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CANADIAN PHILATELIC SOCIETY
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Maple Leaves

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Whole No. 261
Vol. 25 No. 1
January 1997

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MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

ESTABLISHED 1946

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Edited by: David Sessions, FRPSL, FCPS.

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JANUARY 1997

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EDITORIAL

The 'Jubilee' issue of 'Maple Leaves' was very well received, judging by the letters and verbal comments that came in. We would like to reiterate that much of the credit must go to the contributors, without whom there would be nothing. Speaking of credit, we were pleased that the judges at Autumn STAMPEX saw fit to award 'Maple Leaves' a vermeil, this was based on a two-year run of the journal and did not include the special October issue.

Hidden in the Secretary's report of the AGM is a brief note that a new Fellow of the Society was announced. Becoming modesty obviously forbade much embellishment! We are happy here to congratulate Tom Almond on joining the distinguished band of Fellows, for his unstinting efforts on behalf of the Society over the past 17

years. In January, 1980, Tom became Assistant Treasurer, following which he assumed the mantle of Handbooks Manager and, latterly, Secretary. Along the way he has fitted in a Presidency and has helped maintain our links with our sister Society, BNAPS, by editing 'Flagpole' (journal of the BNAPS flag cancel study group) and acting as UK contact member for the group. The Society owes a great debt to members such as Tom who give so willingly of their time; without them the Society could not function.

Sadly, Tom feels it is now time to pass on the baton of office and has indicated he will not be accepting nomination for the post of Secretary at the next AGM. All UK members are urged to give consideration to the situation. The Society must have a

secretary, are you the person for the job? Tom has placed the Society's records onto computer for ease of administration and files can readily be transferred. This does not preclude the more manually inclined among us from doing the job; hard copy of up-to-date lists can be provided just as easily. If you feel you might be the one for the job, or if you would like details, please contact Tom (tel. 01734 411052). Don't just read on and hope someone else will do it – IT COULD BE YOU!

At the end of the Secretary's report will be found an amendment to the auction rules, do read it carefully. In the past we have recommended a minimum value per submitted lot in order to curb the disproportionate expense of small lots, without wishing to ban them altogether. The recommendation has been replaced by the imposition of a minimum commission of £1 per sold lot or 50p for unsold lots. For those who are less mathematically inclined than the Treasurer, the implication is that lots will need to realise at least £7 if the rate of 15% is to apply. Whilst all the work connected with the auction is carried out on an entirely voluntary basis, the catalogue costs several hundred pounds to produce and despatch to all members.

As members will probably be aware, we do not make a habit of publishing obituaries of those who pass on. However, we feel we should not let two losses to the Society go unremarked. Members who were at the Perth Convention were shocked to hear that Allan Steinhart had died suddenly, at his home in Toronto. Allan was surely the pre-eminent all-round postal historian of Canada, this was evidenced by his several books and many articles on diverse subjects, as well as his contributions to study circles and

willing assistance to other authors. As a dealer, his tremendous stock of BNA postal history helped many collectors to fill important gaps and his phenomenal knowledge unearthed many unrecognised covers from all parts of the globe. He also competed internationally at the very highest level. The gap he leaves will take some filling.

The same members who were at Perth will be even more surprised and saddened to learn that Dr Michael Russell, who joined us there after three strenuous rounds of golf at St Andrews, also died suddenly, less than three weeks later. Not so well known to members at large perhaps, but Michael had gained much respect for his knowledge and collection of postal stationery which he shared with us, both at Conventions and at local level.

The select band of Revenue collectors will no doubt be pleased to know that, at the recent FIP Congress in Istanbul, it was agreed that "The Section for Revenues at present within the Commission for Traditional Philately be made a full Commission for Revenues . . .". This means that, at International competitions in future, Revenue entries will no longer come under Traditional Philately but will be in a class of their own.

Don Wilson, Chairman of BNAPEX 97, in St John's Newfoundland, has written with details of the show, including such things as flight times. UK members seeking information are invited to contact the Editor.

CENSORSHIP OF TRANSIT MAILS – 1914-19

L. D. (Mac) McConnell

During wartime and at other times of emergency the Civil and Military Authorities usually exercise a power of censorship on mails passing out of or into their territories. Within the protocols established by the Universal Postal Union these powers may be, and often are, extended to international mails in transit when they pass through the territory of a belligerent.

The Canadian War Measures Act of 1914 was the instrument under which Canada exercised its rights. Section 6 of the Act allowed the Governor General, in Council, to impose censorship and introduce means of control of communications.

In this study we are concerned with transit (or non-terminal) mails. Most of the established international links via Canada were maintained, eg Europe to the Orient and Australasia or China to the USA. These were at various times subject to selective or extensive inspections. In addition any mails carried by Allied or neutral ships which called at a Canadian port might also be opened and censored.

Certain categories of transit mail were protected and exempt from censorship. These included official correspondence identified on the outer cover by the official seal or rubber stamp of an Allied government department, embassy, legation or consulate. Similar exemptions also applied to mail addressed to such departments etc.

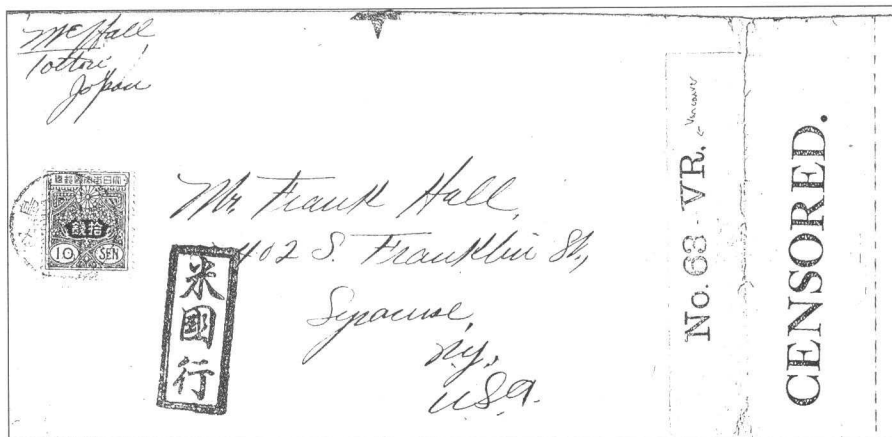
Mail passing between neutral

countries could also be inspected except where protected by Diplomatic Privilege.

When the mails contained letters addressed to enemy or enemy occupied countries, unless directed to be forwarded by an authorised intermediary, eg Thomas Cook and Son, they were liable to be treated as non-transmissible and returned to sender under UPU regulations.

In June 1916 a censorship station was set up at Vancouver to inspect US and other mails carried on Canadian Pacific ships and destined for China or Japan. The choice of Vancouver is interesting since US outgoing mails were normally directed 'via Victoria, BC'. For whatever reason Vancouver became the principal censorship station and included Japanese and Chinese translators on its staff. The prime purpose of the Vancouver censorship was an attempt to detect possible enemy correspondence passing via the US to the US Consular Post Office in Shanghai [1] and hence to German intelligence gathering sources in China.

The United States objected to the censoring of its closed mails arguing an infringement of the Canada-US Postal Convention of 1888 which had granted transit of each other's mails 'free of charge, detention or examination' [2]. It was, however, pointed out that the UPU Convention Article 4, Subsection 1, had allowed the UK Government to censor mails between neutral countries when passing through Great Britain. This precedent was cited as sufficient



From Tuttori, Japan, 6.11.6 (6 Nov., 1917) to Syracuse, NY, USA. Label with CENSORED in seriffed lettering (Steinhart, Type 2) together with the identifying No. 63 VR of Vancouver applied in purple by handstamp.

justification for the Vancouver censor's office despite the 1888 agreement.

When the first batch of US mails was opened immediately prior to the sailing of the 'Empress of Russia' from Vancouver on 10 August, 1916 the US authorities reacted and in September withdrew the Vancouver route and CP ships from their mail carrying schedules. Mails in the reverse direction were unaffected.

The US entered the war in April 1917 and instituted a cable and telegram censorship on 2 May, but did not yet impose their own postal censorship [3]. In a note to the House of Representatives dated 3 May, 1917 President Wilson stated that the US Postmaster General Albert Burleson had thought that the censorship of mails was unnecessary as it 'would be a duplication of work that is better being performed by our Allies' [4].

As a result, in June 1917, US mails

were again allowed to use the Vancouver route and submitted to selective censorship.

The Imperial Russian government requested, in August 1917, that all mails between the US and Russia be censored at Vancouver. Shortly afterwards, as a result of the President Wilson note, a joint policy statement directed that all mails to and from the US via Vancouver were to be censored there. The only exceptions were to be letters and parcels addressed to the Philippine Islands (considered to be US territorial interests) and to certain Allied postal agencies in the Far East. Despite the official directive, a substantial majority of transit mail appears to have passed through unopened.

Mails from Australia and New Zealand were also subject to censorship at Vancouver.

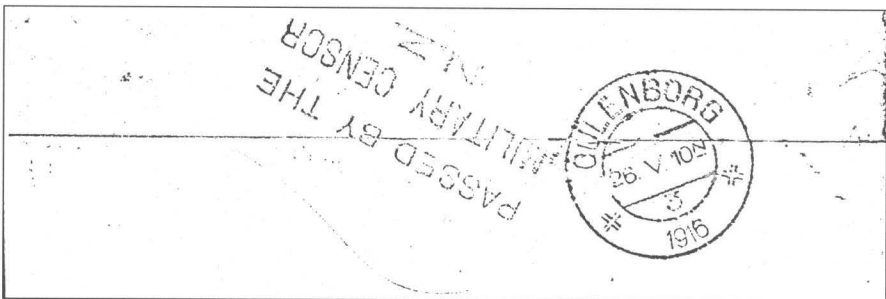
Due to the uncertainties of wartime conditions the endorsement for a

particular routing was frequently omitted so that passage through Vancouver can only be identified by the evidence of censorship markings.

It had been the practice of the Canadian authorities not to censor mails to European countries if they had already been inspected or were likely to be opened by the British authorities during further transit. As examples of this practice, letters to neutral Holland, which had previously been examined in

New Zealand, were forwarded without question and those from Japan uncensored were forwarded for checking by the British censor during further transit across the UK.

Steinhart [1] records a series of identity numbers, each prefixed by the letter C, on labels with the legend EXAMINED BY CENSOR (Steinhart Type 3a). The numbers range from 300 to 550 but most lie between 300 and 450. The C prefix (Type 3b) was later



From New Zealand to Holland. Already passed by censor in New Zealand so subject to no further censorship at Vancouver.

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SHUJI C. KIGA,
The 4th High School,
Kanazawa-City, Japan.

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Via H.B. A.
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Henri Schwartz, Esq.,
4th Corps of Belgian
Volunteers,
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**OPENED BY
CENSOR.**

P.W. 227

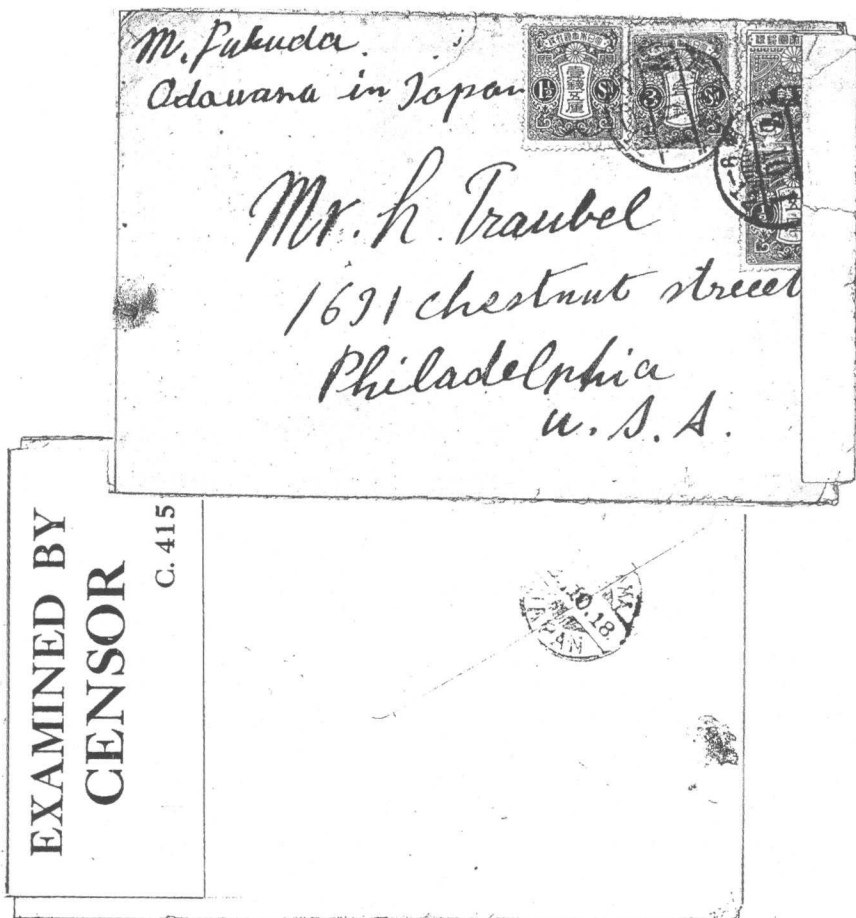


From Japan to Holland for a Belgian volunteer soldier. Passed through Vancouver unopened to Great Britain for the attention of British censors before further onward transmission.

abandoned.

On the Atlantic seaboard Halifax also dealt with some transit mails but these were mainly concerned with

checking the correspondence carried by neutral ships. Translators fluent in Scandinavian and the Dutch languages were employed. Exceptionally, the Halifax censors were British personnel



From Japan, 7.10.1 (1 Oct., 1918), passing through Yokohama, 2 Oct., 1918 to Philadelphia, Pa., USA with EXAMINED BY CENSOR C 415 label. Was it the name of the addressee which caught the censor's eye?

working for or in co-operation with the Naval Control Officers at this major naval establishment. Some UK mails to the US mid-west and beyond have been noted using British censorship labels with additional marks which may have been applied at Halifax but these have not been proven. An example shows where the original censor's identity

number has been removed and a substitute number, C 1046, inserted in manuscript, using a blue GPO crayon.

The British censors at Halifax seem to have operated until spring 1918 when they were transferred to New York.

In the reverse direction the US

accepted that their mails to European neutrals were effectively and efficiently censored by the Allies after leaving the States so it is possible that these were dealt with when passing through Montreal [3]. No sound evidence has yet been found to show how this was done.

Censorship of transit mails passing through Canada continued into the spring of 1919.

[1] Steinhart, A. L., Civil censorship in Canada during World War I:

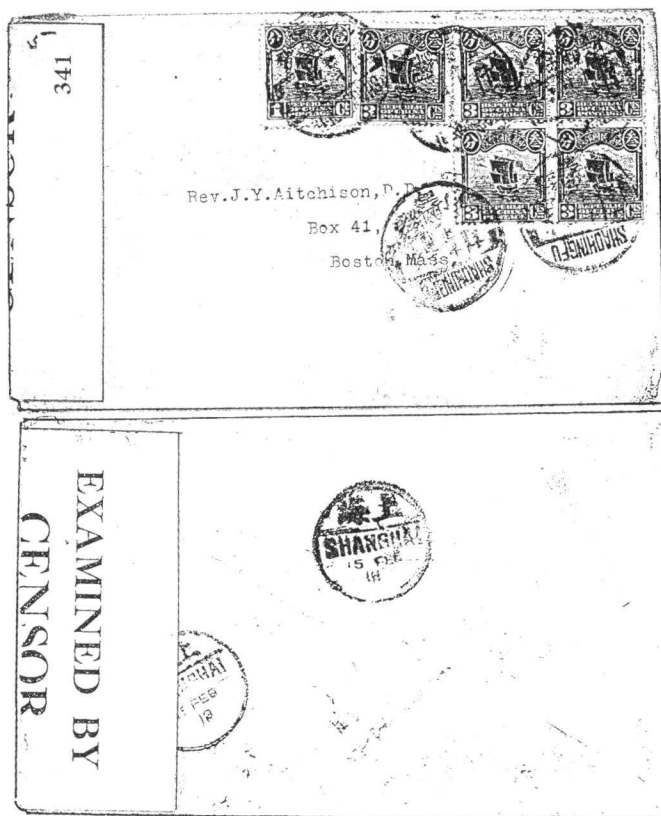
Toronto, Unitrade Press, 1986.

[2] Canada-US Postal Convention 1888, Art 6.

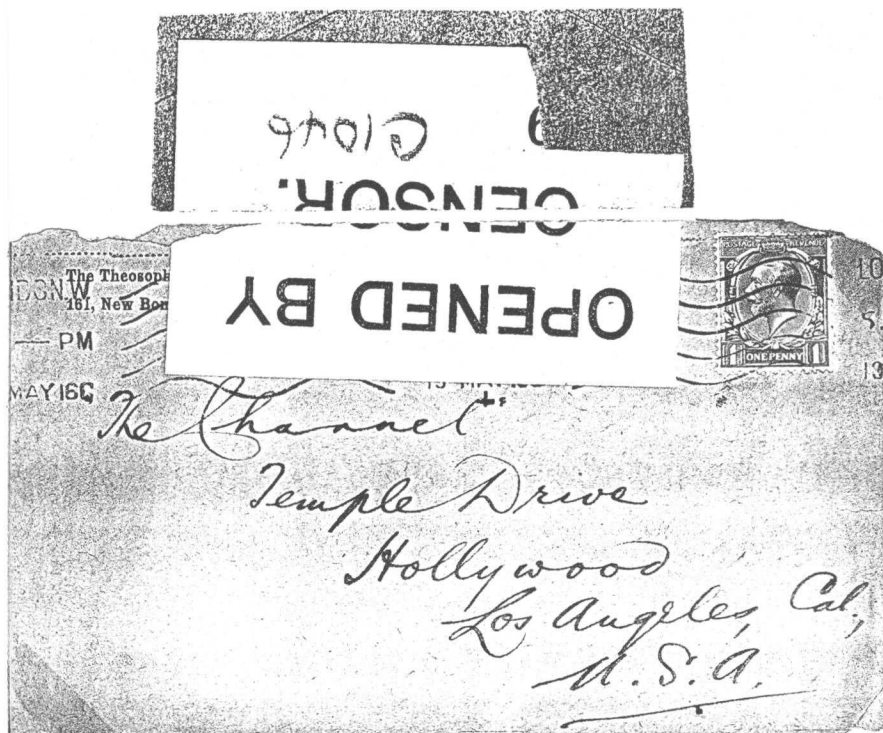
[3] Fowler, Prof. Dorothy G.; Unmailable, Congress and the Post Office: University of Georgia, 1977, p. 118.

[4] US House report 1473, 65 Congress, 3rd Session.

also Mock, J. R., Censorship 1917, pp. 62-65. Paxson (ed), America at War: Boston; Houghton Mifflin 1939.



From Shadning fu (Si ning fu), China to Boston, Mass. and examined by Censor 341.



UK to California, USA. Possibly landed at Halifax and censored there using British label with original number removed and manuscript C 1046 entered in blue crayon.

1997 CONVENTION AUCTION

**The 1997 Auction will be held on Saturday, 13 September, 1997
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All lots should be sent to Brian Stalker, Glaramara, Upper Bryn Coch, Mold, Clwyd CH7 1PU to arrive not later than 31 March, 1997. Only BNA material is acceptable and lots should be accompanied by a brief description and estimate. Any reserve should be clearly stated. Single stamps and small lots should be mounted on card. No responsibility can be accepted for loosely mounted or badly packed material.

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POSTAL HISTORY PUZZLES – SOLVED & UNSOLVED (2)

Horace W. Harrison, FCPS

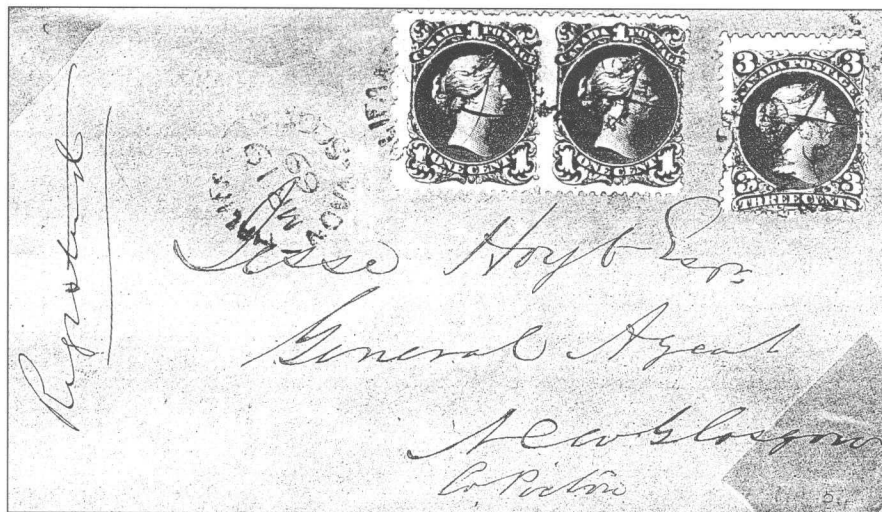


Figure 1

Rarely from Ontario or Quebec, and infrequently from Nova Scotia, New Brunswick or Prince Edward Island, one comes across a registered cover with no Post Office registry marks on it at all. Its status as a registered cover is determined by the rate paid by stamps and/or by the docketing. Figure 1 illustrates such a cover from Halifax, Nova Scotia to New Glasgow. There is a manuscript 'Registered' at the far left, and postage for 3¢ plus a pair of 1¢ brown reds to pay the 2¢ registry fee. It is interesting to note that an old provincial circular date stamp was used to cancel the stamps, augmented by a pen cancel to make sure the stamps would not be re-used.

There is no handstamp 'REGISTERED/LETTER No. ____' with

a number filled in, no backstamps of any sort, either of the originating Post Office at Halifax (a PO Division Headquarters), nor any receiving backstamps at New Glasgow. How could this be a registered letter, lacking most of the postal indicators usually associated with registered mail?

The explanation is found in Figure 2, which is a typical green Registered Letter wrapper used throughout the Maritimes during the Provincial period, and occasionally after Confederation under the Dominion Post Office Act of 1867, which went into effect on 1 April, 1868. The letter shown in Figure 1 must have been forwarded to New Glasgow in such a wrapper, to which intermediate and final destination c.d.s. and registered letter numbers were applied.

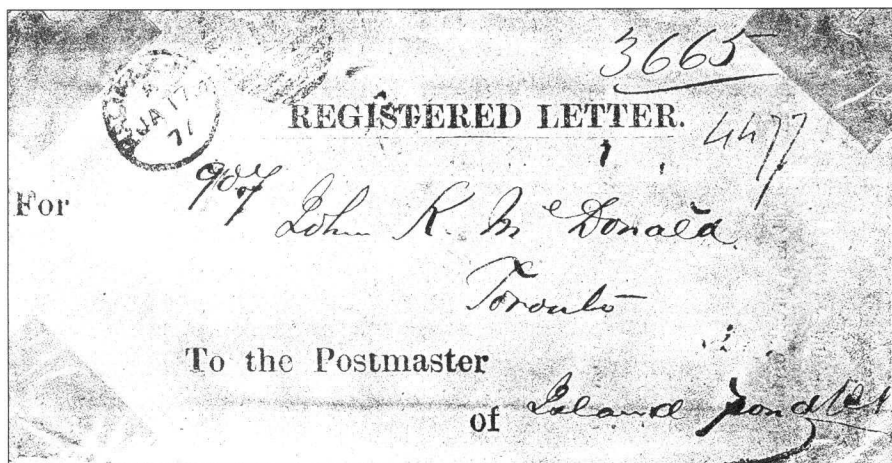


Figure 2

The green wrapper illustrated was used at Halifax, 17 January, 1871 and backstamped at Montreal on 20 January.

