Indians to a Trade with us."

His Great Journey

He took with him samples of goods which were normally available at the Bay, including guns, tobacco, kettles and a lace coat. Another objective was to ensure peace amongst the Indians - Indian wars being a hindrance to trade. He set out in June from York up the Hayes River, with a heavy heart according to his book. His exact route is then uncertain; on 10 July he was at a place he called Deerings Point, after Sir Edward Dering, a deputy governor of the HBC. The prologue to his book is in verse, but he was no poet; presumably the effort was to amuse himself, he had travelled a long way, he estimated 600 miles.

*Through Rivers wch run strong with falls
Thirty three Carriages (portages) five lakes in all.*

He was with the Crees; probably on the Saskatchewan River, near the present The Pas. He appears to have wintered there, then he sent a report with the Crees on their annual visit to York. Further supplies were sent to him; in July 1691 Kelsey went further west, travelling 585 miles according to his estimate. He met the Assiniboine Indians, and

recorded descriptions of buffalo and grizzly bear; the first time a grizzly had seen a white man. He was now probably in the region of the Touchwood Hills. He then found the tribe he had been seeking, the 'Naywatame Poets', who were probably the Blackfoot group. He tried to make peace between them and the Assiniboinés, so that the Naywatame could come to the Bay, but in this he failed. Nevertheless he returned to York with a much larger number of Indians than usual; he had been away two years.

His was a major journey of exploration; perhaps it would be better described as pathfinding. He travelled with the Indians who knew where they were going; this was one of his major attributes, his ability to relate with the Indians. It was certainly a brave venture. Its effect on the trade of the HBC is uncertain; the occupations of Fort York by the French in 1694 and 1697 must have diminished the effect. The Company did little in the next 50 years to follow up the initiative, its men stayed on the Bay waiting for the Indians to come to them. Kelsey was given a gratuity of £30 for his efforts; his pay in 1690 was £15 a year.

Service to the Company

After wintering at York Kelsey returned to England after nine years on the Bay; he re-enlisted with the HBC and was back in York in August 1694. D'Iberville attacked the fort in September, Kelsey was given the job of negotiating the surrender; he was shipped to France with the rest of the occupants in the spring of 1695. He was back in London by the winter of 1695/96 and signed on again with the HBC; all wages had ceased the day the fort was surrendered. He sailed to the Bay with the fleet that recovered York in 1696, his appointment placed him third in command there. Events repeated themselves almost exactly - in 1697 d'Iberville attacked and Kelsey was given the job of negotiating the surrender. The prisoners were sent to France and Kelsey was back in London by the end of the year.

Albany was the one remaining HBC post, Kelsey was sent there in 1698. In 1701 he was made master of the *Knight*, a frigate that made annual voyages from Albany in the summer to East Main, there the crew wintered and returned with furs the next spring. He was now appointed chief trader at Albany earning £100 a year, a competent trader, traveller and mariner. He was also responsible for training; he produced an Indian dictionary which the HBC had printed so "that you may Better Instruct the young Ladds with you". He left Albany for London in 1712, in his old ship the *Knight*, to return in 1714 as deputy governor at York, which was to be surrendered by the French. He became governor at York in 1717 and was governor of the whole of the Bay in 1718, at £200 a year. He held this position for four years. In 1719

and 1721 he made voyages to the north to encourage the Inuit to trade at Churchill. In 1722 he was retired and died at Greenwich in 1724, aged about 54.

Henry Kelsey was a good servant, as trader and mariner, of the Hudson's Bay Company for nearly 40 years; rising from an apprenticeship to its highest overseas office. However, it is for his splendid pathfinding journey to the Canadian plains, into a great and unknown world, that his name will be remembered.

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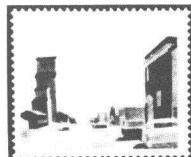
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CANADIAN RAILWAY POSTMARK ERRORS (Part 10)

By L.F. Gillam F.C.P.S.

"You see, but you do not observe, said Sherlock Holmes."