It has Registered Letter No. 3665 applied at Halifax and 4477 applied at Montreal.

This hobby of ours is not just a matter of careful examination of old bits of paper, it's about nostalgia too . . .

THE AIRGRAPH SERVICE – A POSTSCRIPT

Dr John Gatecliff

Airgraph Ltd was formed by Imperial Airways, together with Eastman Kodak and Pan American Airways, to develop a system using micro film. One roll of film carried 55,000 airgraphs. This was demonstrated in the UK in 1938.

Following the article in the June issue, Michael Wedgwood wrote to say that 'Sammy' Middlebrook, as he was known to the boys and staff, was the Head of the History Department at Newcastle Royal Grammar School. He was the author of 'The History of Newcastle-on-Tyne. The school was evacuated to Penrith during the War.

Then, from Vancouver, Ken Barlow

wrote to say that he too was a pupil at Penrith Grammar School in 1942.

"We had to share accommodation to some extent. We attended the school buildings in the mornings – an extra long time – while they (Newcastle G.S.) used the space in the afternoons. We, of course, could use the playing fields etc. in the afternoons. They also used facilities scattered around the town, one of which was the Wordsworth Street Methodist Church, used as the address on the airgraph. It would appear to have been written by one of the older scholars who had joined the RAF and, like myself, was shunted off to Canada to train."

THE MISSING LINK

The Yellow Peril

When a friend enthusiastically explained to me the benefits of being a member of the Capex '96 Beaver Club and proposed that we both sign up together, I declined. My plan was to spend only one afternoon at the big show to meet a few out-of-town friends. I try to avoid crowds and long line-ups. Much to my surprise there was neither. Another surprise was the half-price admission for seniors. This 50% saving enabled me to attend Capex a second time.

The highlight of the afternoon was the first-time meeting of member, Joe Smith 'Sin Shang' of Rocky Mountain House, Alberta. Unlike any other member, Joe speaks my lingo – Cantonese. The hello-handshake lasted for about a minute and a half.

The first time I spoke with the Sin Shang was in November 1985. He heard that I had attended the Carstairs sale and rang to ask if I had acquired anything that he could be interested in. There was nothing, of course. Since then we have exchanged five letters. I even found a few Jubilee precancels for him.

The second afternoon was spent kibitzing with Miss Alison about night life in the Big Apple and chatting with her brother, Keith Harmer. We spoke about the tremendous demand for philatelic literature and about the market for foreign stamps. The chat convinced me to sell a sideline collection which I had not looked at in twenty years. The prospects of selling the stamps and a complimentary pass were enough incentive to make one more visit to Capex.

My third and final trip was much more productive – I delivered the collection to H. R. Harmer Inc., bought a stamp for my collection and recruited a new member. After that accomplishment I headed for home.

While waiting for my ride, the Sin Shang approached me again. He wasted no time telling me about how his great uncle took a voluntary reduction in rank from sergeant to private to qualify for service with the Canadian Expeditionary Force in Siberia. He was there from October 1918 to August 1919 and while in Russia, he wrote home frequently. The Sin Shang had been trying for many years to round up the entire correspondence. He needed only one piece for completion and he was convinced that someone had to have it. I listened politely and after the lecture I suggested that he try some of the bigger dealers (I am 5' 2").

As I left the Convention Centre I wondered why the Sin Shang would spend ten minutes telling me about Siberian covers. After having been a career soldier the last thing I would be interested in is military postal history, I don't know anything about it other than the high prices realised at auction, and I don't have any covers (I did have a few when I first started in on the dealing game but a very seasoned dealer took advantage of my naivety!).

A few weeks after that conversation, it suddenly dawned upon me that I still have an exhibition collection that represents a cross section of my collecting interests. I had put it together for the 1990 Chesterfield Convention to

which I was unable to travel . . . It was time to refresh my memory of what I had assembled. The 120-page display consists of everything from stampless to revenues to cinderellas. Included are three pages of military covers that had completely slipped my mind – two Boer War, two impressive items that I like but know nothing about and a couple of Siberian post cards. I promptly photocopied the two Siberian jobs to Rocky Mountain House. A 30-minute telephone call resulted!

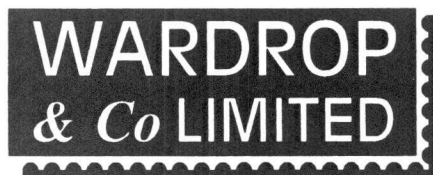
The cards are indeed the missing link and then some. How, when and where I got them, I cannot even guess. The conversation ended by my telling the Sin Shang that I would be willing to

transfer the custody of the cards to him if he would consider a slight honorarium, and promise to submit the complete story of the 'Smith' Siberian Expeditionary Force correspondence to our editor. The Sin Shang concurred but he will not be able to write the story until after his return from Tientsin in December '96.

I should have insisted that, in addition to my terms, he exhibit the covers at one of our conventions.

Editor's note:

'Sin Shang' is the equivalent to 'Monsieur' and in Chinese culture, the title follows the name.



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'R's' ABOUT FACE?

David Sessions, FRPSL, FCPS

So I was idly riffling through the dealer's batch of Canadian covers, more in hope than expectation, when a fine looking strike of the PRESCOTT fancy cancellation (D&S 341; Jarrett 364) passed swiftly by. I don't collect fancy cancels but it was a nice looking cover so I flipped back and had another look. And another . . .

Something was not quite right, the letter 'R' seemed to be reversed though, as it fell on the perforations of the 3¢ SQ, it was not immediately obvious. I clearly remembered seeing the illustration in the Fancy Cancel Handbook, but could not recall any reference to a reversed 'R'. Being a man of wild impulse (well, just occasionally) I bought the cover so that I could check it out.

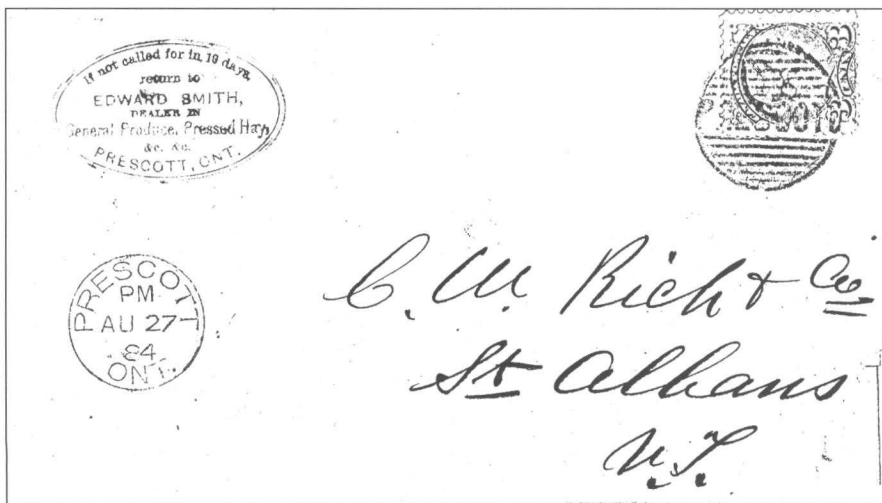
The Handbook indicates use in 1880, but makes no reference to any

varieties. It will be seen that the cover is dated 27 August, 1884. Since acquiring the cover I have seen a 'normal' example dated 10 September, 1883, but nothing closer to my cover than that.

Fancy cancel enthusiast, Dave Lacelle, was not aware of the variety; it is odd that no other copy seems to have surfaced in more than 100 years. Dave was able to confirm use of the 'normal' handstamp from November 1882 to August 1888. Clarity of later strikes suggests the handstamp was cleaned on more than one occasion.

The questions start to crowd in:

1. Were the letters removable so that the negative 'R' (which would produce a positive impression) was erroneously replaced by a 'positive' R and quickly corrected?
2. Was a new canceller created, due to wear of the existing one? Was this the



- new canceller and, the error having been spotted, was it quickly replaced?
3. Does anyone have another example?
4. Is it just an optical illusion caused by the perforations? The cover was shown around at Convention, in Perth, a majority was of the opinion that the 'R' was indeed reversed, but there were one or two doubters.


Help needed:



1. Reports of examples of the PRESCOTT handstamp between 10 September, 1883 and 27 August, 1884.
2. Reports of examples of the PRESCOTT handstamp after 27 August, 1884.

In each case a photocopy would be welcomed as I should like to establish, if possible, whether the post 27 August markings are made by the same handstamp as the pre 27 August markings. The September 1883 example seen appeared to be in good shape and the impression of the mark under review suggests that the handstamp was of steel rather than rubber or other readily degradable material.

References:

1. (D&S) 'Canadian Fancy Cancellations of the Nineteenth Century', K. M. Day & E. A. Smythies, 1973.
2. (Jarrett) 'Stamps of British North America', F. Jarrett, 1929.



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Some years ago, Stanley Cohen's 'Story of a Canadian Stamp Collection' was published in 'Maple Leaves'. It was well received, as was an earlier series, "Not So Much a Postage Stamp . . ." Letters still arrive, from time to time, asking for more reminiscences. So, from a retirement hideaway in sunny Spain, we present . . .

TALES OF THE UNEXPECTED

Stanley Cohen, FCPS

1. The Swiss Connection

It all happened at the height of my Canada collecting days, some 35 years ago. My wife and I had decided to spend a 10-day holiday in Switzerland. We flew to Geneva, then hired a car and motored slowly north towards Zurich, stopping wherever we fancied along the way, which proved enjoyable and, in May, the weather was splendid.

It is important in the context of this true story that in those days a pound sterling was worth 12 Swiss francs, whereas today, one cannot even get two francs for a pound, such is the sorry state to which British currency has fallen. We eventually reached Berne, the capital, one day shortly after lunch and, as usual, my wife decided to go shopping, whilst I would explore the possibility of stamp shops. We arranged to meet in the city's central square some two hours later.

The centre of Berne was much smaller than I had imagined, being confined to a main street surrounded by only a few side streets and, although I have never been back since, I imagine that it is much the same today. It had not taken me long to wander through all these streets and much to my disappointment there was not a single stamp shop in the whole of the place. This I found unusual because there had been several in all the other larger cities like Geneva and Lausanne, although none of them had anything at all in

Canadian or even American stamps for sale. They appeared to be exclusively selling Swiss or nearby European countries.

I wondered, if there were any local collectors of Canada, how they could possibly add anything to their collections. These were the days prior to the main auction houses and stamps were usually bought from shops and dealers.

I was wandering slowly back along the main street when I happened to notice high up and overhanging the street, a well-known logo, being the colourful sign of Zumstein, the famous catalogue people. For want of something better to do, I found the small entrance to the office block, opened the door, which led to a small wooden stairway. I climbed up and two floors higher, I saw the same Zumstein sign on the glass door of an office. I opened it and entered a small elongated room, around which I noticed glass cases with sets of modern Swiss stamps priced for sale.

Facing the door, behind a large desk sat an elderly man. He looked up at me quizzically, giving the impression that any visitor from the street was a highly unexpected event. I approached and asked him if he had any Canadian stamps for sale. He shook his head, and, in impeccable English, told me that he

had none at all. I thanked him profusely, apologising for the intrusion, and made for the door. I had opened it, and was about to descend the stairway when he called after me.

"Wait", he called, "maybe I do have something for you."

I returned to the office, waiting expectantly. I wondered what he could have found. He had gone over to the far end of the narrow office and was kneeling beside a strong steel safe, which he seemed to have trouble in opening. After finally managing to open it, he rummaged around for several minutes, clearly anxious to find something. Then with a triumphant shout he stood up, having pulled out of the safe a black card, which he handed to me.

It was one of those continental-style thick cards with a strong cellophane cover. On the card were further cellophane strips, into which had been placed four lovely pristine mint corner marginal blocks of four of a type of Canadian Revenue stamp I had never seen before. They were multi-coloured and had large central portraits of the elderly Queen Victoria, very similar in design to the familiar-to-me Widow's Weeds 1893 stamps, but larger and with the words 'Bill Stamp' instead of 'Postage' inscribed over the portrait. I recall that each block was of a different high dollar denomination, whilst one had a printer's imprint in the lower corner and another had a Plate No. 2.

In those days, I had no knowledge whatsoever of Canadian Revenue stamps, nor did I know a single person who collected them. Lovely as they looked, they were not of the slightest interest to me.

So I handed the card back to the man and explained that unfortunately these were not postage stamps but some kind of Canadian Revenue stamps, which I did not collect.

He nodded his head. "I know that they are not postage stamps", he confirmed, "because they are not in the catalogue."

Once again, I prepared to leave and had again reached the office door, when he called me back for the second time.

"Look", he said, "are these stamps not worth 10 francs to you?"

Now, as I mentioned earlier, 10 francs was then worth something a little less than £1. It was very little money indeed.

"Why, yes, of course", I told him, "I will certainly pay you 10 francs for them. They will be a souvenir of my visit to Berne."

With that I felt in my pocket and extracted the smallest note that I had. I recall that it was a small pink 10-franc note, which I handed to him. What kind of souvenir could one get anyway for less than £1?

He even wrapped up the card for me and I wandered back to the square with it, waiting for my wife. When she arrived we ordered coffee and pastries. She seemed to be delighted with her purchase of a pair of shoes for 80 francs, and asked me what I had spent. I told her 10 francs and, laughingly, she said that the coffee and cakes would cost me more than that. She was right.

Once back home in England, on unpacking, I found the card of Revenue

stamps and, with hardly a glance, I placed them in some drawer and promptly forgot all about them. They might still be lying there to this day had there not been a most extraordinary sequel to the story.

The sequel

Around this time, I was busily corresponding with many fellow collectors in Canada, exchanging and adding to my collection. I was heavily into the 1868 Large Queens and postmarks. I had long since discovered that few collectors ever wanted to sell items that I needed from their collections but they would be happy to exchange for anything in their particular field. Accordingly I kept an assortment of all kinds of items which I did not myself collect, but which others might and I could tell many a tale of how useful such oddities as military mail, Express Delivery and even Tannu Touva had been in my quest.

However, perhaps the oddest arrangement of all was the one that I had with my good friend Arnold Banfield of Oakville, Ontario. His sole collecting interest consisted of the 10 cents 1859 Prince Consort, of which stamp he could never get sufficient for his researches into the many printing orders. So he had commissioned me to scour London and Europe with orders to buy or secure every single copy of the stamp whatsoever its condition. In return, as he was a traveller, he would find Large Queens for me from all the provinces, although I was a little more fussy over what I wanted than he was. It was an extremely satisfactory arrangement. At first we would keep notes of our expenditures and offset one against the other, but no money at all actually changed hands. At the end of each year, one or other of us had either a credit or

debit balance but, by and large, these balances were very small and were carried forward indefinitely. The beauty of it was partly because at that time I had not the slightest interest in his 1859 issue and he had no interest in my 1868 issue so that we were never tempted to keep any of our discoveries ourselves.

The years passed by and one day I received a letter from Arnold in which he told me that he had discovered a doctor living nearby who had the most amazing collection of stamps, all housed in a vast assortment of packets, amongst which he had noticed large quantities of Large Queens. He had tried to buy these for me, but the man was not interested in selling nor, in fact, did he collect them. They had been handed down to him by his parents. Arnold had paid him three visits but still could not persuade the doctor to part with them. The man did, however, collect what Arnold considered to be worthless trivia such as Customs Duty Stamps, Duck Stamps and other non-philatelic oddities. Arnold had ended his letter by asking if I had any such to possibly send him in exchange for a few of his Large Queens but presumed that I had not.

When I received this letter, I pulled out my oddities stock book and did in fact find a few Customs Duty stamps, of really no value and a few Excise stamps that I had extracted from schoolboy collections over the years, but they were pitifully small fry and I would never have had the nerve to offer them in exchange for even one common 3 cents Large Queen.

Then, quite suddenly, I remembered them. What about that card of large QV Bill stamps that I had bought for a song in Switzerland? They might be worth a few Large Queens to this man. But, what

had I done with them? I searched and searched. I spent hours looking for them and could not find them, until eventually at the bottom of a little used drawer, I found them.

Casting aside the few pitiful used Customs Duty stamps, I sent the whole card off to Arnold and wrote to him to see if the man might like to have them for a few Large Queens which perhaps Arnold could negotiate for me. I told Arnold I had no idea what the stamps were or even if they were worth anything at all, but it would do no harm to try.

The post to and from Canada was always slow even by airmail, and I had not given the matter a moment's more thought when, some three weeks later, a quite large airmail parcel arrived with Arnold's name on the back as the sender. This quite surprised me as I could not imagine receiving anything much larger than a letter from him.

The letter with the package was much more surprising. It appears that on receipt of my card of Bill stamps, Arnold had gone once more round to see the doctor, mainly to find out if these stamps were of interest to him. What happened then was described in some depth by Arnold in his letter. The man had taken one look at the stamps and had almost collapsed with excitement. "I must have these! Where did you get them?" he shouted. "This is the Imprint copy that has not yet been recorded, and this is the dollar value we thought existed but had not yet been verified as existing."

He was so excited that Arnold, who was a very shrewd trader, knew that he could strike a hard bargain this time. Arnold had summed up the situation in a

flash. Now he could get his own back on this hard doctor.

"Oh, they are not for sale", Arnold told him casually.

"What do you mean, they are not for sale?" the other man screamed. "Why have you brought them to me?"

"I just wanted your opinion on them", Arnold told him, "in any case when I wanted to buy your Large Queens you would not sell them to me."

"Large Queens! Large Queens! What do you mean, Large Queens?" The man had stormed across to his bureau, and suddenly produced packet upon packet of stamps . . . all Large Queens . . . far more than Arnold had seen on his previous visits. Still piling them up, he handed the whole lot over to Arnold. "Here, take all my Large Queens . . . I want that card for them!"

Arnold could not believe his good luck and hurried away with his haul. Excitedly he had parcelled the whole lot and sent them to me. Not a bad exchange, eh? he queried to me in his letter.

In wonderment I began opening up the dozens of packages . . . there were literally hundreds of each value . . . including more 1 cent Orange and Yellows than I had ever seen and, even in mixed condition, the sheer quantities were unbelievable. I paused for a moment, and anyone present might have seen my broad grin, as I contemplated that the whole lot had cost me less than a pound.

* * *

BOOK REVIEW

YUKON AIRWAYS AND EXPLORATION CO. LTD. Bill Topping, FRPSL; Topping Books, 1996. 80pp (8.25" x 11") soft bound; \$25CAN from the author.

Yukon Airways, incorporated in May, 1927, took to the air in October 1927 and folded two years later, when both its aircraft crashed in November, 1929. In those two years the company made its mark among airlines authorised to carry mail and issue their own 'semi-official' airmail stamps.

Bearing in mind the company's area of operation, the Yukon, and the fragile state of aeronautics at that time, it is hardly surprising that the mail flights were irregular and relatively few in number. Despite this, the author put together a fine display at CAPEX 96, which earned a vermeil medal; no mean achievement in the light of the relative paucity of material.

Careful reading of the book will show how it was done. Based on the pioneering work of Lloyd Banner in the 1950s and early 60s, Bill has pieced together the story of those two turbulent years. In doing so he has added much new information. All the flights are detailed and we meet the intrepid characters who actually flew the planes; where possible the amount of mail carried on the various flights is also logged. Almost as important are the flights that were not made; students of the era will need to refer to this book to 'prove' their covers, as a number were prepared and never flown. Some apparently commercial mail also did not take to the skies, despite a cover's prima facie evidence that it did.

The single 25¢ stamp that was issued by the company is examined in detail and the so-called 'colour trials' are firmly put in their place as fraudulent items. Your reviewer is not at one with the author on the subject of the reversed die proofs on medium sized card (99mm x 76mm) which are not mentioned in the records. Ten such proofs on card, either 53mm x 27mm or 164mm x 103mm, are mentioned. Bill is of the opinion that all are genuine, my feeling is that the proofs on medium sized card have too much in common with the 'colour trials', despite the constant dot under the 'R' of 'EXPLORATION' (not the 'O' as stated).

This slight difference of opinion in no way detracts from a most thorough and detailed examination of the brief existence of a pioneer air mail company, augmented by a number of clear illustrations of both covers and stamps.

DFS

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THE JUBILEE CONVENTION

John Hillson, FCPS

In mid-September, 50 or so members, many accompanied by their spouses, converged on the Station Hotel, Perth where, at the first meeting of the Society after the War, its current name was adopted. Overseas members included South African John Wannerton FCPS, Horace Harrison, FCPS from the States, and from Canada, Wayne Curtis and Ivy, Professor Harry Duckworth, FCPS and Shirley, Past President of BNAPS, Ed. Harris with Kay, current President Mike Street and Carol, Bill Topping and Marion, Jack Wallace and Bev and, on their own, Leigh Hogg, the Yellow Peril, Stan Lum, FCPS, and last but certainly not least, David Whiteley.

The occasion is not only a philatelic one; just as important, particularly for the 'non-believers', are the social events laid on. Those who took the trip to Stirling Castle, overlooking the site of the battle of Bannockburn where the Scots won their independence from those folk with funny accents who live south of the border, or to St Andrews, birthplace of one of Scotland's drier exports, golf, enjoyed warm sunshine; indeed the weather was kind throughout. In the evenings, those who did not want to attend the meetings could listen to a talk on nearby Scone (pronounced 'SKOON')* Palace, and the following evening our block booking of theatre tickets was fully taken up.

Displays included an evening of T.P.O.s given by John Hannah, FCPS, a philatelic history of Canada presented by Alan Salmon, followed by Neil Prior's 'The Yukon-Klondike Gold Rush'. Another evening saw the 1967

'Centennials' by Arthur Jones. With Bob Bayes instructed by his doctor not to travel, Bill Topping stepped into the breach on Friday night with 'British Columbia Coastal Mail'. John Gatecliff chose the theme originally to be shown by Bob Bayes for the final display, namely 'Special Delivery', and he expressed the hope, shared by all, that Bob will soon be fit again, and that his show to us is only postponed.

The final event was the Annual Banquet and presentation of awards, details of which are contained in the Secretary's report on the 'Society News' pages.

The final distinction at the banquet was the formal elevation of Tom Almond to Fellow for services to the Society over the past 17 years, during which period he has held several posts.

Once again Convention proved to be a great success. This was due in some part to the large overseas contingent but, as always, it is the work done behind the scenes that puts the show on the road and keeps it there. President Betty Stephenson and her small band did us proud and earned the thanks of all who attended.

Our new President Frank Laycock was duly installed at the end of the evening when he announced the next convention would be at the Crown Hotel, Harrogate, Yorkshire from 10-13 September, 1997 and he hoped that we would all be able to be there.

**Editor's note:* What was all that about funny accents?



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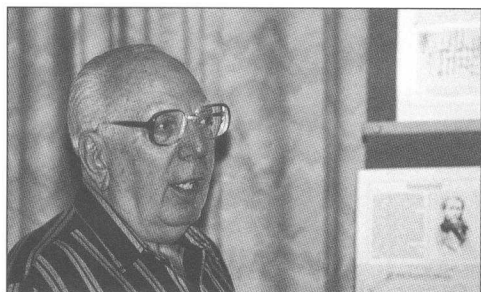
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EDWARD VII ISSUE
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NEWFOUNDLAND STAMPS
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NUMERAL ISSUE
OFFICIAL STAMPS
OFFICIALLY SEALED STAMPS
O.H.M.S. PERFINs
ONTARIO POSTAL HISTORY
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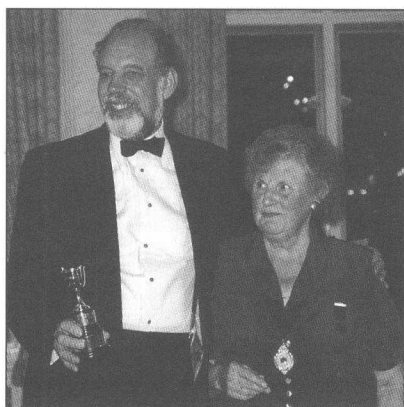
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(A)



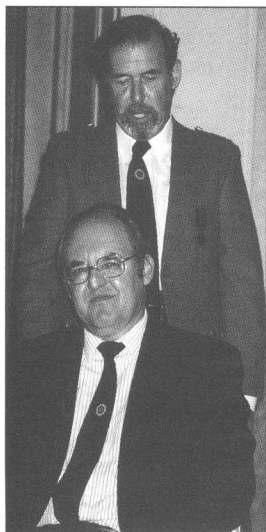
(B)



(C)



(D)



(E)

A. **Ed Harris** from Calgary, won Class 1 and took the Members' Trophy.

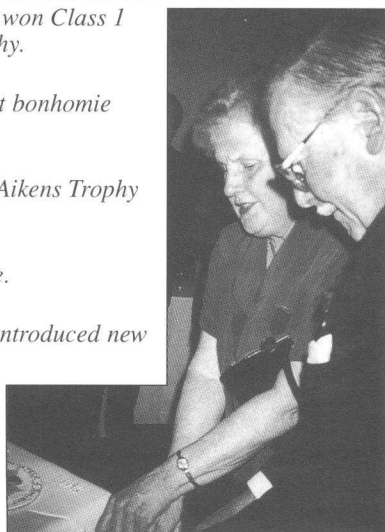
B. **Horace Harrison** brought bonhomie from the US of A.

C. **David Whiteley** with the Aikens Trophy and the President.

D. The splendid Jubilee cake.

E. **John Hillson** (standing) introduced new Fellow, **Tom Almond**.

F. **President Betty Stephenson** gets a helping hand from Fellow **Geoff Manton** for the cake-cutting ceremony.



(F)



An opportunity to see what some of the shadowy committee looks like: L to R. At rear – John Gatecliff, Frank Laycock, Colin Banfield, Tom Almond, Arthur Jones, Jim McLaren, Ged Taylor, Derrick Scoot, John Hillson. Front – David Sessions, Dorothy Sanderson, Betty Stephenson and Neil Prior. Photo courtesy of John Gatecliff, as is 'D' on the previous page. Photo 'C' comes courtesy of Lynda Schutt.

Postscript to the Letters Page:

THE 12d BLACK 'ESSAYS'

In reference to the article in the October issue, members Salter and Reiche both wrote to supply a copy of the relevant pages of the Shanahan auction of February 1959 (ref. p331). This was apparently entitled 'Sale of the famous Bertram Collection'. It contained a number of proofs of the 12d, as well as an issued stamp, but did not contain any of the 'artist's impressions'. It does appear however that Dr Singer did

handle at least some of the Burrus collection.

Harry Sutherland wrote to point out that five of the drawings, one of each Pence stamp except the 6d, are currently (October 1996) on offer via private treaty. Amusingly, one of the 1/2d drawings, which incorporates 'VRI' in the design in the Editor's photo file, explains the initials 'Victoria Regina 1st'!

LETTERS TO THE EDITOR

John Milks

'KIEGUN' REVEALED

Referring to Lynda Schutt's letter in the April issue, the following information is given in the 'Dominion of Canada, Official Postal Guide, 1899'.

Name of Post Office: Kipiegun
Township or Parish: Sec 16, Tp 15, R 4, E 1st M

Electoral District: Selkirk, M(anitoba)
Name of Postmaster: G. T. Sutherland.
The abbreviations for 'Township' were not enlarged upon in the postal guide.

I imagine the post office no longer exists, at least under the name 'Kipiegun'. The reason for saying this is that obscure southern Ontario post offices listed at that time have been erased from any map that I have seen.

Kinsmore, a post office in the electoral district of Brandon, Man.

must not be too far away from Kipiegun as it is listed:
Township or parish: Sec 16, Tp12, R 24, W of 1st M
Electoral district: Brandon M
Name of postmaster: John McLaren.

Leigh Hogg

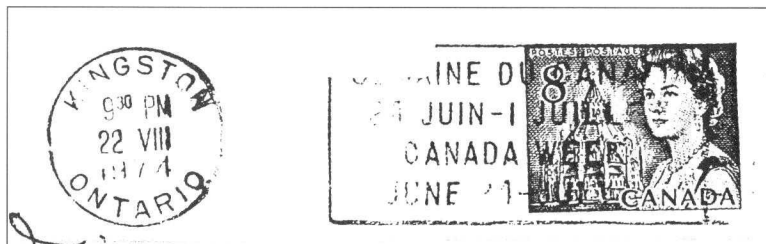
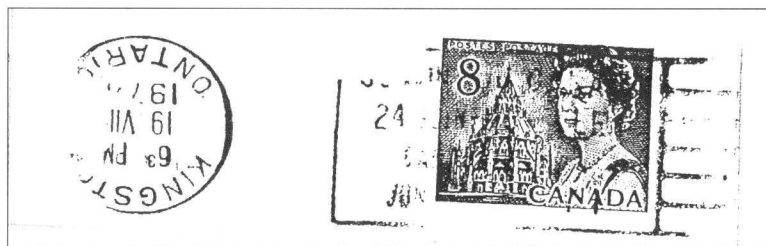
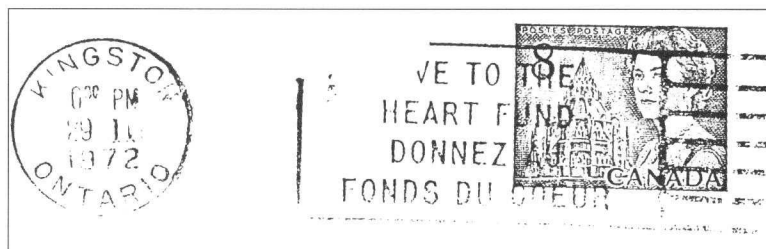
STAMPS THAT WEREN'T

With regard to the references to Lady Minto's Fete in ML 257/8/9, I enclose an illustration of a unique? sheet of the engraved die proofs of the stamps which were actually printed by lithography. The first two columns are progressive die proofs of the portrait and frame of the 4 Annas, columns 3 and 4 the completed designs and column 5 the complete design of the 1 Rupee Map, each in green, black and brown.



Die proofs of the stamps that weren't.

Illustration courtesy of Stanley Gibbons Ltd.



Arthur Jones

KINGSTON SLOGANS

In Perth I was given various bits of information concerning my Centennial display – particularly where I had got it wrong! However, there was nothing forthcoming on the Kingston slogans. I am an innocent on the subject, but it does seem strange that there appears to be the same size piece missing from the top left corner of the slogan panel in each of the slogans illustrated above. One is 1972 and the other two are the same slogan in 1974* except that one has an inverted dater. Does somebody,

somewhere have an explanation?

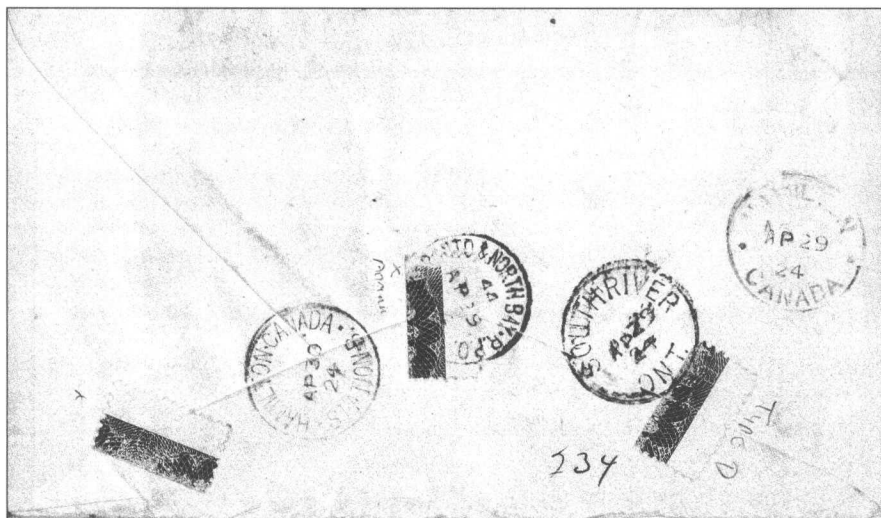
**Editor's note:*

Although the 1974 slogans have the same text, they appear, from the illustrations, to be different dies according to the relative sizes of the slogan box.

Doug Riendeau

ADMIRAL LATHEWORK

Illustrated is the reverse of an Admiral registered cover which was offered as a 'lathework cover'. A bit disappointing



Getting in a lather over lathework.

to find that the lathework was used to seal the envelope and didn't even belong to the stamps on the front! This raises the question: is this a lathework cover or a cover with lathework? I thought Admiral enthusiasts might like to brood on the subject after bewailing this unorthodox use of marginal lathework, now so keenly sought.

Stanley Cohen

NUMERAL OBLITERATORS

Congratulations on a very fine anniversary issue of *Maple Leaves*. The article by the Duckworths, 'Numeral Obliterators on the Large Queens', was of particular interest to me as the compiler of the original listing, together with Horace Harrison, some 35 years ago.

However I was unable to find anything at all new in this particular

study, all of which we had then recorded. Our findings were blindly copied later by E. A. Smythies who, with Dr Day, simply gave their own Type numbers to our originals in their book 'Fancy Cancellations'.

My own collection had cover examples in it of Duckworth's unidentified (still?) 2-ring numerals 17 and 20 also 8 and 42. All these were acquired, I believe, by Jim Hennok in Toronto, who undoubtedly will have kept records (photos) showing their post office sources.

Of all the 'fancy' numeral types, my own most treasured were the ones emanating from Paris with exquisite '57' designs which, somewhat to my amazement, are now referred to as being 'crudely carved', which is just not so, *for all of them*. My collection also housed several covers of the rare 2-ring 4 of Watson's Corner, which formed no part of the official 2-ring series.



The intaglio '57'.

The main point I wish to make, though, is that in my view it is wrong to associate these numeral types with the Large Queens. Apart from the official 2-ring series, which happened by chance to commence a year after the issue of these stamps, they belonged mainly to earlier or later periods. The 4-ring series, being introduced much earlier, is found on the Pence issues and more easily on the 1859 issue. Indeed these are best collected on the 3d or 5¢ Beavers because the earlier impressions give much clearer strikes, whereas on the Large Queens the obliterations tend to be ink clogged. (See Duckworths' Fig. 3 for 4-Ring 29).

My collection of the 10¢ 1859 Consort had the complete set of 4-rings with many on covers identifying the issuing offices, whilst it was a carry over of these that occurred on both the Large Queens and, occasionally, the Small Queens.

The 2-ring cancels are all to be found on the Small Queens. My collection was complete for all offices on both Large and Small Queens but it was indeed covers in the Small Queen period that enabled several of the more elusive numbers to be correctly assigned to their offices of issue.

Similarly, many of the Toronto 'fancy' 2's and other designs continued into the Small Queen era, where they are just as readily collectable and often much easier to find.

I think that collectors should be made more aware of this and not to try to associate these fascinating postmarks with a particular series of stamps that happened to be in use in the short period of 1868-1872, during which time only some of the numeral postmark types were introduced.

For those who do decide to limit their numeral postmarks to the Large Queens, it may be worth their noting that any covers with the fancy types '8' of Ottawa are all extremely rare, unlike the Toronto fancy 2's or even the Kingston 9's.

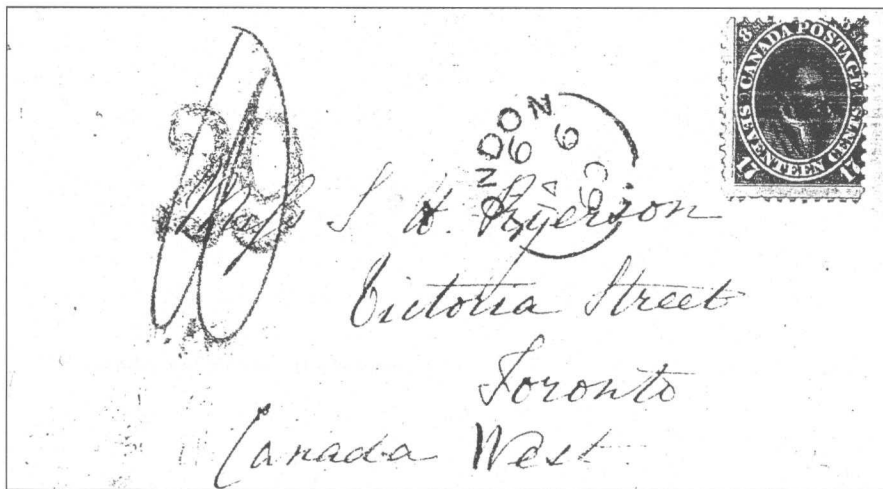
T. H. Salter

LITTLE THINGS MEAN A LOT

Mr Hillson's article, 'Treasure Trove', prompted me to look at my one and only 6¢ SQ on cover and, as near as I can see, it seems to be 11.8 x 11.7 or just under. Hope this is of interest.

Editor's note:

The photostat accompanying Mr Salter's letter shows an 18 July, 1873, postmark which looked extremely promising, so we passed the matter on to the expert. John Hillson, disappointingly, reports that the 6¢ stamp in question is the perf 11.75 version, common to first Ottawa printings in 1872. John points out that the rare version measures just under 11.6 down the side, rather than 11.7, so we must all be very precise with our measurements.



17¢ Cartier – used as 'postage due'?

Godfrey Townsend

VALUE ADDED

An auction lot purchased years ago included the rather tatty cover illustrated. It is from London to Toronto in 1860 and the only postal markings are a London 'W' departure mark (A & H type 1239) and an American charge mark '29', which is deleted in manuscript.

A pristine 17¢ Cartier has been applied on arrival in Canada but not cancelled. Could this have been used as a postage due to pay the rate for a Transatlantic letter, via Cunard? Why was the 29¢ charge applied, should it not have been for a lower amount? There are no backstamps and no evidence of another stamp or mark having been removed; it is a complete envelope. Any suggestions would be welcome.

Bob Bayes

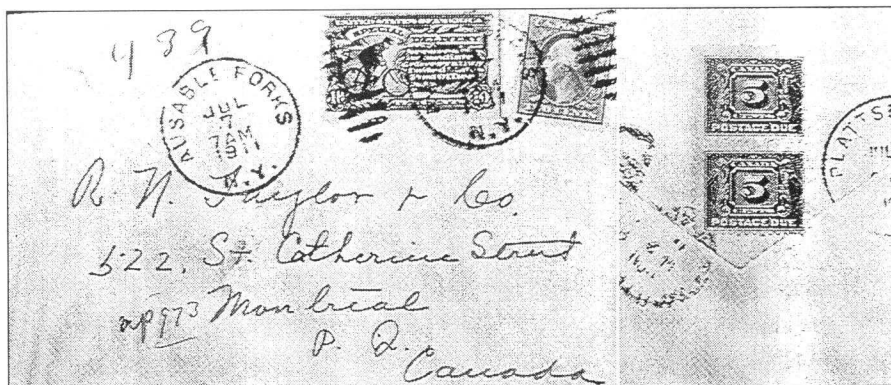
TEN AND TEN

The Yellow Peril sought members' comments on his article in the October issue; the following may be of assistance.

Prior to 1 January, 1923 special delivery mail originating in Canada and addressed to points outside the country, e.g. USA, was not accepted for special delivery service upon arrival.

Likewise *special delivery stamps used from other countries arriving in Canada were not honoured.*

As the illustration⁽¹⁾ shows, the covers were subject to a ten cents postage due charge which corresponds to the covers in Yellow Peril's article. As the regulations quoted in this article says, regarding *registered mail*, "... it



US Special Delivery not accepted in Canada; 10¢ postage due charged (7 July 1911).⁽¹⁾

may, if prepaid one rate be sent on to its destination, *subject to the collection on delivery of the total deficiency as regards postage and registration charges*'. These covers were not short paid per se so the regulations allowed them to go forward. Upon arrival special delivery letters were sent out with a messenger and the number recorded in a book kept for that purpose. In this case he probably contacted the addressee with regards to payment of the special delivery fee. The Canadian special delivery stamp was probably used to draw the attention of the delivery messenger to the fact that the fee had not been paid. Should the addressee refuse to pay this fee the letter would still go forward but only as first class mail matter. The manuscript serial numbers would seem to indicate that they did in fact receive special delivery treatment. They should also be backstamped as regulations of this period required.

The regulations as they affected short paid mail at this time were: foreign post (*including British and Colonial*).

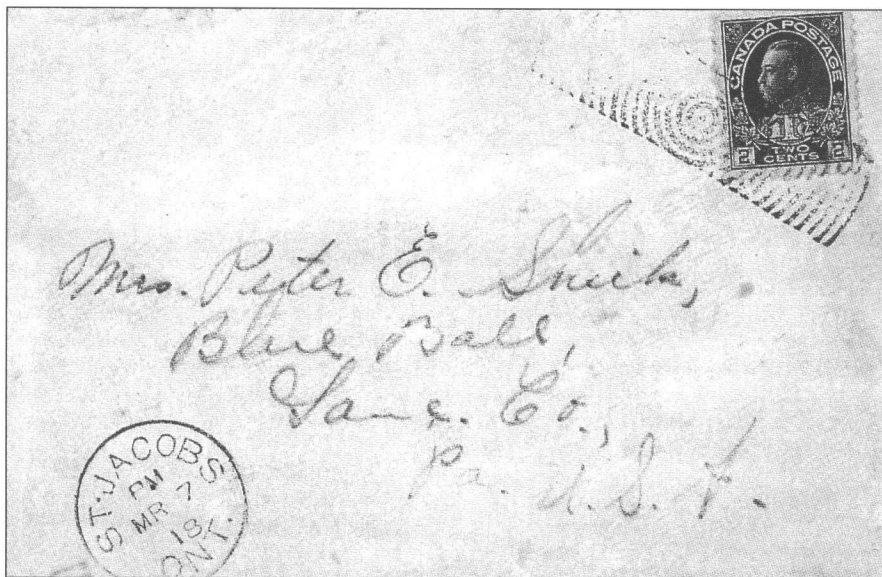
2. Prepayment on letters addressed to the UPU countries is *not compulsory*, but in case of non-prepayment or insufficient prepayment, the letters are stamped 'T' (representing the word 'tax') at the despatching exchange office, and go forward subject to a charge of double the amount of the deficient postage. This would, to my mind, explain the difference in these covers and the one illustrated in Steinhart's book.

⁽¹⁾The illustration is figure 97 in the 'CANADA SPECIAL DELIVERY' handbook by G H Davis (Published by the Unitrade Press, Toronto, 1991).

Neil Prior

ST. JACOBS

The cover illustrated, addressed to America, carries a most unusual 'target' type cancellation. The St. Jacobs, Ont., CDS, dated 7 March, 1918, may or may not be a transit mark. There are no marks at all on the reverse of the cover.



I have not seen this mark before and would appreciate any information members may be able to supply. Was it used in St. Jacobs?

R. A. Johnson

POSTAL HISTORY PUZZLES (1)

The India cover presented and discussed by Horace Harrison in June and the response by Malcolm Montgomery in October 'Maple Leaves' drove me to look up what evidence there was, corroborating or otherwise, from the India end.

A prime reference for this is Martin and Blair, 'Overseas Letter Postage From India 1854-1876' published by Robson Lowe Ltd. in 1975. Perhaps the most useful entry that I found there was:

"W. G. Stitt Dibden's 'Postage Rates of HM Forces 1795-1899' was written from the UK aspect whereas Colonel Martin (the original author) deals with the subject from the Indian angle, hence both works are complementary . . ."

I don't have access to this; but perhaps some readers might.

As to the relevant Indian regulations, there are the following extracts:

"**1789** Both Bengal and Madras exempted all Privates or NCOs, Navy or Army, King's or Company's from ship letter payments *and from internal postage* (my emphasis). The earliest order yet found from Bombay is 1820: 'Free' handstamps were used in India from 1820 or earlier."

"**1800** Madras extended the privilege

of free inland postage, under the COs signature, to all Native Commissioned and Non-Commissioned Officers, and Privates in the Hon. Coy's. Marine and Military service."

1837 These were confirmed by an Act.

"11 October, 1854 Act XVII of 1854 did not mention Soldiers' Letters and repealed the Act of 1837. Hence all Soldiers and Seamen, both British and Indian, lost free transit in India. The Indians did not regain this right until 1883."

"8 November, 1854 The Governor General in Council ordered the refund of any Indian postage levied on European Soldiers Letters after 1 October on account of letters to and from England and the Colonies."

"16 December, 1854. The Director general of the Post Office clarified the position. (Bombay Gazette 1855, p19).

"Soldiers' and Sailors' letters must always be franked by the Commanding Officers. For transmission to England they cannot be prepaid; for the Colonies or Foreign Countries they must be prepaid one penny or nine pies. Such letters (under ½ oz weight) are not liable to Indian Postage. Soldiers' and Sailors' letters between Indian Stations are liable to Indian Postage."

"16 August, 1855. Postage to the United Kingdom could be prepaid One Penny (9 pies) in cash." (There were no 9 pies stamps.).

"Officers' Letters: 1857-1869
The various rates given by S.D.

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applied to Naval, Army or Royal Marines Officers on board HM Ships; foreign transit increased the postage. The bags were made up on board and no stamps other than British could be used for prepayment. They are therefore NOT Indian, even if from an Indian port."

"The Mutiny 1857-58

Letters from Soldiers or Seamen to their families in India were freed from payment of Indian postage after 4 December, 1857, if not earlier.

Officers of the Army were also exempt from 'forward postage', i.e., the redirection charge at Indian Inland rates. In February 1859 they were still exempt 'for the time being'.

At various times during the mutiny, letters of Punjab, Bombay and Madras native soldiers, when serving outside their Province or Presidencies, sent to and from their families were free of Indian postage."

Conclusion 1: Unless Stitt Dibden indicates a lack of reciprocity in charges, I think that we can safely conclude from the above that the rate charged on the cover in question did not include any inland India charges.

From Mazundar's *The Imperial Post Offices of British India* (1837-1914) Volume I, published by Phila Publications, Calcutta in 1990, I found the following respecting registration:

"The Registration Post was first introduced in Bombay Presidency on

1 November, 1849 by a postal notice issued on 16 October, 1849 by PMG Bombay. In Bengal it was established at Calcutta GPO on 1 January, 1851 and, subsequently, Madras GPO followed Bengal. The fee in all cases was eight annas for each letter registered. The Act XVII of 1854 introduced the present system of registration of letters and parcels for two separate posts, viz., the Imperial Post and District Posts of Provincial Governments."