A. Conan Doyle

The construction of the Canadian Pacific Railway was the greatest civil engineering feat of the nineteenth century. Of that there is no doubt, not the slightest shadow of doubt. Of equal certainty is the fact that no other railway in the world has inspired so many historians to tell its story, not always unfortunately without occasional flights of fancy. It is not difficult to postulate why this should be so. Leaving aside the immense geophysical barriers that its engineers had to overcome in the Rockies and north of Lake Superior, account must also be taken of the primitive resources that they had at their disposal. In an age which lacked most of the mechanical aids that modern engineers can call upon, their almost exclusive reliance on man and horse power (plus the sometimes rather unsophisticated use of dynamite) undoubtedly explains why the C.P.R. held such pride of place in the hearts of Canadians until well into the present century.

In marked contrast to the momentous event encapsulated for all time in the photograph of the driving home of the last spike on the C.P.R., to which reference was made in my last article, is the obviously laid back attitude of those, both the humble and the exalted, who were present on that occasion. There is nothing in that uninspiring scene to suggest that the participants were aware that they were making history, and achieving immortality by posing for what is the most instantly recognisable photograph in the annals of Canada. On the contrary, a more solemn and unimpressive group of 'celebrants' is difficult to imagine. There were, however, reasons for this. Of the more humble sort gathered there, many would have been contemplating an uncertain future: hired men could be fired when their services were no longer required. This was no time for them to be throwing their hats in the air and cheering. Donald Smith had his own thoughts and worries to preoccupy him; no one more than he knew of the problems and difficulties which still lay ahead.

None of this, of course, was allowed to inhibit the gentlemen of the Canadian press. For five years they had marked the progress of construction almost mile by mile, and what they did not know they invented. With millions of avid readers scattered over a vast continent, and generally far removed from the scene of action, this was perhaps inevitable. Not for the first time, and certainly not for the last, the freedom of the Fourth Estate was exercised to the full.


A splendid flourish of journalistic licence, for example, led Donald Smith to discover that with a single sledge hammer stroke he had 'completed' the Canadian Pacific Railway! He must have smiled wryly at this when he read it a few days later in Port Moody, twelve miles from the intended Pacific terminus at Vancouver, which then rejoiced in the magnificently evocative name of Coal Harbour! Not to be outdone, and with a fine disregard for the stubborn facts of geography, other far seeing reporters stretched the railway 'from sea to sea'. Never mind that Montreal (or Quebec for that matter) was the better part of a thousand miles from the Atlantic. Indeed the resourcefulness of the Canadian Press knew no bounds. It was not every day that a top-hatted old gentleman in a frock coat took a stroll through the Rockies and just 'happened' to come across a group of railway navvies about to hammer home a length of rail. Much to his surprise, so the story went, he discovered that this was the last rail to be laid thus joining the eastward and westward bound tracks of the railway to which he had contributed so much. Never mind also that it was only just past nine o'clock on a cold and misty November morning in a virtual wilderness. How he prised the hammer from an astonished labourer's hand, and with a single blow drove the final spike home is now the stuff of 'history' or at least the kind of 'history' that newspaper reporters make, and none too fastidious historians copy. Just how a photographer also 'happened' to be about at the same time, and was thus able to record the event for posterity, was left to readers to puzzle out for themselves. After that, anyone who still thinks that the 'human interest' aspect of a newspaper report is something peculiar to today's tabloid press needs to have second thoughts.

Now before our editor reaches for his blue pencil I must cut this long story (or should it be 'tall' story) short. Far way from Craigellachie, in south eastern Quebec in fact, there were far-seeing men of a different ilk from those I have already mentioned. As early as 1870 a group of railway promoters had secured a charter to build a line from Lennoxville (near Sherbrooke) to Lake Megantic near the Quebec/Maine boundary. This 65 miles of line which rejoiced under the name of St Francis & Lake Megantic International Railway was opened for traffic in 1875 when talk, or rather argument and bitter political controversy about the long-proposed Canadian Pacific Railway, was at its height.

Quite clearly, like most other railways in the Eastern Townships of Quebec, any hope of its viability depended upon an American line that would provide an outlet on the Atlantic coast. Just how the C.P.R. (which reached Vancouver in 1886) extended its terminus at Monreal to Saint John, New Brunswick, by building, leasing, relocating and otherwise acquiring lines in southern Quebec and New Brunswick has

no place here. Suffice it to say that the St Francis & Lake Megantic International formed an essential link in a chain of lines which very quickly after their completion in 1889 became known as the C.P.R. 'short line'. Short, that is, because it cut across northern Maine to Vanceboro and from thence to Saint John, as opposed to the circuitous route that had been adopted by the Intercolonial Railway.