"The registration fee of eight annas per letter introduced from 1 January, 1851 was reduced on postal reform of 1854 to the uniform rate of four annas."

"The payment of registration fee by means of postage stamps of four annas was, however, introduced under the Post Office Act, 1866." (Since the earlier form of payment was mandated before there were any postage stamps and since the four anna stamp was first issued as early as October 1854, it is likely that this was the practice long before this.)

Conclusion 2: Again, unless Stitt Dibden indicates a lack of reciprocity, I think that we are safe in assuming that registration was possible for letters from Canada going beyond London to India without foreign transit.

Postscript: There were 12 pies to the anna and 16 annas to the rupee; one rupee was the equivalent of two shillings sterling. Thus, until the late 1850s, 8 pies was equivalent to 1d and 4 annas to 6d.

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SOCIETY NEWS

FROM THE PRESIDENT

I have been attending CPS Conventions almost without fail for the last 30 years and every year I am impressed by the hard work and dedication of all the officers of the Society. I have never known a Convention which was not a great success and certainly our 50th Anniversary in Perth was no exception and we are all indebted to Betty Stephenson for her wonderful organisation.

It was particularly gratifying to see so many of our friends from North America and other far flung outposts, who travel to the CPS of GB in ever increasing numbers.

After Perth, Pat and I decided to extend our holiday and went to Portree in the Isle of Skye where we visited the award-winning Aros Heritage Centre. Amongst the story of the history of Skye there was a marvellous mock-up of the ship which took so many islanders from Portree to Portland in 1854. How brave they were when most knew they would never see their loved ones again.

It has been my good fortune to recently 'write up' a number of covers from these early settlers who had then made their way to Oshawa and wrote home to Skye to tell of their exploits. This brought home to me most forcibly the importance of the posts and the need to communicate. Our hobby is a constant testimony to the skills, hard work and endeavours of our ancestors.

The provisional programme for the Harrogate Convention in September includes: 'The First Decimal Issue' – L. Warren; 'Money Letters' – H. Harrison;

'Newfoundland – The Decimal Issue' – W. Lea; 'Fakes & Forgeries II' – D. Sessions; 'Street Cancellations' – C. Hollingsworth; '1897 Jubilee Issue' – C. Banfield. On the social side, visits to Harewood House and the National Armoury Museum are planned. A more detailed programme will appear in the April issue along with booking forms. Meanwhile please enter the dates 10-13 September in your brand new 1997 diaries.

During the coming year I do hope that I shall have the opportunity of meeting many of you again. By the time you read this I shall have given my first display to the London section, on 16 December.

FROM THE SECRETARY

The following is a summary of the main points from the 1996 AGM at Perth. Copies of the minutes and the accounts are available from the Secretary.

President Betty Stephenson welcomed those present and she thanked those who had helped to run the Convention. Members observed a minute's silence in memory of G W Frampton, R P Hedley, C A Parker and A L Steinhart who had died during the previous year.

Summaries of the Officers' reports are as follows:

Chief Executive Arthur Jones – The Society's Jubilee year appeared to find it in good heart, but having difficulty in maintaining its membership like so many similar organisations.

Secretary Tom Almond – Membership as at 14 August, 1996 had dropped by 5

to 455. The number of new members recruited was the largest since 1991. Stan Lum of Toronto won the Recruitment Award. Members Handbook stocks are low and a new version will be produced next year. The Society Rules will be included in the new Handbook.

Subscription Manager John Gatecliff – 107 members had not paid their subscriptions at the end of 1995. Reminder letters were sent out in January and February and 11 members were eventually removed from the rolls. Sales of Maple Leaves realised over £70. Wayne Curtis was thanked for collecting BNA subscriptions so efficiently.

Librarian Colin Banfield – Only seven books were borrowed during the year, reflecting the fact that members are buying their own reference books.

Editor David Sessions – Maple Leaves received a Small Silver Gilt award at Stampex 1996. The regular contributors have continued to serve the Society well. Contributions of articles and short pieces are always welcome. Members were reminded that they can place two classified advertisements each year without charge.

Packet Secretary Hugh Johnson – The past year has been very successful with seven circuits operating; 16 packets have been circulated and sales have been good. There are plans to start a Precancel Circuit shortly.

Covermart Secretary Malcolm Jones – This has been another successful year with sales up 150%. Better items sell well but the amount of work involved in listing poor quality material is disproportionate to the sales when

vendors' prices are unreasonable.

Handbooks Manager Derrick Scoot – Book sales by post continue to decline, but sales of binders continue at a steady rate. Discussions are being held with BNAPS to obtain a better, cheaper service from their Book Department.

Advertising Manager Brian Hargreaves – Income from display advertisements has remained steady over the year, but some regulars have reduced their frequency. There has been a slight increase in use of the classified section.

Publicity Manager John Hillson – All reports of local group activities that were submitted were circulated to Gibbons Stamp Monthly, Stamp Magazine and ABPS News. Reports of regional activities stimulate activity in that area, therefore it is important that local contact members submit reports of their activities to the Publicity Manager.

Treasurer John Hillson – The Treasurer presented his report and the following proposals were approved by the AGM:

£14 subscription for 1997/98 with a £2 discount for payment before 1 January;
Life Membership to be increased immediately to 20 times the annual subscription with a concession of 50% for members over 65;
Unlimited Corporate Membership not to be offered in the future.

The following nominations were proposed, seconded and approved by the meeting:

President	Mr F. Laycock
Vice-President – 1997/98	Mr G. N. Prior
Vice-President – 1998/99	Mr L. Taylor
Secretary	Mr T. E. Almond

Treasurer Mr N. J. A. Hillson
 Committee Member – Scotland
 Miss A E Stephenson
 Committee Member – North
 Mr L D McConnell
 Committee Member – South
 Dr D Sanderson
 Auditor Mr L Taylor

The officers appointed by the Committee are listed inside the back cover of Maple Leaves.

Colin Banfield announced the election of Tom Almond as a Fellow of the Society. George Arfken was awarded the Founders Trophy for his research and articles on Postal History.

Mr Banfield reported that the London Section has 13 members and that it meets from October to May on the third Monday of the month in his London office.

Dorothy Sanderson reported that the Wessex Group had met twice in the year and that an attempt will be made to reinvigorate it in the coming year.

Neil Prior reported that the South West Group would continue its annual meetings at the Bristol Federation Convention in Portishead. These are normally held on the second Sunday in August.

Derrick Avery reported that the Notts. and Derby Group was still active but that the membership was widely spread. New members of the Society do not seem to want to be involved and several have resigned from the Society.

John Hillson reported that the Central and South West Scotland Group had held two meetings at Crawford and that a new member from Glasgow had

recently joined the group.

The changes to the Rules and the Competition Rules which had been published in Maple Leaves were accepted unanimously by the meeting. (See Maple Leaves volume 24, pages 250 and 285 respectively for details of the changes).

Frank Laycock, the incoming President, reported that the 1997 Convention will take place at the Crown Hotel, Harrogate, from 10 to 13 September.

The Secretary announced the competition and trophy winners as follows:

Class 1

1st E A Harris
 Pioneer Post Offices of the Prairies.
 Awarded the Members Trophy.

Class 2

1st London Section
 First Canadian Decimal Value Stamps
 on a Range of Covers.

Class 3A

1st C. G. Banfield
 2¢ Registration Stamp. Awarded the Stanley Godden Trophy.
 2nd D. F. Sessions
 Bogus Stamps of BNA.

Class 3B Certificate of Participation

J. W. T. Wannerton. Postmarks on Admirals.
 D. A. Avery. Canada's Most Unpopular Stamp Issue.

Best Research Article in Maple Leaves

D. H. Whiteley. Hudson's Bay Company Ciphers. Awarded the Aikens Trophy.

The Treasurer reported that the Executive and the Committee had discussed the financial effect of accepting auction lots with low estimates and they had concluded that the Society should not bear the financial loss from low value items in the Auction. The following administrative arrangements were agreed by the AGM:

The commission on sold lots will be £1, or 15% of the hammer price if this is greater;

A fee of 50p per unsold lot will be collected from each vendor's total realisation after commission has been deducted.

LOCAL GROUPS

Both the London and South/Central Scottish groups held their first meetings of the new season recently. Londoners were treated to displays, by seven members, of new acquisitions ranging from pre-stamp money letters, bulk mail receipts, 1859s through to censored mail and Centennials.

The Scots – and the Cumbrian present – were treated to no fewer than eight mini-displays of up to 32 sheets, from QEII high value plate blocks to 1851 pence issues, and from revenues to modern used. Much information was exchanged and all present agreed the afternoon had been highly successful.

Have you been in touch with your local contact member yet – or with other members living in your area – if you haven't you are missing out?

FORTHCOMING EVENTS

1997

Jan 20 London Group – Post Cards

Jan 22-26 STAMPEX, Business Design Centre, Islington, 52 Upper Street, London

Feb 17 London Group – Western

Canada

Mar 17 London Group – George V

Apr 21 London Group – Beaver Cup

Apr 24-27 STAMP '97, Wembley

May 19 London Group – AGM and subjects, G, H, I & J

Aug 28-30 BNAPEX '97, St John's, Newfoundland

Sep 10-13 CPS of GB Convention, Crown Hotel, Harrogate

Sep 17-21 STAMPEX, London, as above

Sep 19-21 Royal Caltapex, Calgary, Canada

International Exhibitions

1997

Apr 16-21 NORWEX '97, Oslo, Norway

May 29-Jun 8 PACIFIC '97, San Francisco, USA

Oct 17-26 MOSCOW '97, Moscow, Russia

Dec 5-14 INDIA '97, New Delhi, India

1998

May 12-21 ISRAEL '98, Tel Aviv

Jul 27-Aug 2 PORTUGAL '98, Lisbon

Sep 18-27 ITALY '98, Milan

Oct 20-25 ILSAPEX '98, Johannesburg, S. Africa

1999

Apr 27-May 4 IBRA '99, Nurnberg, Germany

Jun 26-Jul 4 PHILEXFRANCE '99, PARIS

2000

May 22-28 STAMP SHOW 2000, Earl's Court, London

Details of London Group from Colin Banfield 0181 281 0442 (home) or 0171 407 3693 (office); Wessex Group details from Dr Dorothy Sanderson 01794 523 924; S & C Scotland from John Hillson 01461 205656. Contact for West of Scotland is Bill McVey 0141 637 6853.

AMENDMENTS TO MEMBERSHIP to 25 November, 1996

New Members

2740	Scott, David V., 64 Ipswich Street, Swindon, Wilts., SN2 1DB	N, A
2741	Davis, John L. N., Apartado 74, Gata De Gorgos, Alicante 03740, Spain	C, UO
2742	Coates, W., Box 63064, University Plaza, Dundas, ON, Canada, L9H 4H0	CR-CGC
2743	Robertson, I., 101 Hay Avenue, Toronto, ON, Canada, M8Z 1G3	C, F
2744	Moss, Richard H., 27 Greenfields, Holbeach, Spalding, Lincs., PE12 7BJ	C
2745	Clark, Dr Alexander M., PO Box 44, Pubnico, N.S., Canada, B0W 2W0	NS
2746	Münchener Stadtbibliothek, Am Gasteig, Philatelistsche Bibliothek, Rosenheimer Str. 5, 81667 Muenchen, Germany	
2747	Rossiter, John R., 5 Susan Place, Barne, ON, Canada, L4N 5P3	RM
2748	Shadbolt, Brian, 30 Ruislip Road, Greenford, Middx., UB6 9ON	C

Reinstated

1049 Horne, Brian, Suite 106, The Renoir, 9229 16th St-SW, Calgary, AB, Canada, T2V 5H3

Resigned

2170 Cooper, D. 1873 Gray, Ross D. 2362 Round, A. 2191 Stillions, C. A.

Deceased

2022 Russell, W. M. 1439 Steinhart, A. L.

Change of Address

2262 Bogie, Niall H. R., change postcode to 'EH16 6LY'
 2252 Covert, Earle L., 349 Schooner Cove N.W., Calgary, AB, Canada, T3L 1Z3
 2307 Hughes, John W., 'The Lee', 56 Oak Street, Fakenham, Norfolk, NR21 9DY
 1562 Kennedy, amend name to Ms Dee Kennedy
 2486 Lacelle, D., delete initial 'F'
 1846 Lazenby, N. B., insert Ashford between High Halden and Kent
 2572 Lee, A. T., substitute 'ACT 2903' for 'ACT 1903'
 2656 Library Of Congress, insert '101 Independence Avenue, S.E.' before 'Washington'
 2125 Malefant, M. G., add '706 Main Street'
 1453 Peatman, A. N., delete 'Saint John'
 2022 Russell, change title to 'Mrs M. W.'
 2517 Sheffield, John, PO Box 81, Lambeth Station, London, ON, Canada, N6P 1P9
 2511 Switt, J., 106, Smythe, Bowie, Texas, 76230, USA
 1616 Taplin, J. H., change to West Sussex, RH19 1PW
 1482 Taylor, Dr I. W., change '60090' to '60090-6201'
 2680 Ure, Donald A., add '48098' after 'USA'
 2539 Wallace, John M., #802-670 Dallas Road, Victoria, B.C., Canada, V8V 1B7
 2540 Wallace, Beverly J., #802-670 Dallas Road, Victoria, B.C., Canada, V8V 1B7
 1809 Wheatley, C. W. R., add post code PO9 1RL

Revised Total 461

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 1996/7

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(Covermart) T.M. Jones, 14 Tullis Close, Sutton Courtenay, Nr. Abingdon, Oxon, OX14 4BD

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Slogan Postal Markings 1931-1940		£8.50
Slogan Postal Markings 1941-1953		£10.50
Slogan Postal Markings 1912-1953		£9.50
Mail by Rail	Gillam	£11.00
Postage Rates of North Atlantic Mails 1635-1867	Montgomery	£19.00
The Canadian Postage Due Stamp	Chung-Reiche	£6.50
Territorial Saskatchewan. Westhaver-Thompson Collection	Gray	£21.00
Territorial Alberta. Westhaver-Thompson Collection	Spencer	£21.00
The Canadian Postal Acts & Post Offices 1878	Symonds	£15.00
The Squared Circle Post Marks of Canada	Moffat	£28.00
Canadian Flag Cancels 1896-1919	Lingard	£17.00
Catalogue of Canadian Official F.D.C.s	Cool	£4.75
Canadian Revenues. Vol. 2 Federal Inspection & Unemployment	Zaluski	£12.00
Canada Constant Pre-Cancel Varieties	Reiche	£5.00
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Maple Leaves

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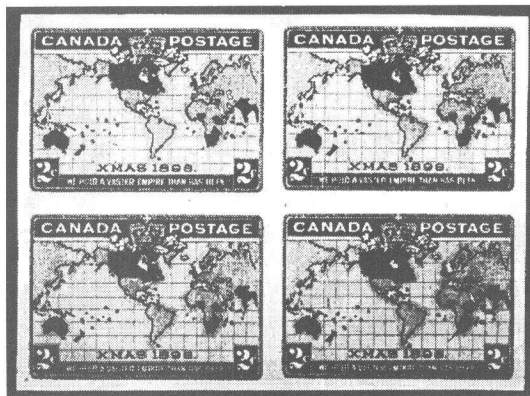
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April 1997

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MAPLE LEAVES

Journal of

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EDITORIAL

Convention booking forms and competition entry forms should accompany this issue of 'Maple Leaves'. A detailed provisional programme will be found in the 'Society' pages and early indications are of a number of interesting lots in the auction. Regulars will have marked up their diaries already, other members are urged to come along and join in the fun, if only for a day. If the excitement gets too intense there are always alternatives: a stroll in Harrogate's Valley Gardens or tea and a bun in Betty's Tea Room!

Our belated congratulations go to member Dick Malott, who has been appointed to the American Air Mail Society's Aerophilatelic Hall of Fame. Dick has promoted aerophilately since 1950; he is a founder member of the Canadian Aerophilatelic Society and Editor of its Newsletter. His various airmail collections have reaped awards

at the highest international level and he has written extensively on aerophilately over the years. His latest project was to co-ordinate a 500 page catalogue of 'The Air Mails of Canada and Newfoundland', a task lasting more than four years.

The march of progress has overtaken our friends of the Royal Philatelic Society of Canada who recently announced the inauguration of their own web site on the Internet. Interested parties can log on by using the magic formula <http://www.interlog.com/~rpssc>.

Speaking of progress, your Editor is being dragged screaming and kicking towards the 21st century. The household now has access to the Internet so, whisper it softly, the Editor can be contacted via E-mail on Sessfam@AOL.com.

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**DEALERS IN
FINE STAMPS
SINCE 1924**

VICTORIA, B.C. FLAG

AUGUST 1901 – revisited

Bill Topping

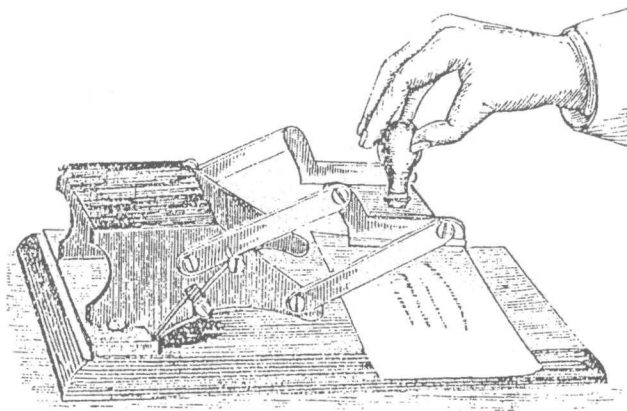
In the April 1995 issue of *Maple Leaves* I discussed the Victoria, British Columbia, Provincial Exhibition flag cancellation of 1901 and presented the controversial position that it was produced by a Bickerdike Mail Marking Machine. The piece was primarily written to stimulate thought and discussion and, hopefully, to produce a definitive statement as to how the cancellation had been produced. The interest and discussion came quickly the definitive statement has yet to be made.

Following publication, I received letters from a number of very well informed collectors with special interests in and knowledge of machine cancellations, flag cancellations and other related specialty areas. I also participated in a number of study group

meetings, as well as discussions with individual collectors. During these sessions all possible methods of producing the flag cancellation were discussed in detail and for the most part all were ruled out. Most, but not all, of those involved agreed that the marking was not produced by any of the following methods.

1. a rubber stamp,
2. a metal hand stamp,
3. a roller,
4. a rocker,
5. a rapid mail cancelling machine,
6. a hand drawing by a local artist.

Thus, by the end of these discussions it appeared that all possible methods of production had been eliminated.



EDWARDS & WILLIAMS,:

I was just about to give up the search when, in connection with another project, my attention was directed to a 'French Dating Press' marketed in England by Edwards & Williams of Jewins Street, London. Edwards & Williams was the supplier of revenue 'handmarks' to the British Government in the 1880s. In an advertising circular dated July 1883 a number of dating presses and endorsing presses are shown. Much of the equipment appears similar to the self-inking dating equipment used by the Post Office today. On the other hand the 'Endorsing Press' resembled a small printing press and in the illustration shows an envelope being endorsed. The equipment was self-inking and, in the price list, Model No. 5a was shown as taking a die 3½" by 1" and sold for 7/6d. This is the same size as the die used to produce the Victoria flag cancellation. Additional charges were listed for engraving of dies and dating equipment.

There is no record of this type of equipment being used in Canada or the United States but in the late 1890s there were a number of companies attempting to sell postmasters cancelling equipment. In the late 1880s, equipment, similar to the endorsing press, was used in France to produce a few of the early slogan postmarks. It is possible that the Victoria flag cancellation of 1901 was produced using an endorsing press, or similar device, which was purchased by the Victoria Exhibition Committee for use in the Victoria Post Office on selected mail. The press was designed to take an engraved die as well as changeable dates. The bed of the press was large enough to take an envelope but had no guide to hold the envelope in a pre-set position. As a result, envelopes could be placed on the bed of the press

at differing angles and, unlike the rapid cancelling machine, would produce cancellations that were not parallel to the top of the envelope. This would explain why the Victoria flag cancellations are rarely parallel to the top of the envelope, a problem that has bothered students.

Let us assume that the equipment was purchased by the Victoria Exhibition Committee, in an attempt to establish the Victoria Exhibition as the only 'Provincial Exhibition,' despite a similar claim by the New Westminster Exhibition Committee. It would then seem logical that the Committee would adopt a flag design similar to the one introduced in Toronto, in May 1901, to advertise Toronto's 'Canada's Exhibition.' The flags were not identical but are very similar. The dater hub was based on the daters currently in use in Victoria, with 'CANADA' at the base rather than the year, as is found on the Toronto hub. If the assumption is correct, the equipment was purchased by the Exhibition Committee without the approval of the Canadian Post Office, in Ottawa, and was in violation of postal policy. This would explain why no records relating to the equipment have been located in Postal Records in Ottawa. This also might account for the unexplained withdrawal of the equipment, probably on 22 August, some two months before the exhibition opened.

Some ten more covers have recently been reported and a study of the 24 reported covers and three dated pieces produces some interesting facts. Fifteen of the covers are addressed to the United States and of these, five are to U.S. Postmasters and four to May Oppenheimer, daughter of a prominent Victoria merchant. The predominance

of U.S. covers would indicate that the equipment was used on a selective basis rather than on all mail. Of the remaining nine items, five are to points in B.C., two to overseas, one to the Bank of Ottawa in Ottawa, and for one the address is not recorded.

The Ottawa cover is of considerable interest as it arrived in Ottawa on 21 August, which almost marks the end of the regular use of the Victoria flag cancellation. Assuming the equipment was not approved by the Post Office Department, in Ottawa, the discovery of the flag cancellation by the Ottawa Postal authorities would result in an immediate order to withdraw the device. The four post cards, dated 22

August, to Miss May Oppenheimer, at Portland, are all written in the same hand, they appear to have been sent as souvenirs and were probably cancelled as a special favour at the time the equipment was removed.

Unfortunately there are no records to back up the foregoing but, on the other hand, until someone can produce a more satisfactory suggestion as to how the Victoria flag cancellation of August 1901 was produced, I would like to think that it was produced on an endorsing press purchased by the Victoria Exhibition Committee to advertise their exhibition and was used at the Victoria Post Office from 8 to 22 August, 1901.



Post card addressed to May Oppenheimer on the last recorded day of use of the Victoria flag, 22 August, 1901. Note the characteristic slant of the cancellation.



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TALES OF THE UNEXPECTED (2)

The Sailor's Find

Stanley Cohen, FCPS

Nowadays there are very few stamp stores to be found in the Strand district of London. This was not so some 20 years ago when collectors could have a field day moving from one dealer to another in search of their special fields of interest. Even more varied and interesting were the sometimes quite odd characters who made their living by satisfying the needs of these customers.

There could surely have been no stranger character in this line of business than a dealer named Kennedy, whose first floor office was in William IV Street, just off the Strand. A large sign hung from his office, over the street, which simply stated 'Stamp Collections bought and sold.'

I had wandered up to his office for the first time during my travels around the Strand to find a middle-aged man, completely bald and heavily bronzed, standing behind a desk, whilst in an adjoining room, several people were apparently waiting to speak to him. He was intensely rude to anyone new who entered his office. He was clearly evaluating a large stamp album, perhaps for the people who were awaiting his verdict on it. In any event, without even glancing up at me, he demanded to know what I wanted.

I made my usual request "did he have any Canadian stamps for sale?" His reply surprised me:- "I don't sell stamps. I only buy and sell collections. Good morning."

With that I walked out of his office. Yet there was something strangely

fascinating about this individual. I could not define what it was, but for a while I could not get him out of my mind.

However, I had forgotten about him, when some weeks later I was again in London with time to spare so, as usual, I called in to see my good friend, Leo Baresch, for a chat. Also, Leo nearly always had something interesting in Canada to offer me. As I walked in, he happened to remark to me "Kennedy has just left. I lent him £500."

I pressed Leo further. Why on earth had he lent the man £500? It was then that Leo told me all about him. It appeared that the dealer was perfectly honest and respected in the trade. Leo said that he was certain that he would be repaid the loan the next day. He explained that Kennedy had little or no money but was an expert in buying collections. He tried to buy whatever he could afford himself within a limit of about £100. When he was offered a collection worth considerably more than that, he would tell the owner that he needed some time to evaluate it and that he should come back the next day. He would then close his office and hunt around for someone to lend him the required money. Immediately after buying the collection he would sell it as quickly as possible, usually the same day, to the trade at a small profit with which he was always satisfied.

It seemed to me to be a precarious and strange way of making a living but Leo said that the man was actually a musician and played an instrument every evening and really had little

interest at all in stamps. Leo also told me that Kennedy had cancer and was a very sick man indeed. Very often, Leo added, he would himself buy the collection from Kennedy as he had usually bought it so cheaply and give him a small profit on it. Also, in return for Leo being given first refusal on whatever the man had bought, he agreed to lend him the purchase money. On this occasion the collection was of no interest to Leo, but he had lent him £500 just the same.

It was a fascinating insight into the man and the way he operated. I called in to Kennedy's office on further visits to London. I can't explain why I did so, but there was something about the man that fascinated me. At first, he was scornful, but he did remember me. "You want Canadian stamps," he told me, "I don't have any." He was poring over a collection of very lovely Mint European Charity sets, I could see. He looked up at me. "You want these? £750 for the best collection I've handled in years. They're cheap."

They probably were cheap but I didn't want them. It gave me an opportunity to open a conversation with him and, finally, he opened up; from then on there was a more pleasant liaison between us. However, he quickly told me he was closing his office, which was my signal to leave. No doubt, he was going to sell that collection as best he could in order to repay his loan on it.

I was seldom in the habit of making a special journey up to London for stamps, but some time later, I had received a call from Gibbons that they had bought a very fine collection of Canada and wanted me to see it. It sounded exciting so I arranged to take a

day off to look at it.

Arriving in London, I found that I had an hour to kill before my appointment with Gibbons, so I walked towards the Strand, passing by Kennedy's office; I decided to call in to see him. He was excited to see me and said that this time he did have something for me. He produced a small stock-card on which there were precisely ten stamps. Gasping at them, I said "But I thought you only dealt in collections."

"This," said Kennedy, "is a collection."

How right he was, for on this card were ten copies of the 7½d green imperf Canada classic. A scarce stamp by any standard but each of these almost identical copies had the most enormous four margins all round. I was never a keen imperf collector, usually confining myself to a single decent copy of each value. For one thing, they were usually far too expensive for me and secondly I was suspicious of repairs and faked margins which, by nature of their value, seemed to abound in these Classic issues. I was by no means an expert on repairs of this kind.

"Are these stamps genuine?" I queried. "They look to me a little bit too good to be true." In answer, Kennedy just shrugged. "I don't know," he said. "Two sailors came in with them half an hour ago and I bought them."

"What do you want for them?" I asked him.

"£200" said Kennedy.

I guessed, that Kennedy had paid £100 for them, the limit of his available capital, and wanted to sell them quickly. In any event they had to be dirt cheap at

£20 each, and with margins like that, if only one of them was not repaired it would be worth the full amount, so, writing out a cheque, I bought them and took a chance that they were not all duds. Kennedy looked pleased at the quick sale, which might have made me suspicious with any other dealer, but now knowing Kennedy's *modus operandi* I was convinced that he knew nothing about them.

I arrived at Gibbons a little while later and was shown their new purchase. The firm had recently been taken over by the owner of the shop next door, and it was he who was showing them to me. His name was, I think, from memory, Mick Michael. The collection had some wonderful Large Queens, including some great covers to overseas destinations, but Gibbons prices were really very high and I had already earmarked items to a total of well over £1000 with still much more to view. I began to wonder if I really wanted to spend so much at these exorbitant prices.

Meanwhile Mick was gloating over the collection and telling me what wonderful material it was and what fine condition everything was in. It could be quite annoying as I didn't need his salesmanship. Then I had an idea. What the collection lacked, I told him, were some decent examples of the early Pence issues, for I had noticed that the only ones of these were a few rather drab looking 6d. values. What this collection needs, I added, are a few like these and, saying which, I brought out the Kennedy card of superb lightly used 7½d values.

He looked at them in some amazement. I could see that he was very impressed. He asked if he could borrow

the card, then took it outside. I had no doubt he was consulting his staff and probably testing for flaws or repairs to the margins which, on second sight, I realised were absurdly huge.

I continued to look at the collection, and by the time he returned, my prospective purchases were in the region of £2000. I kept my tongue in cheek, fully expecting him to point out a number of repairs amongst the imperfs. but, returning them to me, he said that they were all fine and asked how much I wanted. I replied that if I put 'Gibbons' prices on them, he would have to pay more than the Large Queens from his collection. He asked me what the total was on those that I had selected and when I told him, he said "O.K. A fair exchange.. you take the Large Queens and I'll keep this card."

So it was that I had bought and 'sold' the quickest purchase of my life. I had all the selected Large Queens and covers at a cost of £200, which was about as absurdly low a price as the Gibbons marked prices had been absurdly high.

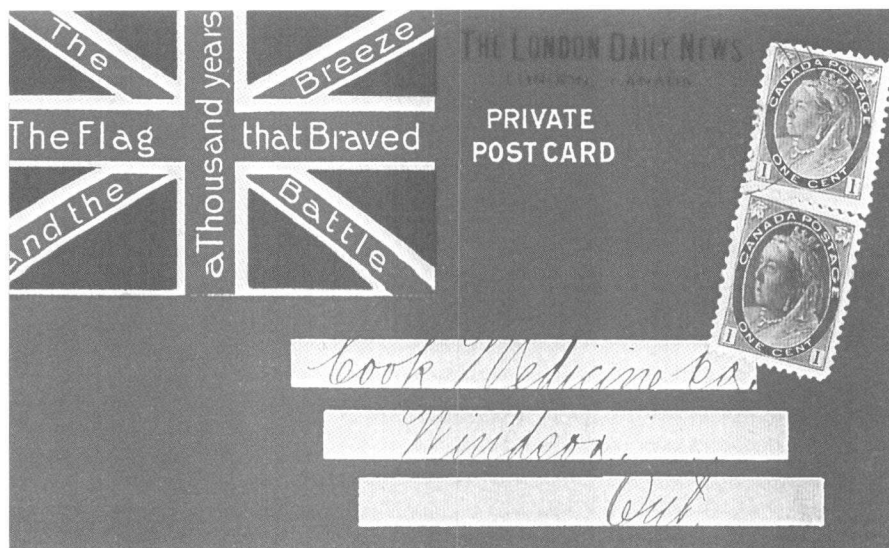
Next time I passed by Kennedy's office, I handed him an extra £100..."You sold me the Canada too cheaply", I told him. He took the money without hesitation and never asked any questions.

Sometimes, later, I wondered if perhaps I should have kept them. I have never since seen 7½d copies with such enormous margins. I also often wondered where on earth the two sailors had found them. Poor Kennedy died soon afterwards and that was the only purchase I ever made from him.

SHOW YOUR STAMPS

The Yellow Peril

Photo by C. Leigh Hogg



A green London orb dated June 1, 1898 ties the stamps to above card. This date is 16 days earlier than the previously published date of 17 June.

The cover illustrated could have special appeal to First-Day enthusiasts as well as collectors of the Queen Victoria Numeral stamps. It is 'The London Daily News' advertising on one of the popular Wilson Boer War patriotic post cards depicting the 'Union Jack.' The card, addressed to Windsor, is prepaid with two 1¢ QV Numerals – seemingly an overpayment of 1¢. A large London three-ring orb dated 'JU 1 98' ties both stamps. The colour of the postmark is green...The Newspaper may have requested the London Post Office to cancel these cards in green on that day. The card is backstamped 'WINDSOR AM JU 2 98.'

The occasion for the special

sending of this card to subscribers was to celebrate the newspaper's third anniversary and to thank supporters for its 40% growth in one year. The card, dated 2 June 1898, was mailed out the evening before so that subscribers would receive it first thing on the anniversary day.

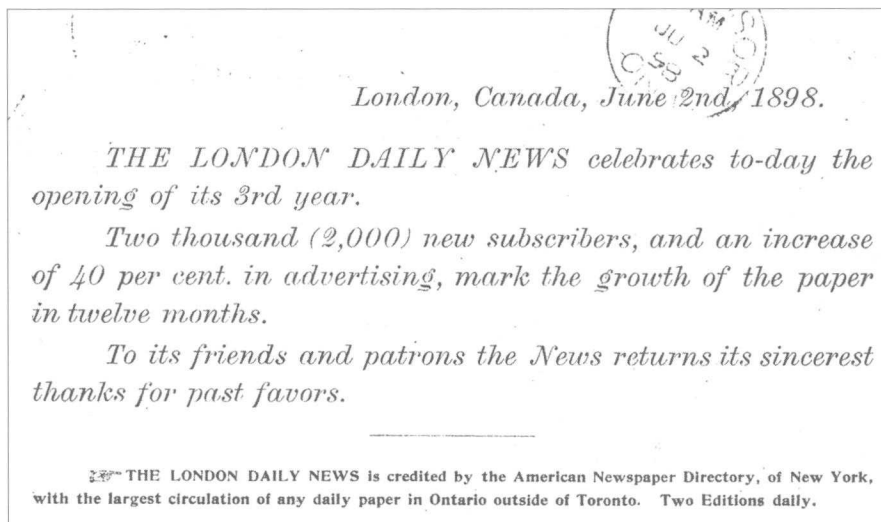
The circumstances in which this card was discovered is remarkable. It was mounted in a topical volume titled 'Newspaper Advertising.' Big Leigh (no offence Leigh, just a little envious) with his big heart and smile, loves to take a random volume to every show – including CAPEX – he visits. On that occasion Leigh opened his album to a group of informed collectors, including

two members, Lewis Warren and Dr. Charles Jacobson. When he turned to the page where this card was mounted, Dr. Jacobson wanted to examine the unrecorded green postmark. It was then and there Dr. Jacobson discovered the green cancel to be sixteen days earlier than the 17 June, 1898 date listed in the Unitrade Specialized Catalogue.

Congratulations Leigh! Jolly good show Doc!



An enlargement of the three-ring orb.



The back of the card showing arrival mark of 2 June, 1898.

FRONT PAGE NEWS

Many members will know that our popular columnist and conventioneer, Stan Lum (alias the Yellow Peril), suffered a debilitating stroke a while back and spent some six weeks in rehab at the Queen Elizabeth Hospital in Toronto. During his time there he drafted the article 'The Stamps That Weren't' (ML June 96, p255).

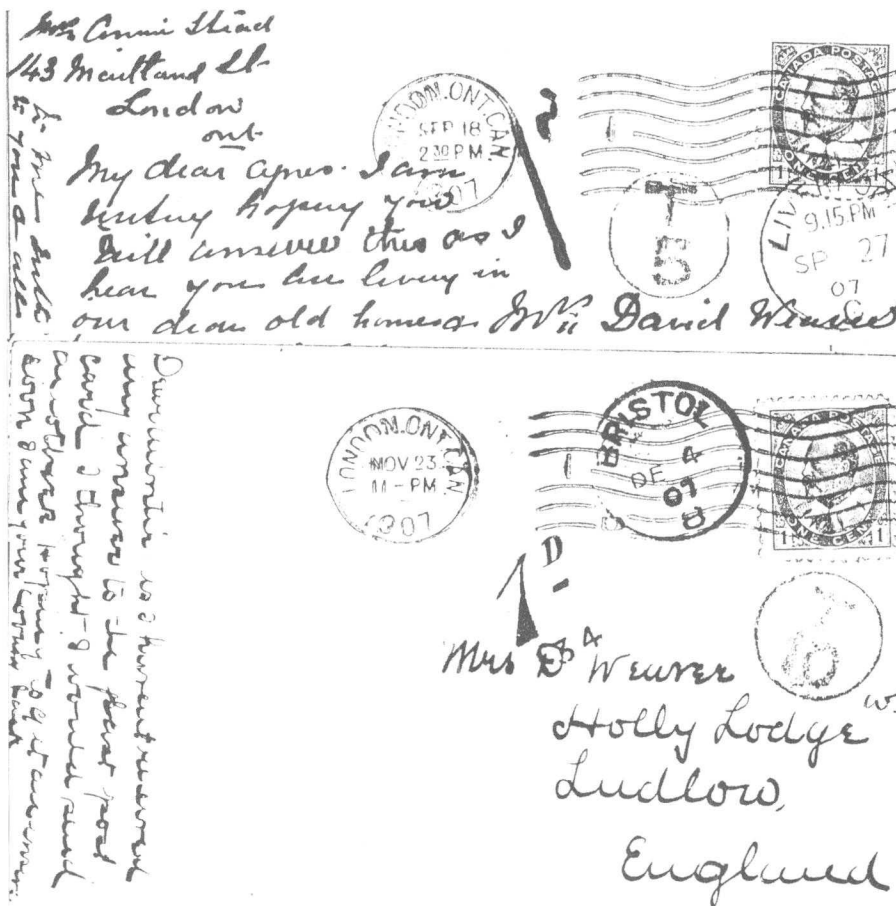
We were surprised and then delighted to receive a memo from Leigh Hogg with a copy of the Hospital's winter '96 newsletter 'Rise' - there on the front page was a beautifully perforated, not to mention a much younger and more handsome than we had believed possible, Yellow Peril.

continued on page 54

In 1994 (April) Mac McConnell had an idle thought,
now he's had another one...this time on the

EFFECTS OF THE 1906 UPU CONGRESS

'Mac' McConnell

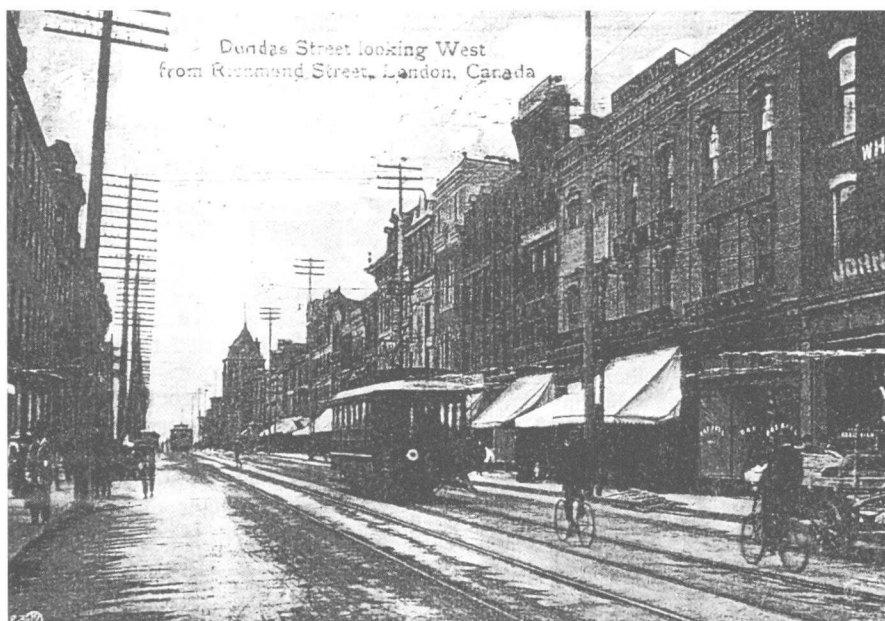


1906 UPU Congress caused T5 to become T10

I was idly wandering around a small postcard fair recently when my fingers flicked through a meagre pile of Canadian cards – only the strictly postal side, you understand. Two cards caught

my eye, mainly because of the very modest price tag.

Both were from London, Ont. to Ludlow, England in 1907 – same



Did it also turn day into night?



sender, same addressee and each had a one cent KE VII stamp, obviously underfranked in view of the copious messages.

The first card, postmarked Sep 18/07, had further been struck with a clear T5 in circle to signify that postage due was to be collected on delivery. The second was postmarked Nov 23/07 and marked T10 in circle.

In 1906 the UPU Congress was held in Rome and, amongst other things, had revised the method of indicating short payment on international mail. Hitherto it had been the practice for the despatching country to assess the deficiency and convert it, at an agreed rate, into gold centimes, then to mark that on the postal item. The recipient country would read the indication and convert it into its own currency before doubling for postage due.

Article XI of the Rome Congress now required the doubling to be done by the despatching country - hence the change from T5 to T10 on those cards. The Articles of the Convention became effective on 1 October 1907.

I have been idly attempting to close the gap with examples of last day/ first day usage and this pair went some way towards fulfilment, so I took the plunge.

Later, as I contemplated the rashness of making two 50p purchases at one time I laid the cards face down on the table.

My idleness was shattered! The first card had a street scene of London, Ont., complete with tram car, horse and dray, pedestrians and cyclists. The sun shines and shades protect the shop fronts .

After Article XI came into force a week or so later that same scene is transformed. Darkness descends, the sun blinds are taken in and lights blaze from all windows. The same tram is alive with light and a brilliant full moon shines through a gap in the clouds. The horse, however, has not moved a muscle or the cyclists a pedal.

I showed this to my dear wife. She who must be obeyed says it is bad enough being married to a postmark freak but when it comes to poking over daft pictures, that goes beyond the reasonable bounds of marital tolerance.

It is amazing just how far-reaching the effects of a simple change in UPU regulations can be.

FRONT PAGE NEWS *from p51.*

This was alongside the leading article reporting Stan's activities and giving a good plug for philately (and the CPS of GB!). We thought we would share the new commemorative stamp with you.



THE PEOPLE ON THE STAMPS – CASIMIR GZOWSKI

Dr Alan Salmon

*We, too, are dreamers of dreams.
Of a finer land than has yet been.
Perhaps one spur may be fame,
But our works will speak plain,
When other men are gone without gain.
The Industrialists.*

James Burns

Sir Casimir Gzowski deserves to be better known. He was a great project engineer in a heroic mould, involved in the efforts, about the middle of the 19th century, to build a Canadian infrastructure so the country could prosper and expand. He was also a tremendous character, and not always on the side of the angels. The 150th anniversary of his birth was commemorated by the issue of a 5¢ stamp in 1963 (SG 535, SS 410).



Casimir Gzowski was born in 1813 in St Petersburg, where his father, a Polish nobleman, was an officer in the Russian Imperial Guard. Casimir followed the family tradition, going to a military school and then entering the army. At 17 he was in the Corps of Engineers. That same year, 1830, Poland arose to throw off the Russian yoke and form an independent country. The young Gzowski joined the

insurgents, but the Polish forces were outnumbered and, after 11 months of fighting, surrendered. The brigade to which he was attached, numbering 4,000, was driven over the Austrian border and interned. After two years of internment, and against Russian demands, the brigade, now down to about 250 after escapes and desertions, was allowed to settle in the USA, where their plight had aroused considerable sympathy. Thus, in 1834 he landed in New York, where there was an enthusiastic welcome for the revolutionary idealists rescued from their distress in Austria and from an unknown fate in Russia.

From USA to Canada

He started work as a clerk in a law firm in Pittsfield, Mass. supplementing his income by teaching French, German and draughtsmanship. By 1837 he had completed his law apprenticeship, acquired American citizenship and, perhaps most importantly, had learnt the American skill of careful drafting of enforceable contracts. Thus endowed he moved to West Pennsylvania, to set up as a lawyer on his own account, at Beaver on the Ohio.

The state was booming, with roads, railways, bridges and canals being developed in profusion. He soon found his engineering skills were of more

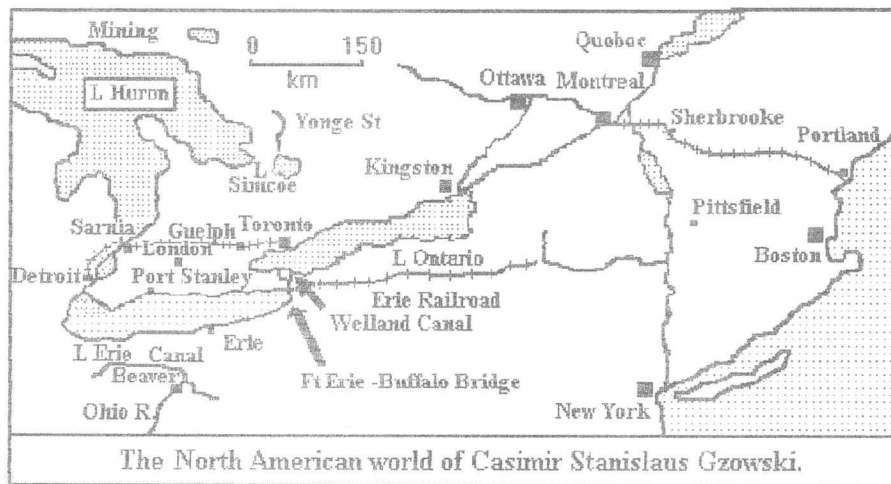
worth than his legal attributes, but together they were a formidable combination. He worked as an assistant to the chief engineer on the Beaver and Ohio River Canal and on the Erie Railroad. He moved his office to Erie, where the chief engineer had his office. After ten years in the USA he was an accomplished project manager and a skilled commercial lawyer.

In 1841 he was sent to Canada to sell the services of the company for which he was working to William Merritt (SG 797, SS 655), the promoter of the Welland Canal. He failed, but he met the Governor of the United Province of Canada, Sir Charles Bagot, who had been the British ambassador in St Petersburg and had known Casimir's father. Bagot declared "We must keep men like you in Canada"; consequently Casimir was offered the position of Superintendent of Roads and Waterways in the London District of Upper Canada. In 1842 he moved his growing family, he had married a girl from Erie and now had three children, to London and then, in 1845, to

Toronto. From 1842 to 1846 the region from Toronto to Sarnia to Yonge St. to north of Lake Simcoe was a ferment of road, lighthouse, harbour and bridge building; much of it the responsibility of Gzowski. However in 1846 cuts were made in the budget of the Board of Works, this combined with Gzowski's desire for a greater share of the wealth of the emerging country led him to resign from his post in 1848.

Private affairs

He joined the Upper Canada Mining Company, to examine its copper deposits along the north shore of Lake Huron. However he was quickly lured away to railroad construction; railways were then a source of speculation and of engineering activity. His first project, the St. Lawrence and Atlantic Railroad, was financed by a group of Montreal capitalists led by Alexander Galt, who later was a member of the Canadian delegation at the London Conference (SG 573, SS 448) which led to Confederation, and who became Canada's first Minister of Finance and



first High Commissioner in London. Gzowski, now based in Sherbrooke, expeditiously completed the St Lawrence and Atlantic (see Gillam, A History of Canadian RPOs, p141). He so impressed his sponsors with his ability to force through stalled projects, at low cost, that a contracting firm was formed with their backing, C S Gzowski and Company. In 1852 the company won the contract to build the Toronto and Guelph Railway, it was finished with great efficiency to provide a good profit to the company and its backers.