Needless to say, during the next 80 years, numerous railway post offices, apart from the Montreal & St John, operated over this 482 miles of line. one of these, which operated between Sherbrooke and Lake Megantic, between 1892 and 1919, and possibly longer, used a hammer reading SHER & LAKE MEGANTIE R.P.O. for at least five years. Almost certainly the Canadian post office did not replace the offending hammer, although undoubtedly it would have if a railway post office inspector had deemed it sufficiently important to do so. For that matter when, on 2 June 1889, the first C.P.R. passenger train reached Saint John, and the editor of the St John Daily Telegraph received a report that the Short Line was now a 'fixt fact' he did not bother to correct his subordinate's spelling either. This only demonstrates that clerical errors were not the sole preserve of the Canadian Post office!



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KINMEL PARK CAMP - MARCH 1919 by 'Mac' McConnell

Kinmel Park Camp has only one brief connection, in early 1919, with the Canadian Army and hence with the Canadian Postal Corps. During this time a tragic military event happened of which some postal evidence can be found.

Kinmel Park is a large tract of land just inland from the coastal resort of Rhyl in north Wales. It was selected, along with several others in the U.K. in March 1915, under the Defence of the Realm Act, as a site for a large training camp to accommodate Kitchener's New Army. Quite soon a camp post office was established complete with its own datestamping, sorting, distribution and despatch facilities.

By January 1919, two months after the Armistice, some 19,000 Canadian troops had been withdrawn from France and Germany and moved to Kinmel Park ready for repatriation. Kinmel was chosen because of its ease of access to the embarkation facilities at Liverpool.

The Canadian Postal Corps took over the postal facilities and added one handstamp of their own, a 29mm dia. temporary single ring skeleton dater with moveable type. It read REGISTERED at the top and KINMEL PARK at the bottom of the circle and in the centre above a single line date were the letters 'C.P.C.'

The normal KINMEL PARK CAMP B.O./RHYL double ring datestamp continued unaltered for letter mail.



Kinmel Park Camp Postmarks of the C.P.C. era.

A proposed outline for the repatriation of Canadian troops had been published (The Times, 8 Jan 1919) and then the plan proper (Times, 21 Jan) which envisaged a rapid return of the men for

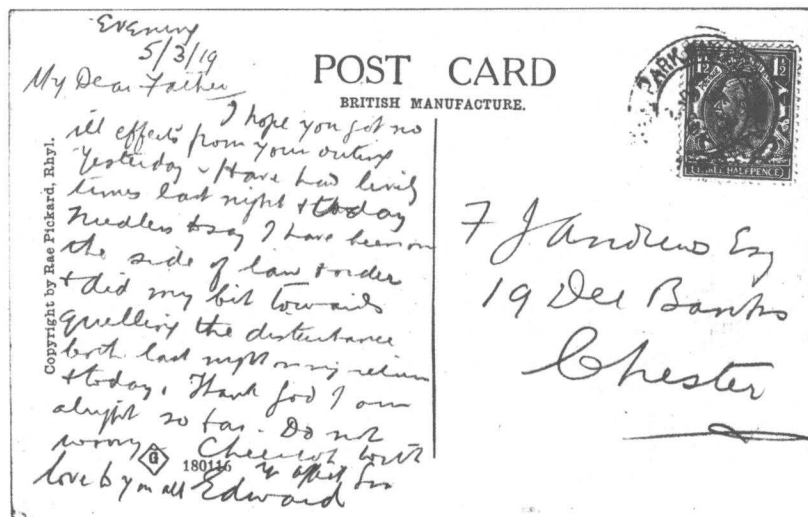
demobilization. This quickly ran into difficulties due to shipping shortages, a dock strike on the Mersey and ship's crews refusing to sail.

It was not until 3 March that troops of the 42nd Bn. Royal Highlanders of Montreal and the Royal Regiment of Halifax, 1686 in total, together with 400 others who had volunteered to serve in British units, left the Mersey on the White Star Liner 'Adriatic'. These were the first complete units to be repatriated to Canada.