In 1852/3 there was fierce lobbying for the contract to build the Grand Trunk Railway (see Gillam, p67); this was envisaged by some, mainly British interests, as a vast new railroad running the length of BNA; by others, including the Montreal group, as a much looser association of existing, local railways. The British interests won the day, but the Montreal group turned a pretty penny by selling the Toronto and Guelph to the masters of the Grand Trunk project at a considerable profit. At the same time Gzowski was awarded the contract for the Toronto to Sarnia section of the Grand Trunk. Gzowski's skills completed the contract with a net profit of £130,000, say £5M in today's money-values, about 12% of the contract price. But this was not the end of this bonanza, Gzowski by his contract could fix the positions of the stations, sidings and depots; the Montreal group, with the aid of its solicitor John A Macdonald (SG 266, 272, 693; SS 141, 147, 586), obtained the required land then sold it at a profit to the railroad! It may have been legal, I could not possibly comment, but certainly today it would be regarded as malpractice.

In 1854 Gzowski won a contract to build an esplanade the length of Toronto's waterfront, with six bridges; the company agreed to use its influence to ensure the Grand Trunk would enter the city along this esplanade. Squabbles erupted, elements on the city council led a campaign to annul the contract on various grounds, including the suggestions it had been obtained by improper means; the contract was cancelled in 1855. This was a failure, nevertheless Gzowski now moved his contracting business to Toronto, but with different partners. They built some Grand Trunk branch lines and a loop to Detroit. They now began to expand into real estate and industrial developments, building the Toronto Rolling Mills which, with much work from the Grand Trunk, soon became one of the largest industrial operations in Canada.

Fortune smiling

Gzowski, now wealthy, began to invest in property in Toronto. He built his home, 'The Hall' surrounded by a six acre park, where he lived in splendour with his wife and six children. In 1867 its value was assessed at \$33,000, about £600,000 in today's money-values; however, as the assessment was for tax purposes, its real worth was possibly much more. By 1870 Gzowski's dignified bearing was complemented by a great mane of white whiskers and the family ranked high in Toronto society, this had been helped by his three daughters marrying British army officers. Following the Civil War there was concern about the intentions of the USA with her massive armies; forts (SG1097, USC 990) were built to protect against any possible incursion towards Quebec. Gzowski urged the strengthening of Canada's defences and formed the Dominion Rifle Association; this was a para-military


organisation for the defence of the Empire as well as a sporting association, the Governor-General commissioned him as a lieutenant-colonel in the militia in 1873.

Publicly he kept out of politics, but could not keep out of engineering. In 1873 he completed the construction of the railway bridge across the Niagara River, linking Fort Erie to Buffalo; at the opening the general manager of the Grand Trunk said "There is no other man in this country who could have carried on the work of this bridge or gone through the daily and hourly anxiety which it entailed during the past four years save Colonel Gzowski". In private he was a firm supporter of John Macdonald, his one-time solicitor, now Prime Minister, organising a trust fund to provide the Prime Minister with an


income commensurate with his position. He also took on several unpaid offices on behalf of the Dominion. In 1879 he was appointed an honorary aide-de-camp to Queen Victoria; in 1890, on the joint recommendation of Macdonald and Mowat (SG 659, SS 517), he was knighted. From 1889 to 1892 he was President of the newly-formed Canadian Society of Civil Engineers, now the Engineering Institute of Canada (SG1240, SS1134). The Gzowski Medal became the highest award of the new Society.

He died in 1898; the *Toronto World* said: "Yesterday morning, just as the terrific thunderstorm had subsided and the morning sun was peeping over the eastern horizon, the spirit of one of Toronto's most illustrious citizens took

continued on p76





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POSTAL HISTORY PUZZLES – SOLVED & UNSOLVED (3)

Horace W. Harrison, FCPS

Many years ago, I purchased a lot in a Toronto auction, which came with a typed letter from Fred Jarrett discussing the very strangely perforated 8¢ Registered Letter Stamp, shown in Figure 1. I quote from Fred's letter: "I have examined carefully the stamp you sent me (8¢ Canada Registered) and must confess that it is absolutely new to me. All I can do is to make observations which may or may not coincide with the opinion of others." After 3½ paragraphs of space filler, Fred then says: "Was the machinery which they used back in 1857 or thereabouts in the possession of the P.O. Department, and was it brought into use in some kind of emergency as late as the date of the 8¢ Registered issue? (1876-78).

Finally, the stamp is undoubtedly genuine, the shade is the pale shade, and the paper is right. It is not a proof. I am inclined to think it is a trial perforation or rather an emergency perforation, but WHY, that's the puzzle. Sincerely, Fred Jarrett."

In the spring of 1989, I received an auction catalogue from John Sheffield, Sale No. 57, to be held May 20, 1989, in London, Ontario. I was astounded, and very pleased, to read the description of lot 358, described as follows: "F3, 8¢ blue, an interesting forgery; perfs appear to have been done on a sewing machine! Est. Realization \$25." I had always thought of the strangely perforated 8¢ Registered Letter Stamp that I had bought so long ago as having been done on a sewing machine. Perhaps, here was a confirming copy

which would give a great deal of credence to each other.



Figure 1 (above)

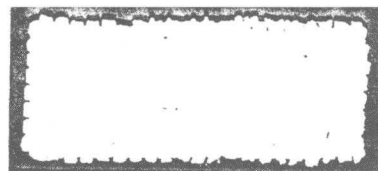


Figure 2 (below)



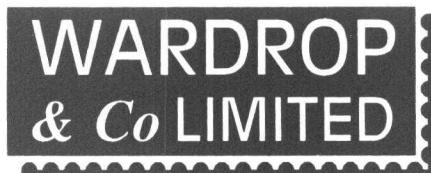
With the help of Richard Lamb of Kitchener, Ont., I was able to determine that the stamp was, indeed, a second copy of the variety I had purchased many years ago with the letter from Fred Jarrett expressing his opinion as to its genuine character. I asked Dick to represent me at the sale, which he

expected to attend on his own behalf. I gave him a hefty top bid to execute for me, and I was very lucky, for he was able to secure the second copy, shown in Figure 2, at a hammer price of \$36. After adding the buyer's premium, mailing costs, and Dick's fee for acting as my agent, the cost of the second known copy came to slightly over \$40. I have seen no more of these, but having a second one turn up improves the credibility of the first. Finding one used on cover to the U.K. in the proper period would be the frosting on the philatelic cake, but knowledge of a third off-cover copy would also be most welcome. Reports to 1802 Indian Head Road, Baltimore, Maryland, USA 21204 would be appreciated, and reporters will be sent a photocopy of Fred Jarrett's original expert opinion.

OUTSIDE TOILETS

Len Belle sent us a clipping from the British Railways Stamp Club Newsletter of August 1996. It stems from a newspaper cutting, included in an auction lot of Canadian flight covers from the 1920s and 30s, and concerns instructions to stewardesses. Len thought it might amuse.

1. Warn passengers against throwing cigarettes and cigars out of the window.
2. Keep the clock wound up in the passenger cabin.
3. Carry a railroad timetable in case the plane is grounded.
4. Keep an eye on passengers when they go to the toilet, to be sure they don't mistakenly go out of the emergency exit.



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NORWAY HOUSE

Dr. Alan Selby

About ten years ago, when I first became interested in Northern Canada Postal History, I was sitting at the late Allan Steinhart's bourse table looking at his Keewatin stock. I asked where 'Norway House' was located. Gray Scrimgeour and Allan looked at each other for a blink or two before Gray said that he "thought" it was at the foot* of Lake Winnipeg. I don't remember if I bought the cover but the moment brought the expansion of my interest from Yukon to Northern Canada in general. Since then I have retained my curiosity for the early postal routes from Norway House east to York factory, south to the Red River settlement (Winnipeg) and west to Fort Edmonton and the Athabasca district. (Fig. 1).

Lot 25 from the R. Maresch and Son auction of Charles De Volpi's fur trade collection on 26 May 1982 was a letter written by Donald Ross, Hudson's Bay Company (HBC) trader at Norway House, on 28 Feb 1831. Ross served at Norway House from 1830 to 1851, advancing to chief factor in 1839. The letter was sent by HBC winter dog team express to Alexander Christie, chief factor at the Red River settlement. The letter reads in part "the arrangement you propose in regards to the two boats for Athabasca, I think will answer perfectly well." By 1831, Norway House was the hub for the distribution and collection for all the material related to the economy in general and fur trade in particular. Further acknowledgement relates "your favour of the 10th. inst. was handed me by Mr. Thomas Simpson on his way to Red River." Alexander Christie worked as chief

factor at the Red River settlement and served two terms as governor of Assiniboia before retiring in 1849. Thomas Simpson was a nephew of Sir (1841) George Simpson, governor in chief of the HBC North American operations. He started his career as a lowly courier and advanced to lead an important arctic exploration in the company of Peter Warren Dease. Their three trips covered almost all of the North West Passage. It was the work of Simpson and Dease that was largely responsible for George Simpson's knighthood! Thomas Simpson was murdered in 1840 in unexplained circumstances. The letter is in-house or company mail which was often carried open (without envelope) to reduce the weight and no postal markings are present.

The Norway House post office opened on 1 Dec 1904. 'Fort' Norway House was originally situated in the district of Keewatin, transferred in 1882 to the district of Saskatchewan, transferred back to residual Keewatin in 1905 before finally being settled in Manitoba in 1912. The proof date of the split circle cancel dater is unknown.

Two post cards are of interest. The first (Fig. 2) was written at York Factory on 22 Sep 1908 and carried by HBC private winter express to enter the government mails at Norway House on 31 Dec 1908. It reads, in part, "I hope you think of us as doing good in a distant land for an ignorant people. Pray for us that Lord may bless us in our noble and self denying life." Perhaps this missionary found a different calling at York Factory. The second post card (Fig 3) written by tourist/campers was



Fig. 1: A fuller map, from which this is taken, appears in *ML*, Oct. 1995, pp162/3.

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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Dr John Gatecliff, Subscription Manager

The dollar equivalents are \$24 CAN (+ \$5.00 if airmail delivery
required) and \$18 US (+ \$4.00 if airmail delivery required)

It would help the Society considerably if Canadian members
pay in \$CAN via Wayne Curtis as we are liable to a bank handling
charge of £6. Please make your cheque payable to Wayne,
his address is PO Box 74 Stn A, Toronto, Canada M5W 1A2

Members who have not paid the current year's subscription by 30 April
will be removed from the *Maple Leaves* circulation list.

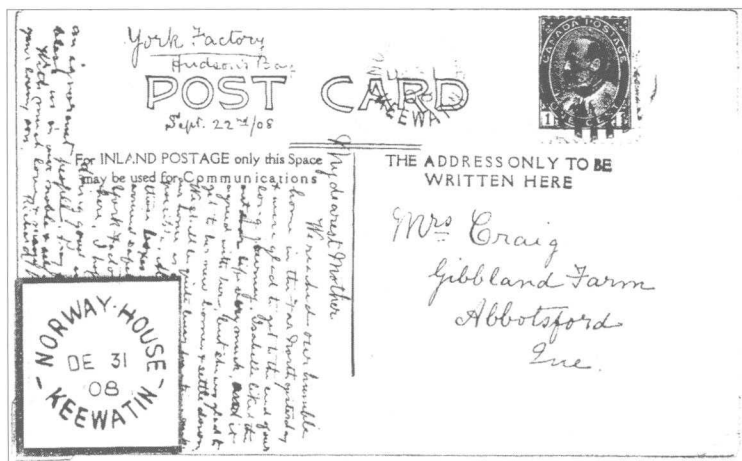
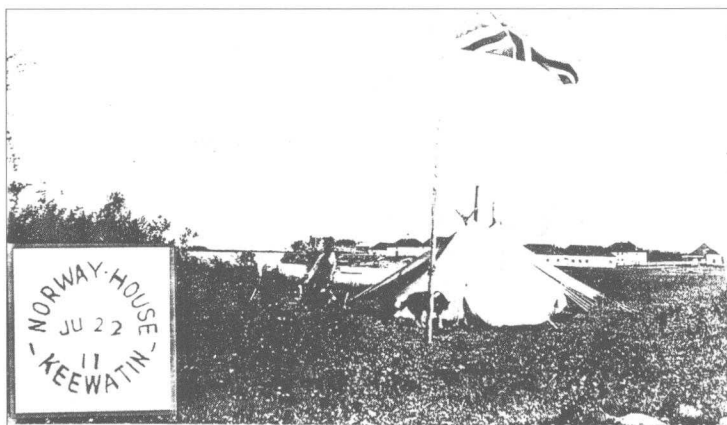


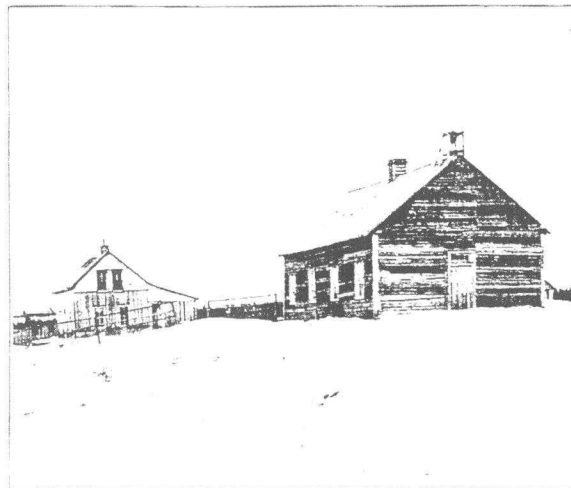
Fig. 2 above

Fig. 3 below



also inscribed at York Factory and carried by HBC overland express to Norway House, where it entered the government mail on 22 June 1912. Both cards were forwarded by dog team or steamer to Winnipeg. The unused C.P.R. postcards (Figs 4 & 5) show Norway House and nearby Oxford House around 1915.

Norway House, situated on a point of land between Lakes Winnipeg and Playgreen, acquired its name from the birth place of the loggers who built the original trading post c.1800 (or for some Norwegians who were driven from the Selkirk settlement by North West Company traders in 1815). It was George Simpson's western headquarters



Oxford House Mission.

Fig. 4 above

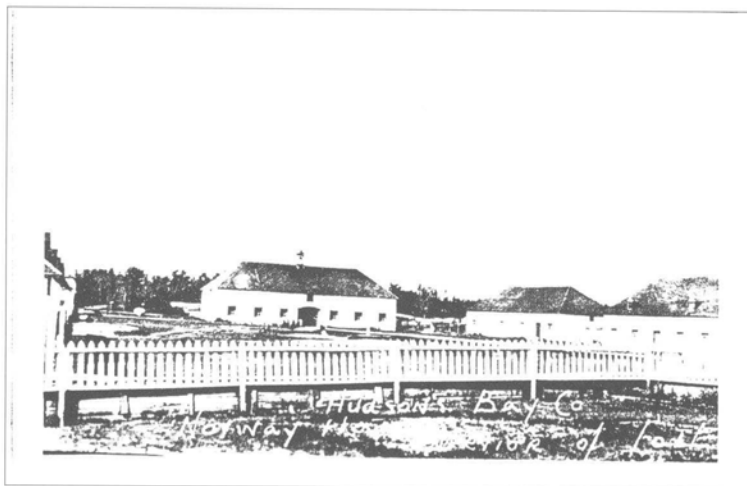
before amalgamation with the North West Company in 1821 and thereafter headquarters of the northern de-

Fig. 5 opposite

partment. It was here that the transfer of Rupert's Land to Canada was negotiated in 1868. Norway House withered away

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after the completion of the C.P.R.
(c.1885). The post office remains open.

**NB. Lake Winnipeg drains north
towards Hudson Bay.*

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We wonder how many collectors are taking the trouble
to study the much criticised ink-jet markings

RECENT INK-JET MARKINGS

Dean Mario

Love 'em or hate 'em ink-jet spray markings are here to stay for some time and they have now become established as a new area for collectors to study. Some recent examples are shown in figs 1-9.

Drastic error 'strikes' are also collectable and deserve closer inspection. Noteworthy are the 'stuttering' sprays illustrated in figs 10-12. Fig. 13 depicts a cover having gone through two separate MLOCR (multiple-line optical character reader) machines in Winnipeg. Fig. 14 is a nice example of a date error with '00' instead

of '97.' The '000101' also appears to be an error (perhaps the machine was not set over the holidays) but it is a wonderful oddity for 1 January! Clearly this material holds much promise and the variety of different types, slogans, and errors will keep collectors and students of modern postal history busy for some time.

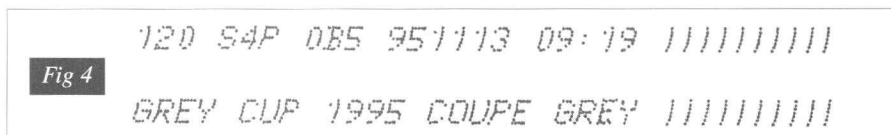
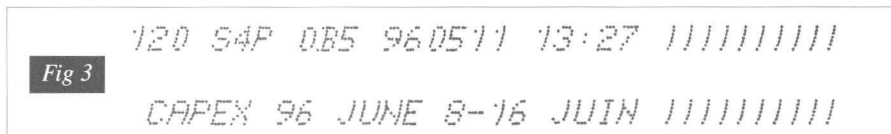
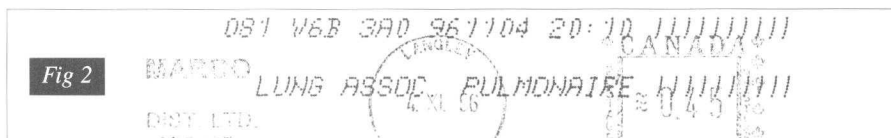
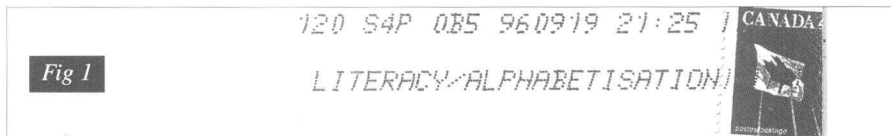


Fig 5

POSTE/MAIL RENSEIGNEMENTS 1-800-267-1155 |||||
 MAIL/POSTE CUSTOMER SERVICE 1-800-267-1177 |||||
 076A R3C 0J0 970114 21:47 |||||

Fig 6

BEST WISHES / JOIE ET PAIX |||||
 077B R3C 0J0 970107 01:26 |||||

Fig 7

069 L4W 1T0 961227 04:40 |||||
 BEST WISHES / JOIE ET PAIX |||||

Fig 8

100 H3C 1S0 961228 01:25 |||||
 JOIE ET PAIX / BEST WISHES |||||

Fig 9

101 H3C 1S0 960530 20:15 |||||
 CENTRAIDE / UNITED WAY |||||

Fig 10

090 T5J 2T0 970115 06:38 |||||
 POSTAL CODE / CODE POSTAL |||||

Fig 11
 P
 ING COMPANY
 et

BEST WISHES / JOIE ET PAIX |||||
 076B R3C 0J0 970104 04:24 |||||

Fig 12

090B7T3EED0A09701070825561 |||||
 POSTAL CODE / CODE POSTAL |||||

Fig 13

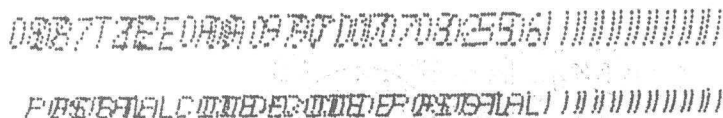


Fig 14

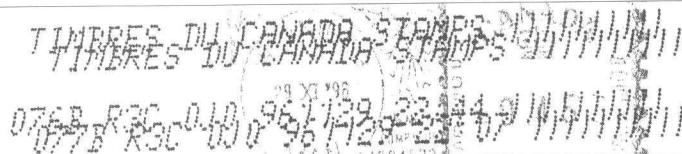


Fig 15



Fig 16



The Precancel Society of Great Britain celebrates its 50th anniversary

Formed in 1947, the Society has developed into a fount of knowledge of the precancelled stamps - not only from the major issuing countries such as the United States, Canada, France and Belgium, but also lesser known ones such as Hungary, Austria, Danzig and Venezuela.

It meets every other month, has a bi-monthly newsletter 'Precancels' and in, addition to a very flourishing Exchange Packet, carries probably the best library of precancel literature in any of the worldwide societies specialising in the subject.

Members of the Canadian Philatelic Society of Great Britain are invited to an open meeting of the Precancel Society - including displays - to be held on May 24 at the Y.M.C.A. in Fann Street (in the Barbican), London E.C.2 from 2.00 - 5.00 p.m.

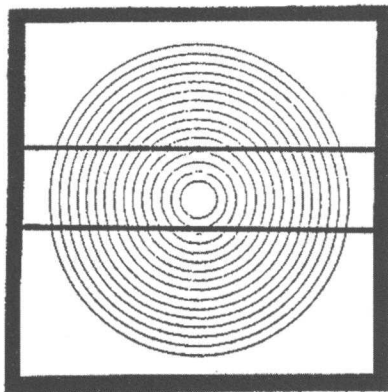
DETAILS OF MEMBERSHIP ARE AVAILABLE FROM THE SECRETARY,
42 WESTVILLE ROAD, THAMES DITTON, SURREY KT7 0UJ

LETTER TO THE EDITOR

Jim Kraemer

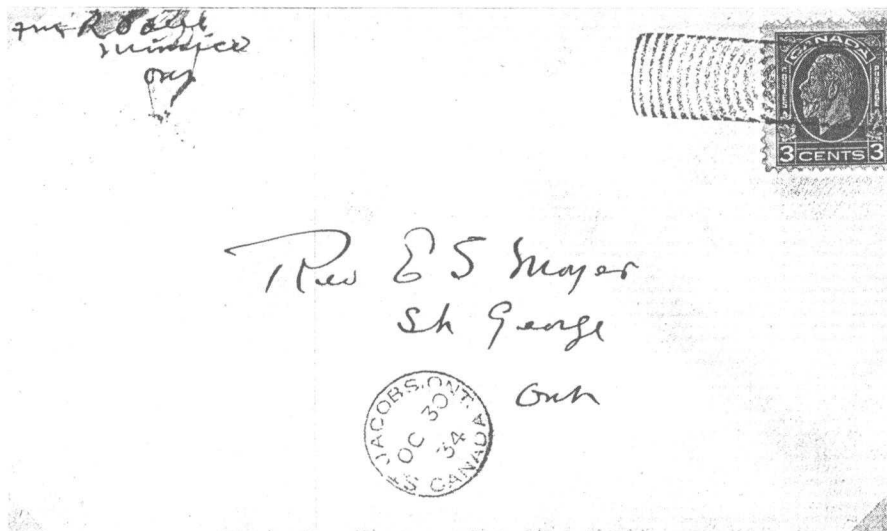
ST. JACOBS

With reference to Neil Prior's letter in the January issue I enclose a photo copy of a page from my collection of Waterloo County postal history. Two covers* of the unusual target cancellation used at St. Jacobs, Ontario, are shown as well as the explanation as to how this unusual device was manufactured. The device was used occasionally at the St. Jacobs post office from about 1917 to the mid 1940s (I suspect that it was only used when someone asked to have it applied). I have learned that the Rev. E.S. Moyer of St. George, Ontario, was a stamp collector. One cover is addressed to him.



Mid section of lathe-turned brass plate used as a canceller

**Editor's note: Regrettably we only have space for one cover to be illustrated. For the record, the second cover is dated 8 January, 1917.*





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MAPLE LEAF ISSUE
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NASCOPIE POSTAL HISTORY
NEW BRUNSWICK POSTAL HISTORY
NEW BRUNSWICK STAMPS
NEWFOUNDLAND POSTAL HISTORY
NEWFOUNDLAND STAMPS
N.W.T. POSTAL HISTORY
NOVA SCOTIA POSTAL HISTORY

NUMERAL ISSUE
OFFICIAL STAMPS
OFFICIALLY SEALED STAMPS
O.H.M.S. PERFIN
ONTARIO POSTAL HISTORY
PATRIOTIC COVERS & POSTCARDS
PENANCE ISSUES
PERFIN (PRIVATE)
PLATE BLOCKS
POSTAGE DUE ISSUES
POSTAL HISTORY COLLECTIONS & LARGE LOTS
POSTAL STATIONERY
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SOCIETY NEWS

CONVENTION '97

PROVISIONAL PROGRAMME

Wednesday 10 September

- 3.30pm Arrival of members - tea & biscuits
- 8.00pm Philatelic display by Lewis Warren 'The First Decimal Issue'

Thursday 11 September

- 9.30am Philatelic display by David Sessions 'Fakes & Forgeries, part 2'
- 11.00am Philatelic display by Dr Charles Hollingsworth 'Street Cancellations'
- 1.30pm Visit to National Armoury Museum, Leeds
- 8.15pm Philatelic display by Horace Harrison 'Money Letters 1802-1855'
- 8.15pm Illustrated talk, 'Harlow Carr Gardens'
- 10.00pm Auction lots on view

Friday 12 September

- 8.45am Meeting of Fellows
- 9.00am Committee meeting
- 11.00am Philatelic display led by Dr John Gatecliff 'Competition entries'
- 1.45pm Visit to Harewood House and gardens
- 7.30pm Theatre visit
- 8.00pm Philatelic display by Bill Lea 'Newfoundland - the Decimal issue'
- 10.00pm Auction lots on view

Saturday 13 September

- 9.00am Annual general meeting
- 10.45am Philatelic display by Colin Banfield '1897 Jubilee Issue'
- 2.00pm Auction

7.00pm President's reception

8.00pm Banquet and presentation of awards.

ANNUAL GENERAL MEETING

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting, to be held at the Crown Hotel, Harrogate, on Saturday 13 September 1997, commencing at 9.00 a.m. In accordance with Rule 18, nominations are sought for the following posts:

President
Three Vice-Presidents
Secretary
Treasurer
Three Committee Members, one from each region.

The retiring Committee members are Mr Prior (North), Dr. D. Sanderson (South) and Mr. McLaren (Scotland).

Nominations and any proposed amendments to the rule should be sent to the Secretary before 13 June 1997.

FELLOWSHIP

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

Outstanding research in the Postal History and/or Philately of British North America;

or

Outstanding service in the advancement of the interests of the Society

Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship Rule No. 2. Such nominations must be on a prescribed form which is available from the Secretary. Nominations must be

submitted to the Secretary before 13 July 1997.

ABPS

The Society is affiliated to the Association of British Philatelic Societies. We have been supplied with individual membership cards; members can obtain a card by writing to the Secretary with a SAE.

COVERMART

When one takes on a job in any society, work often flows in unsolicited. Here, however, we have a case where this note solicits more work, by way of a request that you support the Society and Covermart – it is to your advantage.

Let me explain. Those members who receive or have sight of 'Cavendish Chronicle'* may have noted, in the November issue, comments on a discussion regarding buyers' premiums and the percentages auction houses and

retailers take. I quote, somewhat out of context, but the paragraph serves to draw members attention to covermart: "...mentions the auctioneer taking 30% of the realisations: has...any experience of any retail business I ask? Most stamp retailers would laugh at 30% as derisory. I certainly did in the days when I was in retail. A normal mark up might be 100% or much more in many cases..."

Covermart material supplied by members for sale to members is usually very reasonably priced and receives no mark up at all, just a 10% Society handling charge. If you consider the above quotation or better, read the whole article, can you do better?

The circuit runs as a service to enable members to find odd items of interest or to dispose of surplus material. The specialist should not, however, expect many gems in any one

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particular field, the service is intended to encourage and maintain the participation of our members. I must say, on behalf of some contributors, their pricing does just that.

I see from a recent auction catalogue an estimate of £12.50 for an item recently sold from one of our lists for £1.50. The estimate would probably have to be topped by a buyer's premium. If you have material with a three-figure valuation, of which you wish to dispose, why not consider the ready market of our membership? I do appreciate that the three-figure valuation may, for some, be £1.75 but even so there are buyers out there. If you sell to a dealer, who may expect a 100% mark up, you will almost certainly do better to price it yourself and sell through Covermart. One only asks that the pricing be realistic.

*House Journal of Cavendish Philatelic Auctions Ltd.

Malcolm Jones, Covermart Manager.

FORTHCOMING EVENTS

1997

Apr 21 London Group – Beaver Cup
Apr 24-27 STAMP '97, Wembley
May 19 London Group – AGM and subjects, G, H, I & J
June 19 Wessex Group – 20th Century
Aug 28-30 BNAPEX '97, St John's, Newfoundland
Sep 10-13 CPS of GB Convention, Crown Hotel, Harrogate
Sep 17-21 STAMPPEX, London, Business Design Centre, Islington, 52 Upper Street, London
Sep 19-21 Royal Caltapex, Calgary

International Exhibitions

1997

Apr 16-21 NORWEX '97, Oslo

May 29-Jun 8 PACIFIC '97, San Francisco

Oct 17-26 MOSCOW '97, Moscow

Dec 5-14 INDIA '97, New Delhi

1998

May 13-21 ISRAEL '98, Tel Aviv

Jul 27-Aug 2 PORTUGAL '98, Lisbon

Oct 23-Nov 1 ITALY '98, Milan

Oct 20-25 ILSAPEX '98, Johannesburg

1999

Apr 27-May 4 IBRA '99, Nurnberg

Jun 26-Jul 4 PHILEXFRANCE '99

2000

Apr 28-May 7 ESPANA 2000, Madrid

May 22-28 STAMP SHOW 2000, Earl's Court, London

Jun 1-11 WIPA 2000, Vienna

Details of London Group from Colin Banfield 0181 281 0442 (home) or 0171 407 3693 (office); Wessex Group details from Dr Dorothy Sanderson 01794 523 924; S & C Scotland from John Hillson 01461 205656. Contact for West of Scotland is Bill McVey 0141 637 6853.

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Wanted...Private Order date stamps on cover/card (see R.A. Lee Sale #81, June '96) Photocopies and price would be appreciated. Dean Mario, Box 342, Saskatoon, Sask, Canada S7K 3G3.

Income and Expenditure Account to year ended 30 September 1996

Income

Subscriptions for year	£5409.05	
Maple Leaves Advertising Revenue	796.00	
Maple Leaves Sale of Back Numbers	62.92	£6267.97
		<hr/>
Bank Interest and Stock Dividends		467.14
Covermart Sales Surplus	100.00	
Exchange Packet Surplus	130.00	230.00
		<hr/>
Handbook Sales Surplus	237.77	
Tie Sales Surplus	24.09	261.86
Contribution from Life Member Fund		47.20
Deficit for year*		421.36
		<hr/>
		£7695.53
		<hr/>

Expenditure

Maple Leaves Printing and Distribution		£5288.19
Administrative Expenses	450.97	
Publicity	11.41	462.38
		<hr/>
ABPS Fee		124.30
Insurances		93.50
Income Tax	124.25	
Income Tax overpaid	0.05	124.30
		<hr/>
Printing and Stationery		51.02
Smythies Memorial Fund Interest A/c adjustment		253.93
Miscellaneous Expenses		29.06
Convention 1996 Account		1268.85
		<hr/>
		£7695.53
		<hr/>

**See notes under Balance Sheet*

Balance sheet as at 30 September 1996

Assets

Cash Balances: Robert Fleming	£10,498.67	
Royal Bank of Scotland	1,687.92	£12,186.59
<hr/>		
Investments at cost:		
General Fund £800 6¾%		
Treasury stock 1995-98	652.24	
Life Members £1398.77 6¾%		
Treasury stock 2004	1,330.00	
Smythies Memorial Fund £631.08		
Treasury Stock 2004	600.00	2,582.24
<hr/>		
Handbooks Stock	642.59	
Handbook Sales, unrepresented cheques	63.25	705.84
<hr/>		
Society Ties Stock		201.29
Sundry Debtors		64.00
Library @ Valuation		4,076.50
		<hr/>
		£19,816.46
		<hr/>

Liabilities

General Fund Balance @ 30.9.95	£9,452.03	
Deficit for year*	421.36	£9,030.67
<hr/>		
Life Membership Fund		1,333.39
Smythies Memorial Fund		600.00
Smythies Memorial Fund Investment A/c		365.64
Subscriptions prepaid		1,056.38
Sundry Creditors	115.60	
Officers Expenses, unrepresented cheques	177.28	292.88
<hr/>		
Library Fund		4,076.50
Perth Auction Receipts		3,061.00
		<hr/>
		£19,816.46
		<hr/>

*Notes re deficit

- (1) Auction Commission is expected to be in excess of £1,000
- (2) Handbooks stock was written down by £65.65
- (3) Smythies Memorial Fund Investment A/c was adjusted by £253.93 addition.

AMENDMENTS TO MEMBERSHIP to 20 February, 1997

New Members

- 2749 Loffstadt, David, Craigwell, Barnet Wood Road, Bromley, Kent, BR2 8HJ
 2750 Hoyt, John W. S. 57 Southwood Drive, Coombe Dingle, Bristol, BS9 2QX
 C,FF,PC,PER,SC
 2751 MacInnes, Iain, Gantsi Senior Secondary School, Private Bag 007, Ghanzi, Botswana, QEII
 2752 Cable, Jonathan J. 10 Bromwich Avenue, Highgate, London, N6 6QH PA,RPO,SC
 2753 Nelson, Andrew G. 4685 Des Caneux, Pierrefonds, QC, Canada H9J 3R4 CCG,FDC,PBL
 2754 Sendbuehler, Dr. Joseph M. 77 MacLaren St., Ottawa, Ontario, Canada, K2P 0K5 CR-CE,V
 2755 Berner, Dr. Mark. 3767 Notre Dame West, Montreal, Quebec, Canada, H4C 1P8, CL,PH
 2756 Spens, the Lord. Gould, Frittenden, Kent, TN17 2DT Overprints
 2757 Kruczynski, L. 19 Petersfield Place, Winnipeg, MB, Canada, R3T 3V5 CS, Cen
 2758 Escott, Nicholas G. 133 South Hill St., Thunder Bay, Ontario, Canada, P7B 3T9
 2759 Williams, S. H. 8 Arthur Street, Neath, Glamorgan, SA11 1HP

Resigned

- 2714 Smith B.C

Deceased

- 413 Harris A.L. 2041 Lundberg J.P.

Remove

- 2746 Philat. Bibliothek Muenchen (Duplicate entry)

Change of Address

- 2295 Brown, Julien K. Change post code to 'AB41 7UA'
 1850 Duckworth, Prof. H. E. FRPSL, FCPS. 403-99 Wellington Crescent,
 Winnipeg, MB, Canada, R3M 0A2
 2689 Grimwood-Taylor, J. L. Cavendish Philatelic Auctions, 153/7 London Road, Derby DE1 2SY
 2593 Laws, P. Delete 'Stn D' insert 'Central P.O'.
 2572 Lee, A. T. Correct '1903' to '2903'
 819 Mackie, A. S. FCPS, 17 Countesswells Road, Aberdeen, Scotland, AB15 7XU,
 with effect from 1 May, 1997
 2125 Surname is 'Malenfant' not 'Malefant'
 2211 McGregor, M. Post code is AB10 7FD
 1771 Munchner Stadtbibliothek, Am Gasteig, Philatelistische Bibliothek,
 Rosenheimer Strasse 5, 81667 Munchen, Germany
 2747 Rossiter, John R. Correct 'Barne' to 'Barrie'
 1482 Taylor, Dr. Ian W. Add '-6201' to zip code
 1678 Whiting, E. J. zip code is 19355-2001

Revised Total 468

GZOWSKI *continued from p58*
 flight". *The Globe* observed: "By his death Toronto loses one who for nearly sixty years has occupied a foremost part in the social and industrial life of the community. To those who knew him socially the rare amiability of his

character, the charm of his manner, his broad culture and generous hospitality endeared him to an unusual degree." He was a clever, hard-working, determined, ambitious immigrant whose works contributed greatly to his chosen country – Canada.

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 1996/7

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Maple Leaves

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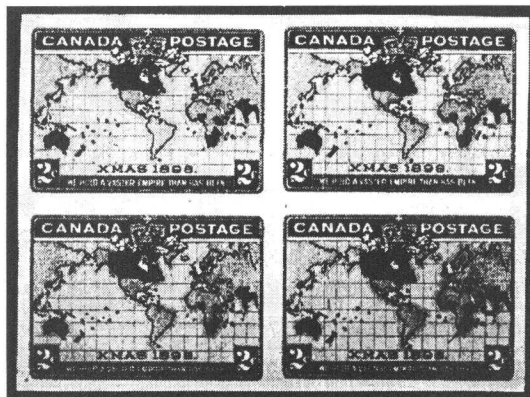
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Vol. 25 No. 3

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EDITORIAL

As we were going to press, news reached us that our Member Jane Moubray has reached the philatelic pinnacle with an invitation to sign the Roll of Distinguished Philatelists. Jane has already been honoured as the first lady president of the Royal P.S. London and has earned international acclaim for the book she co-authored with husband Michael, 'British Letter Mail to Overseas Destinations 1840-1875'. Jane has been a National juror since 1981 and International juror since 1989. Her two collecting areas are Canada and Great Britain and, with the latter, she has won International Gold in both the Traditional and Postal History fields. We offer our heartiest congratulations on a well-merited elevation to the ranks of RDP.

With this issue will be found a catalogue of the Society's annual Convention auction. A number of lots stem from the estate of a former Society member and will repay careful viewing; where better to view them than in Harrogate at Convention itself. Incidentally, on the sad subject of former members' estates, the Cavendish sale on 13/14 June will include collections formed by the late Dr Michael Russell.

In March this year the Scottish Association of Philatelic Societies made presentations to both A. Bruce Auckland and in respect of our Founder, A.E. Stephenson. The presentations took the

Continued on page 83

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CENTENARY OF A JUBILEE

David Sessions, FRPSC, FCPS

One hundred years ago this month, Queen Victoria celebrated her diamond jubilee, having been crowned as a teenager on 20 June, 1837.

Controversial Jubilee Stamps

The Canadian Post Office produced a fine set of stamps to mark the occasion, but their introduction was dogged by controversy. Following the precedent of the set of Columbians produced by the USPO in 1893, the Canadian Jubilee set consisted of 16 stamps ranging from ½¢ to \$5. Howls of rage were heard from the philatelic community, after all there was little call for a \$5 value in 1897, nor yet for the other four dollar values leading up to it. Even today, 100 years later, the top valued Canadian stamp is still \$5. Worse, the number printed of each value was made public before issue and it was clear that the ½¢ and 6¢ could quickly be in short supply. In fact, \$750 would have secured the whole printing of the ½¢ if this had been permitted. The P.O. quickly stepped in and limited sales of these values to purchasers of complete sets, a cause for even greater outrage.

Special Jubilee Flag Cancellations

In conjunction with the new stamps, the Post Office obtained three special cancelling dies for its newfangled Imperial rapid cancelling machines at Montreal and one for the machine at Ottawa; no other cities had such machines.

With six machines in operation at Montreal, only half were to carry the new dies, the remaining three machines continued with the existing (type 1) flag

dies lettered B, C and D. The new dies produced the lovely Jubilee flag cancellations, among the most attractive cancellations found anywhere in the world. They were obviously popular at the time and it seems the Post Office used them wherever possible, in preference to the residual flag dies which are not often seen dated during the 'Jubilee' period of about three weeks.

Understandably popular with flag cancel collectors, the (type 4) Jubilee flags probably caused mild embarrassment to the Canadian P.O. by their late arrival and their use at Montreal has bothered enthusiasts ever since.

The actual anniversary of Queen Victoria's accession, 20 June, 1897, fell on a Sunday and the new stamps were issued the day before. One must assume that it was intended that the new cancelling dies should be available on that date also. Obviously they were not, as no example has been found. Commercially used examples are known from Monday afternoon, 21 June, and it is reasonable to suppose the new dies were installed that morning. An unaddressed cover is illustrated, timed at 11-0, which is probably either a test run or a souvenir.

Irregular Combinations

One problem for students is a number of examples dated 20 June and 22 June, which are not the normal combination of dater and flag. The three flag dies are readily recognised by the number of strokes in the first furl at the base of the



Regular combination of Flag die 1 and dater Y at 11a.m. on the first day, 21 June 1897.

flag: die 1 has five, die 2 six and die 3 seven. Dater X has '1897' at the bottom; dater Y has the year split, with '18' at 9 o'clock and '97' at 3 o'clock (the '7' is seriffed); dater Z is as dater Y, but the '7' is sans serif. The normal combinations are: 1-Y, 2-Z, 3-X.

Most of the 20 June examples are timed at 5-0 and most of the 22 June examples at 12-0. If the new Jubilee flag dies were not available for use on Saturday 19 June, then it does seem unlikely that they would be in use at 5 a.m. on Sunday, even if mail was being cancelled that early on a Sunday, which is unlikely. Why was 22 June selected for special treatment? That day was declared 'Jubilee day', a public holiday, so might well have been deemed a suitably special day for commemorative covers.

It had always been my belief that rapid cancelling machines were not used in the Montreal Post Office at 5 a.m.; the

machines are designed for bulk handling and throughput of mail cannot have been heavy at that time in the morning. However, two examples of type 1 flag, die E, are recorded at 5-0 on 21 June, 1897. A trivial aberration perhaps but significant in that it shows die E, to have been in situ at that time. As this was one of the three dies that were removed to make way for the Jubilee dies it lends credence to the supposition that the Jubilee flags were not available on the 20th.

A particularly 'irregular' combination of dater and flag, dated 22 June, consists of the Montreal dater that normally accompanied type 1 flag, die F (withdrawn to make way for a Jubilee flag) and the Jubilee flag used at Ottawa! This particular combination could not possibly have existed on 22 June as the two components were many miles apart. Furthermore the Ottawa flag shows a break at the top of the 'Jack' portion, which occurred late in

July. Thus the '22 Jun' impression must have been made after late July and presumably after the dies were withdrawn. This gives the clue to the other 'abnormals', they were almost certainly philatelically inspired and produced at a date some time after that shown in the dater.

Frederick Langford has suggested that the 20 June examples, at least, were done no earlier than 25 June in view of the relative condition of the flag impressions. This theory is supported by the appearance of another type of 'abnormal' on that day and the recording of dater 'Y' used without a flag, as a transit mark' on 25 June. This shows that at least one combination of dater / flag was disturbed on that day, thus giving rise to the possibility of other combinations being used on that day for philatelic purposes. Against this, an article in the Montreal Herald and Family Weekly Star of 26 June makes reference to Jubilee flags dated 20th so perhaps the 25th is a bit late for their manufacture, we shall probably never know!

The 'other' type of abnormal, referred to in the last paragraph, provides the rarest of the Jubilee flags. Four covers and two pieces are recorded, between 18-0 and 24-0 on Friday, 25 June, 1897, of flag die 1 in combination with the dater normally seen with type 1 flag die B, which continued in use alongside the Jubilee flags. The covers appear to be genuine commercial usage. An example of the normal combination of flag die 1, dater Y, in the author's collection, is timed at 16-0 on 25 June. Even here though, the issue is clouded by the re-appearance of this irregular combination on 29 June, one example is recorded at 10-0. It might reasonably be

supposed that the 'error' persisted over the weekend and on to the Tuesday morning, but no! An example of the die 1 flag, with its normal dater Y, is recorded at 17-0 on Monday, 28 June. The 29 June 'irregular' is on piece, cancelling a 1¢ and 2¢ SQ, so the status of the cancel is not apparent. However, the use of SQ stamps rather than Jubilees does lend authenticity.

Last day of Use at Montreal

Yet another problem concerns the last day of use at Montreal. At least three Bickerdike machines came into service on Saturday, 10 July, they seem to have replaced the Imperials carrying the original type 1 flag dies as none are recorded beyond 9 July; die C is recorded up to midnight on the 9th. The three Jubilee flags are all recorded in commercial use on 10 July, dies 1 and 3 at least are noted up to 18-0. Three more Bickerdike flags are recorded in action on Monday 12 July. This paints a neat picture of the replacement of six Imperial machines by six Bickerdikes - except that a few examples of Jubilee flags dated 12 and 13 July have been reported!

Several covers are known, dated 10 July, 1897, featuring Jubilee flags, which appear to be of a philatelic nature, either from over-franking or the name of the addressee, or both. This suggests that 10 July was recognised as being the last day of normal use of the Jubilee flags. However, it seems that the Imperial machines were not taken away from the Montreal P.O. for some time after their retirement, so one can speculate that an enterprising soul may have been able to run off single covers by hand; the machines would have been disconnected from their electrical power source.



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Regular combination of flag die 3 and dater X on 10 July, 1897. The 10¢ rate (on a local letter) and the addressee point to philatelic use, presumably to mark the last day of use of the Jubilee flag.

All's Well at Ottawa

We have focussed here on the shenanigans at the Montreal P.O. but what of the single Jubilee flag die that was sent to Ottawa? This being 'Head Office', perhaps supervision was tighter, or perhaps there was no-one with access to the machine who had philatelic connections. Whatever the reason, there were no apparent 'errors' in connection with the Ottawa cancellations. The earliest is recorded as 21 June, 1897, which ties in with our belief that this is the legitimate starting date for Montreal, and the latest is Saturday 7 August. The original type 1 flag was re-introduced on Monday, 9 August, though the dater introduced with the Jubilee flag remained in situ. The Imperial machine at Ottawa was not replaced until the end of October. Students are reminded that, at this time, the Ottawa office used a 12 hour clock whereas Montreal used a 24 hour clock; so allocation of times to am or pm is subject to intelligent guesswork.

Like a comet, the beautiful type 4 Jubilee flags flared briefly in the philatelic firmament and were gone, leaving a trail of speculation in their wake.

References:

The Early Rapid Cancelling Machines of Canada, David Sessions, (CPS of GB & Unitrade, 1982)

The Flag Cancel Encyclopedia, Frederick Langford.

EDITORIAL...from page 77

form of framed copies of the citations that appear in the Book of Distinguished Scottish Philatelists, signed by the two gentlemen in 1965. This was not a case of unusual dilatoriness! A decision was made two or three years ago to present all new signatories with such a memento and, further, that gradually all past signatories or their heirs should also receive such mementos.

A ONE, A TWO AND A THREE...!