Unrest

Feelings of frustration were growing amongst those at Kinnel who were not lucky enough to get away on the first draft. Kinnel Park Camp was arranged at this time not in battalions or fighting units but into areas corresponding to the Military Districts of Canada to which the men were to be returned for demobilization. The men were not retained in their original units but broken up and mixed as requested by the Canadian Authorities. The groups were run as separate camps and numbered accordingly.

On 4 March there were bouts of drinking and fighting in different parts of the camps.



The Mutiny Day card.

Drunken Riot

On 5 March Major C.W. McLean, officer in charge of Camp 20, heard of possible trouble in the camp at 10 am. At 2-30 pm a party of 100 men, some carrying red flags and a few rifles, came to the guardhouse. They were followed by a group of 2-300 others. The picket was turned out and Major McLean talked to the men. As he returned to the guardhouse to telephone HQ a shot was fired by the dissidents and Private Gillen (85th Can.Inf. Bn.) of the picket was killed.

Major Collier of Camp 19, hearing the commotion, called out his picket and went to the aid of Camp 20 picket. He found that many of the crowd were drunk and that the Sergeants' Mess and a brewer's dray had been ransacked.

Another soldier, Gunner Hickman (50th Howitzer Bn.) who had come from France as a casualty was also killed as were three of the dissidents. None other than Canadians were involved on either side.

The newspapers of the day initially exaggerated the story. The Times of 7 March, for instance, reported under headlines 'Riot in Canadian camp/12 killed, many injured/V.C. trampled to death'. This was retracted next day under 'The camp riot/full story' and reported that the trouble began amongst men of Military District No 7.

The men's complaints were of lack of homeward sailings, of shortage of blankets, coal and cooking arrangements (it was a very cold winter). Together with deadly outbreaks of 'flu these had caused low morale. The three dissident casualties were buried quietly on Saturday 8 March and Pte. Gillen and Gnr Hickman, both with full military honours, on Monday 10 March, in the churchyard at Bodelwyddan. There are other Canadian graves there also, mainly 'flu victims.

Three postcards in the writer's collection, each from a different soldier, illustrate the tragic episode and subsequent movements. The first is dated Evening 5/3/19 and says 'had a lively time last night and today. Needless to say I have been on the side of law and order and did my bit towards quelling the disturbance both last night on my return and today. Thank God that I am alright so far - do not worry'. The second is dated 21/3/19 and says 'Am leaving for home tomorrow, Saturday, on the Regina'; the third is dated 28/3/19 and says 'I'm leaving tomorrow morning for Canada'.

All the cards have the double ring KINMEL PARK CAMP B.O./RHYL postmark.



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RESEARCH SOURCES FOR POSTAL HISTORIANS

An Occasional Feature by R. B. Winmill

Following publication of a previous research note on the value of newspapers as a research tool for postal historians, an interesting letter arrived. It concerned two distinct and unrelated matters. The first question related to English language versions of Chinese postal history-related treaties and conventions. These are available if one knows where to look.

The second question was the one to prove intriguing. The writer correctly asserted it was possible to derive a great deal of useful material on the postal affairs of British Columbia and Vancouver's Island (the early spelling) from newspapers; however he wanted earlier and official word on the systems.

Vancouver's Island was created by Royal Charter, 13 January, 1849. The Colony of British Columbia was a direct consequence of the Fraser River gold rush in early 1858. An Enabling Act was given Royal Assent on 2 August, 1858.

Since the first newspaper on Vancouver's Island was published in 1858, obviously early accounts are not to be found. Moreover, representatives of the Press were barred from the Legislative Council on Vancouver's Island until 9 March, 1864. British Columbia finally permitted such coverage in January 1865.

Secondary sources are relatively few in number and some are relatively scarce works. Examples include Poole (1), Deaville (2) and Eaton/Wallace (3). Also useful are the various auction catalogues containing British Columbia material (4). Of course there are the two British Columbia Post Office Acts and the United States Postal Convention (5). A directory, dated 1860, exists and contains useful postal information as do the 1863 and 1868 versions; the Government Gazette is also useful. Revenue stamp collectors will find an endless array of material on the various Stamp Acts.

Having published an item on a humorous yet unfortunate incident which occurred in that system a short time earlier (6), one source that

**HAVE YOU ENROLLED ANY NEW
MEMBERS LATELY?**

immediately came to mind was the journals of the Colonial Legislatures. However these, in their original form, are available only in Victoria and in London, England. However, a little leg work soon revealed evidence that these had largely been transcribed and published by the Provincial Archives, as *Memoirs II, III and IV*, in 1918.

These volumes, long out of print, are scarce and access by most students would not be possible or, at least, would be difficult; Fortunately, for those interested, a comprehensive five-volume work was published (7), encompassing all the material found in the three original works and more. It is to be regretted that, contrary to popular belief, not all such proceedings are extant today. The Council Minutes for the period 26 June, 1861, until 3 February, 1862, are missing from the Archives. The second copy, filed with the Colonial Office, could not be located in the Public record Office.

With this one exception, these records are complete for the period in question. Fortunately for the postal historian this deficiency is not critical because the journals of the assembly are available and, from these, one can extrapolate with some degree of accuracy what was contained in the text of the missing material.

Various Acts of Parliament, proclamations and sundry other documents are included among the several hundred pages of text, which in some way are relevant to postal matters. Most useful to the student are the extensive and comprehensive indexes found at the end of each volume. These volumes represent a veritable gold mine to the student of B.C. postal history.

By no means do these sources exhaust the available material relating to early B.C.; however, they are adequate and will suffice to fulfil the requirements of most. There are excellent but obscure articles published late in the 19th century in the 'Victoria Colonist'. Moreover appropriate letters can be found in archival collections in both Victoria and London.

References:

1. B. Poole, 'The Postage Stamps of British Columbia and Vancouver's Island'
2. A.S.Deaville, 'The Colonial-Postal Systems and Postage Stamps of Vancouver Island and British Columbia 1849-71' King's Printer 1928; Archives of B.C., Memoir VIII; reprint by Quarterman.
3. D. Eaton and J.Wallace, 'The Stamps and Postal History of Vancouver Island and British Columbia', Vancouver, Agency Press 1988.
4. Many of the major 'name' sales, such as Jarrett, include **showings of these stamps and the postal history**; NB. J.N.Sissons, Toronto, 'The Marjory Harris

British Columbia' - 24 October 1962; Harmer's , San Francisco, Specialised Collection of B.C. and Vancouver Is. - 3 June, 1980; J.N.Sissons, Toronto, 'The Stuart Johnstone B.C. Covers' - 19 April, 1972; F.E. Eaton & Sons, Vancouver, 'The Gerald Wellburn Collection of Vancouver Is. and B.C.' 6 October, 1988.

5. See 'British Columbia, an Ordinance for Regulating the Postal Service' 14 May, 1864; 'British Columbia, an Ordinance to Assimilate the Law Regulating the Postal Service' - 2 April, 1867; 'Postal Convention between the United States of America and the Provinces of Vancouver's Island and British Columbia' - 9 June, 1870. All three documents can be found published individually and are available with other Colonial records in London. The 1864 Ordinance is reprinted in Deaville op.cit. The 1870 Convention is published in 'The Consolidated Treaty Series' and the United States Statutes at large. On more than one occasion, postal bills were introduced into the legislative process in Vancouver's Island but these never succeeded due to varied opposition and a reluctance to accept financial responsibility.

6. See R.B. Winmill, 'Drugs and Drink!' in the Postal History Society Journal, No. 69, 31 March, 1992.

7. J. Hendrickson (Ed.), 'Journals of the Colonial Legislatures of the Colonies of Vancouver Island and British Columbia 1851-1871', Victoria, Provincial Archives of British Columbia, 1980 (5 volumes).



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THE CROWNS ON THE 2 CENTS ADMIRALS by Hans Reiche FCPS

After 81 years the Admirals still present certain challenges. The 2 cents red shows two crowns in the top left and right corners, similar to all the other denominations. The 2 cents shows that the right crown is, in practically all cases, much lighter in impression than the left crown. Collectors have suggested that this is due to an incomplete transfer. Since the majority show the feature this cannot be the answer.



A careful examination reveals that the individual pearls of the right crown are large and the surrounding line of each pearl is fine. The left crown shows the individual pearls small and the surrounding line of each pearl is strong. The left crown has one last pearl on the right side very small and squeezed. The right crown has this pearl large and round. The diamonds at the bottom of the crowns are somewhat round in the left one and diamond shaped in the right one. The base of the left crown is thick and the right one is thin. Other minor differences can be noted. Because of these differences the right crown appears always lighter in impression than the left, which shows less white area.

Footnote:

The 2c value was chosen as an example as it best illustrates the features. Other values have similar features but each is slightly different in design due to minor changes in the master due for each value.

LETTERS TO THE EDITOR

L.F. Gillam

CATHCART. ON.

When Jan and Ron Winmill's article on the modern usage of the broken circle postmarks was published in the June, 1986, issue of 'MAPLE LEAVES' I must confess that I did not pay much attention to it. Apart from a FRUITLAND broken circle, used as a transit postmark on the R.P.O. cover in the early 1900s, I could not recall any that were listed of whatever date.

However, upon re-reading their article recently I was struck by the name CATHCART, a village about 12 miles west of Brantford. It so happens that later in 1986, after reading a review of a book entitled 'A Particular Duty, the Canadian Rebellion, 1837-1838' by M. Mann and subsequently buying a copy from the publishers, Michael Russell Publishing Ltd., Salisbury, England, I found that it was largely based on recently discovered letters written at the time of the Rebellion by Lt.Col. George Cathcart, the C.O. of the Dragoon Guards then serving in Canada under the overall command of Sir John Colborne, then supreme commander of all the British Forces in North America.

The letters were written by George Cathcart to his father in England, and they not only throw an interesting light on the numerous battles and skirmishes with the 'Patriotes', but they also reveal that Canada's first steam railway, the Champlain & St. Lawrence, was used during the 1838 uprising to convey troops and artillery to St. Johns at the head of steam navigation on the Richelieu River. This is the first known use of a steam railway to carry armed forces into battle. Incidentally, Canada can claim another 'first': John Molson's ACCOMMODATION, the first steamboat to operate in Canada, also carried British troops from Quebec to Montreal in 1812 en route for Upper Canada at the outbreak of the 1812-1814 War with America.

All this is incidental to my main question, which perhaps members in Canada may be able to answer: was CATHCART named after Lord Cathcart, who was Governor General in 1846 and was George Cathcart later to be so honoured (and ennobled)? Possibly Lord Cathcart was his father; but I am unable to determine the truth because all my references at home and in my local library give no indication of Lord Cathcart's forename..

That such a small community should be named after such a big wig seems strange; but Cathcart is not a common name. The family is still extant in this country and I am 'pursuing my enquiries'. As they say: 'watch this space'.

John Walsh and John Butt

HELP WANTED

With continuing research into stamps of Newfoundland, for the Newfoundland Specialized Stamp Catalogue, we would like to receive information on the following subjects. Readers have written to us suggesting that this information, if known, would be beneficial.

We are looking for the numbers printed of the following stamps and the earliest date cancelled. Please forward a photostat of your cancelled cover or stamp. Information is requested of the 1868-75 Second Cents Issue; the 1876-79 Rouletted Issue; 1c Prince of Wales in its multiple colour shades, 2c Codfish, 3c blue, umber-brown Victoria, 10c Ship, 12c chestnut Victoria; the 1890 3c slate Victoria; the 1897 Royal Family Issue; 1908 Map Stamp and the 1905 Officially Sealed, as well as the 1873-1933 post cards.

With the John Guy Issues of 1910 and 1911 the numbers printed are requested. In the 1928 Publicity Issue the earliest date cancelled on the 28c General Post Office is sought. With the 1929 Re-engraved Publicity Issue the numbers printed are required with the date of issue of the 15c Flight being requested. The 1931 Publicity Issue requires numbers printed with the issue dates of the 1c-5c values being sought.

For the 1932 Resources Issue; 1933 Gilbert Issue; 1937 Long Coronation Issue; 1938 Royal Family; the 1939 Royal Visit and overprints; 30c Memorial College and overprint; 1939 Postage Due Issue and the 1943 7c Airmail Issue, the numbers printed would be of benefit if known.

This seems like a tall request for help, but with all those active Newfoundland stamp collectors, many of them unknown (to us), the information may cease to be hidden. Possibly employees and ex-employees of the printing firms may be able to find the requested information in company archive files that are not readily accessible to the average collector.

Editor's note: Please respond direct to the two Johns at 9 Guy Street, St. John's, Newfoundland, CANADA, A1B 1P4.z

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