The Yellow Peril

Fellow Horace Harrison's 'A Fascinating Cover' (Maple Leaves 215, October 1987) has again aroused my curiosity on these back-of-the book Officially Sealed issues. Not only is the featured rarity fascinating but the learned Fellow has two of them! Both without a sender's return address, registered, identically franked, similarly addressed by name and town only and mailed by the same sender from Welland, Ont on 12 February, 1887. The first letter, assigned registry number 628, was addressed to C. Napier Vroom, Hamilton, Ont. Understandably, it ended up at the Dead Letter Office where it was opened and resealed with a pair of 1879 seals. The cover illustrated in MLs (registry number 629) was sealed with a strip of three.

These attractive and large format officially sealed 'stamps' have intrigued me from day one. The reason I did not actively pursue them, apart from acquiring the usual set of four, a few blocks, proofs, imperf pairs and imprint pieces was my pathetic lack of wherewithal. Another excuse was that covers with Canadian officially sealed stamps were seldom available. Those offered were questionable as to when and who sealed the letters. The dearth of literature on the subject was another deterrent. Of the available information, authoritative works by Boggs, Holmes, Howes and Lowe, all agree that these official seals were used by the Dead Letter Office to seal letters that were opened by mistake. This interesting excerpt is from page 222 of Howes:

When I was in Canada last July (1889) I made special enquiries about these labels,

as there appeared to be some mystery about their use. Everyone agreed that they were not placed upon all letters opened at the Dead Letter Office and returned to their senders, and no two persons seemed to have quite the same theory as to the rules for their employment or non-employment in any particular case. Even gentlemen connected with the Post-Office at Halifax, such as Mr. King and others, could give me no definite information. I therefore determined to see what I could do at the head-quarters at Ottawa.

Fortunately, I was able, through a collector in an official position, to obtain an introduction to the Deputy Postmaster-General, who most kindly gave me the following particulars, which show that the employment of the officially sealed labels is very restricted, thus accounting for their rarity.

Letters in Canada, as in the United States, very frequently have on the outside the well-known notice containing the address of the sender, and a request that the letter may be returned if not delivered within a certain time. These of course are not opened at the Dead Letter Office and in fact, I think, are ordered not to be sent there, but are returned direct from the office to which they were originally addressed or from the head office of the district. On the other hand, those that have no indication of the address of the sender on the outside are sent to the Dead Letter Office, and there necessarily opened; but neither of these classes thus properly dealt with is considered to require the *officially-sealed* label. It is only if one of the former class, having the sender's name and address on the outside, is sent to the Dead Letter Office and there opened in *error* that the *officially-sealed* label is applied, to show that such letter has been opened officially, and not by any

unauthorized person. Whether these pieces of gummed paper ever had a more extended use or not I cannot say, but I was assured that the above was the substance of the regulations as to their employment.

One Seal

Cavendish was the only auction I attended where one, that turned me on, was sold. It was at the 'Carstairs' sale in November, 1985. I can still remember competing for lot 555, 'a 6 October, 1905 Assiniboia opened-out cover to Manchester, opened by Montreal PO and sealed with three copies of the black on blue paper seals'. Estimated at £75, I became only a 'bridesmaid' when it was hammered down for £2,400. This cover has since changed hands. Its present owner acquired this jewel for considerably less than the knocked down price. According to a very reliable source, a collection of official seals and dead letter covers, which included this gem, was consigned to a

dealer. Three collectors inspected the collection; one gentleman examined it twice. Because of the high price tag, the collection did not sell and was returned to the owner. It was during the handing-back ceremony that the cover was found to be missing!

To a former serviceman the rank of the addressee on the cover illustrated (Fig. 1) is more interesting than the cover itself. Mrs. Staff Captain Stanyon was the wife of Staff Captain Stanyon. The 'Staff' prefix indicates that they were both stationed at Headquarters. If they had a Corps (Church) appointment they would be classified as Field Officers and their ranks would be Captain.

It was (and still is) the policy of The Salvation Army that a wife be of the same rank as that of the husband. For example, when a lieutenant marries a Captain she is automatically promoted

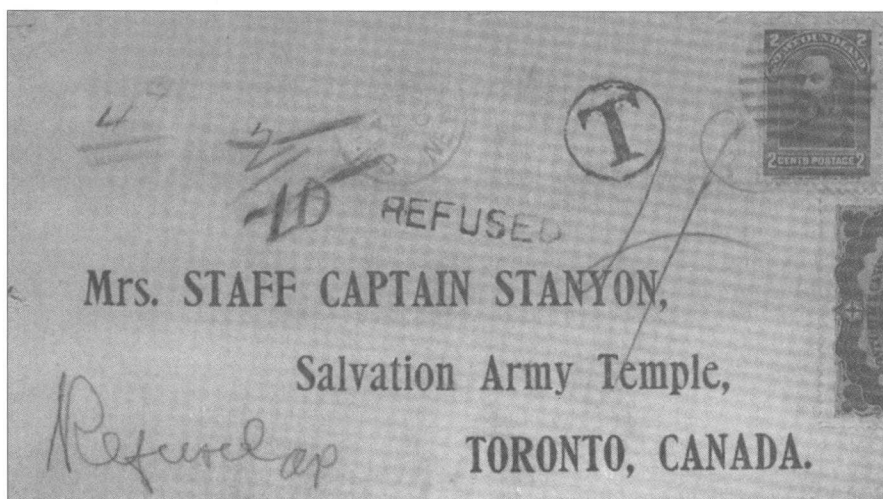


Fig. 1. A circular grid postmark ties a Newfoundland 2c Edward to a Salvation Army printed return addressed envelope that is sealed with an 1879 Canada Officially Sealed stamp.

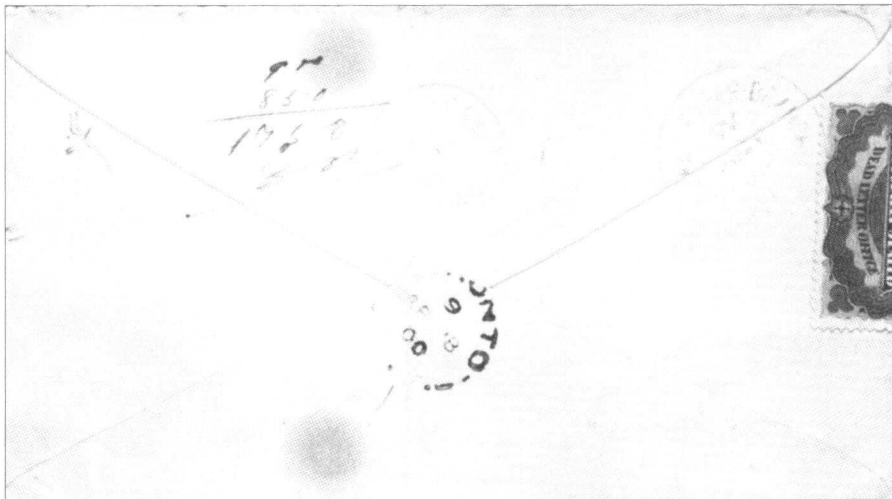


Fig. 1a. The officially sealed label at right is tied by a large, light purple 'DEAD LETTER BRANCH 'W' JU 26 00 TORONTO' handstamp (note the 'W'). Other backstamps are 'TORONTO 9 AP 28 00' arrival split ring and above it, a faint 'DLO CANADA MY 18 00 TORONTO BRANCH' cds.

to Captain. Almost from its inception the Army felt that in order to have an effective ministry both the husband and the wife must minister as a team. If the officer passes on while still an active officer, the wife's rank in this case will be Staff Captain Mrs. Stanyon. An officer who marries outside the ranks of The Salvation Army would be asked to relinquish the officership and resign. The person resigning, however, may choose to remain a member of The Salvation Army and be a soldier or member of the Corps (Church), wear the uniform and have an effective ministry as a lay person.

The cover illustrated (Figs. 1 and 1a) was mailed from St. Johns, Nfld. on 23 April, 1900, (light cds at top centre) and arrived at Toronto on 28 April. The letter was rated 4¢, seemingly a double weight letter short paid 2¢. It was refused and, as there was no sender's

return address, it was sent to the Dead Letter Office on 18 May; there, it was opened and resealed on 26 June 1900.

Two Seals

An unevenly struck 'MY 30 11' British cds, partially obscured by the seal, ties a 1d GB Edward stamp to this cover (Figs 2, 2a) addressed by name and town only — 'Miss D. Brown Constable, Royal Oak'. It was stamped 'RETURNED FOR BETTER DIRECTION' but it couldn't be for lack of a sender's address. Yet and amazingly, this letter travelled to Royal Oak, British Columbia (and not to Royal Oak, Ontario), Canada. The letter was subsequently redirected to Colquitz, Colwood, Mount Tolmie and finally Victoria where it received an oblong framed 'VICTORIA BC 21 JUN 1911 15 10 General Delivery' marking. As Miss Constable was unknown at any of these towns, the letter was sent to the



Fig. 2. An incredible no sender's return notice letter whose only address is Miss D. Brown Constable, Royal Oak, was sent to Royal Oak, B.C. Canada.

Dead Letter Office. There it was opened to check for a return address and resealed with two 1907 officially sealed stamps.

The cover was backstamped (Fig. 2a) with two 'BRANCH DEAD LETTER OFFICE VICTORIA B.C.' ovals dated 10 and 21 August, 1911 and a large circular 'DEAD LETTER OFFICE AUG 30 1911 VICTORIA CANADA' rubber handstamp which ties the top seal to the cover. Other markings are light strikes of Mount Tolmie, Colquitz and Royal Oak (the latter largely covered by the seal at right).

Three Seals

The no return notice cover (Figs. 3, 3a), addressed to Messrs Saunders & Sons, Timber Merchant, Edward St., Brighton, England, was registered in Vancouver on 20 April 1910. It arrived at Montreal on 26 April but, for some inexplicable reason, the letter was diverted to the Dead Letter Office the next day. There, it was opened, sealed with three official seals and discharged on 10 May (Montreal Dead Letter ovals 27 April and 10 May). The letter resumed its journey and, upon arriving in the UK, was backstamped with a superb red '21 MAY 10 LONDON REGISTERED' oval which ties the



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Fig. 2a. Backstamps include arabic numerals '5, 58' and a large rubber 'DEAD LETTER OFFICE VICTORIA, CANADA' handstamp that ties the top seal to the cover.

centre seal to the back of the cover. It reached Brighton the same day but it was not or could not be delivered and was returned to Montreal (Montreal JY 11 10 dotted circle daters front and back).

The probable reason for its non-delivery was that the letter was either addressed to the wrong city or there were no timber merchants in Brighton in 1901. According to legend Brighton was a romantically exciting sea-side resort where I would have loved to have spent all my furloughs.

This essay, unfortunately, poses more questions than answers. For

example: Are there any covers with Newfoundland Officially Sealed labels? Are there any covers with a sender's return address that were opened in error by the Dead Letter Office and sealed with these labels? What is the significance of the 'W' in the DLO cds in Fig. 1a, and the numbers '5' and '58' in Fig. 2? What are the rules (if any) governing the use of one, two and three seals?

The kind assistance provided by Captain Flo Curzon, Research co-ordinator of The Salvation Army Heritage Centre, Toronto is, greatly appreciated. Thanks also to member Elsie Drury for the use of her extensive philatelic library. *See foot of page 91*



Fig. 3. Two 'Vancouver AP 20 10 BC' cds ties a 5¢ and a pair of 1¢ Edwards to this no return address registered letter to a timber merchant in Brighton.

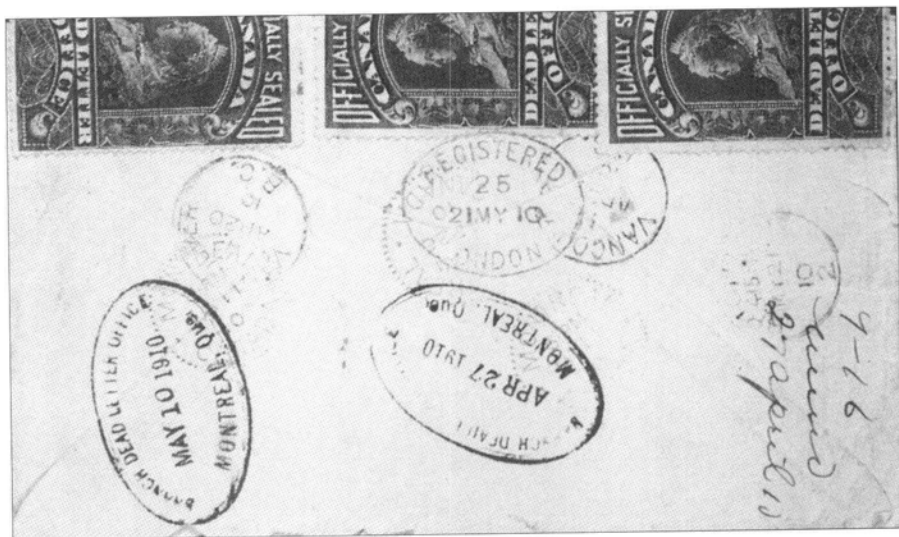


Fig. 3a. Backstamps include three 26 April and 11 July, 1910 Montreal dotted circles, 27 April and 10 May, 1910 Montreal Branch Dead Letter Ovals, an orange London '21 May 10' registered oval tying the centre seal and a Brighton same day receiver.

POSTAL BRANCH, CANADIAN SECTION

G.H.Q. 3rd ECHELON

Colin Campbell

It has been 15 years since Bill Robinson and I co-wrote an article in BNAPS TOPICS on the above subject. Little or no feedback resulted from readers, however it is hoped that the article made for good reading.

It was March 1915 when the Canadian Section, G.H.Q. 3rd Echelon was established at Rouen, France. Included among their tasks were records of personnel, casualties, promotions and disciplinary matters. Attached were members of the Canadian Postal Corps (Canadian Section) whose duties included the handling of undeliverable mail, records of soldiers admitted to hospital wounded, killed and missing in action.

Three of the postal markings used by postal staff were the ARMY POST OFFICE 2 CAN SEC cancel, the oval G.H.Q. 3rd Echelon marking and the straightline CANADIAN SECTION G.H.Q. 3rd Echelon, 2 DEC 1916 marking, all shown below

Sometimes found on mail to or from the Canadian Record Office, London, were the DESPATCHED cancel (see oval marking illustration) and the RECEIVED cancel shown here

So far, the oval marking illustrated is the only example reported.



It is a backstrike on a cover returned to Canada in 1916. The complete inscription is still unknown: May the writer be enlightened. A photocopy would be appreciated.

ONE, TWO, THREE from page 89.

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Holmes. **Handbook and Catalogue of Canada and British North America**, 1943, p.192.

Howes. **Canadian Postage Stamps and Stationery**, Quarterman reprint, p.222.

Lowe. **The Encyclopedia of British Empire Postage Stamps** Vol. V, p.422.

Editor's note: The YP underwent a year of intensive physiotherapy and occupational therapy at the Salvation Army Grace General Hospital in Scarborough, On.



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THE HUDSON'S BAY COMPANY'S POSTAL SERVICE TO THE WEST COAST OF NORTH AMERICA: 1821-1860 (Part 1)

David Whiteley

The early history of the discovery and exploration of the North West coast of North America has been well documented and can be found in many standard historical studies.¹ For the purpose of this paper the two most important explorers were Captain Vancouver who, acting under Admiralty orders, surveyed much of the coastline between 1792 and 1794, and Alexander Mackenzie who, on behalf of the North West Company, was first to reach the Pacific from the East by the overland route. Mackenzie's motive was to open new territory and new sources of furs for his employers.

Trade Routes

After Mackenzie's pioneering journey, others quickly followed and the new territory, which encompassed much of present day British Columbia, Washington State and Oregon State, became known as New Caledonia. The majority of the early explorers were employees of the various fur trading companies, who were anxious to seek out new trade opportunities and establish trading posts in the new territory west of the Rockies. The first post, Fort McLeod, was established in 1805 on McLeod Lake by employees of the North West Company (NWC). In the same year Simon Fraser and John Stuart, also working for the NWC, established Fort St James on Stuart Lake. J.J. Astor established Fort Astoria at the mouth of the Columbia River on behalf of the American Fur Trading Company. Over the next 10 to 15 years

further posts were established. In 1812 David Stuart, whilst in the employ of the Pacific Fur Company, established a post at the confluence of the North and South Thompson Rivers which he named Fort Kamloops. It was not until 1821 that employees of the Hudson's Bay Company (HBC) established their first post west of the Rockies on the Upper Fraser River at Fort Alexandria.

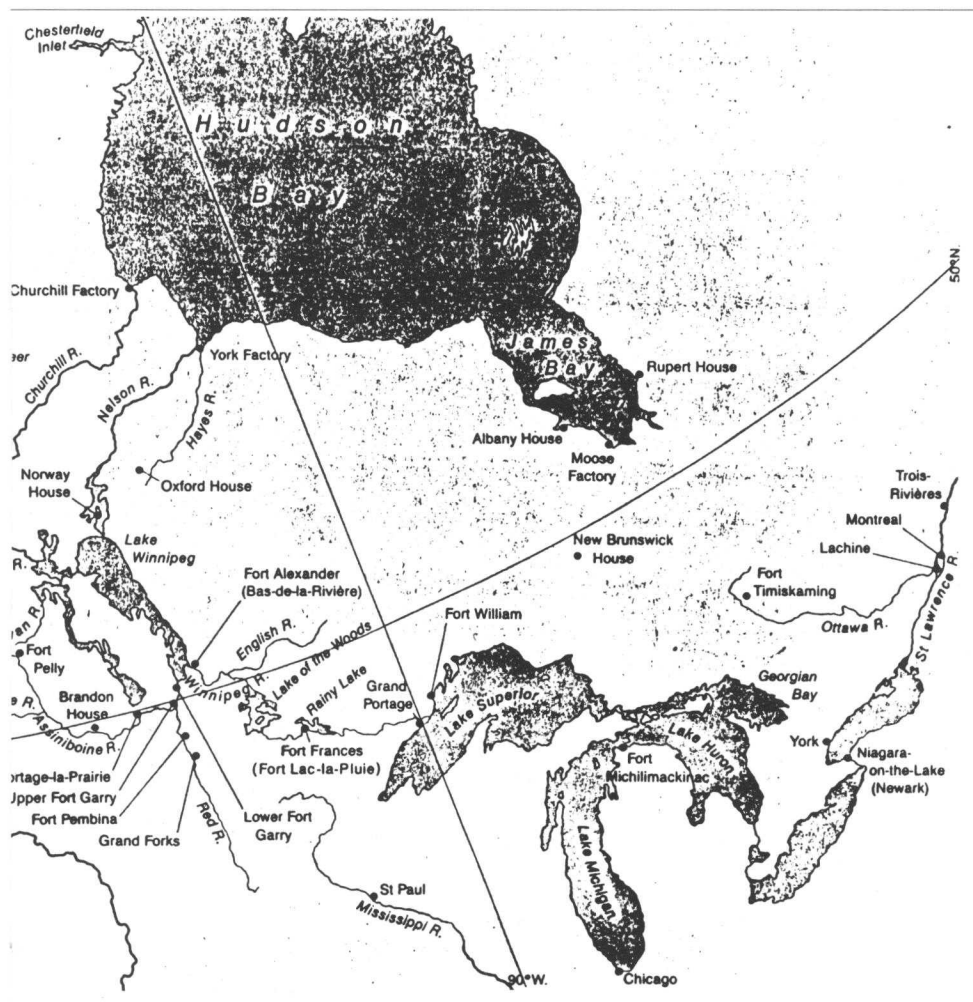
These early explorers not only penetrated the interior of New Caledonia but, at the behest of their employers, surveyed and established trade routes to the newly founded forts and trading posts. One of the earliest Trails to be established was the Okanagan or, after 1821, the Hudson's Bay Brigade Trail. This Trail was pioneered in 1811 by David Stuart whilst working for the Pacific Fur Company. It provided a link from the northern interior of present day British Columbia to Fort Vancouver on the Columbia River. The route ran from Fort Vancouver, initially along the Columbia River via Fort Walla Walla, Fort Okanagan where it met the overland route to Montreal, then northwards to Fort Kamloops; thence overland to Fort Alexander and north along the Fraser River via Fort George to Fort St. James (see map). This route was used intermittently until 1826 to supply the northern interior and to transport the accumulated furs back to Fort Vancouver, the journey from Fort Vancouver to Fort St. James taking about two months; this included three



weeks for the overland journey from Fort Okanagan to Fort Alexandria.² After 1826 this trail was used on a regular basis as the main supply route from the coast to the interior.

By 1826 the HBC had developed a brigade route to the west coast. These Columbia Brigades travelled with the Saskatchewan Brigades. The route was

from York Factory to Edmonton by canoe along the Nelson and North Saskatchewan Rivers, where the Columbia Brigades continued by horse back to Fort Assiniboine on the Athabasca River. From there they went by canoe to the Columbia River and thence by river to Fort Vancouver. The NWC route from Montreal to the Pacific coast went from Montreal to



Fort William thence along the Dawson Trail, Lake of the Woods, Winnipeg River and Lake Winnipeg. It continued overland to Ile-a-la-Crosse, south to Lac la Biche and then into the Athabasca River at about latitude 55° thence to the Columbia River and on to Fort Vancouver (see map). The goods and correspondence were carried between Montreal and Fort William by


the heavy brigade and thence by light brigade to Fort Chipewyan on Lake Athabasca then along the Peace, Parsnip, and Pack Rivers to McLeod Lake. From Fort McLeod the route followed an old Indian trail to Fort St. James on Stuart Lake which, until the construction of Fort Vancouver in 1825, was the central depot for the district. From Fort St. James correspondence

was despatched whenever possible. Prior to 1821 the NWC shipped their goods and letters west by ship to Astoria, then along the Okanagon Trail to Fort Kamloops and then to Fort George and on to Fort St. James. Internal communication between the various outposts, other than by the established brigade routes, was very much a hit and miss affair as letters were usually entrusted to Indians travelling in that direction. On reaching the limits of their tribal lands the letters would be sold to friendly Indians who would then proceed with the letter, the cycle being repeated until the letter reached its destination.




HBC & NWC Amalgamate

The year 1821 was significant for the fur trading companies in British North America as it saw an end to the vicious rivalry that had existed between the

NWC and HBC as, during the year, the HBC absorbed the NWC and its far flung empire which stretched from Montreal to the Pacific and into the Athabasca and Mackenzie River watersheds. The amalgamation of the two companies provided three major routes to the west coast empire; the traditional HBC annual route from York Factory; the NWC overland route from Montreal and the direct route by sea from both England and Montreal. In order to govern the newly acquired territory of New Caledonia, the Company constructed a large fort, Fort Vancouver, on the Columbia River, south of the 49th parallel in present day Oregon State. Over the next 30 years the HBC established a number of trading posts throughout the region:- Fort Chilicotan in 1826, Fort Langley in 1827, Fort Simpson in 1831 and Fort Hope in 1849. As these forts were





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established a number of brigade routes were established from Fort Langley into the interior to connect where necessary with the main Okanagon Trail. In 1858 the HBC's rule ended when the territory became a British Colony.

Vancouver's Island

During this early period the control and ownership of Vancouver's Island was in dispute as both Britain and Spain laid claim to the island. In 1790 the British right to the island was finally recognized but no British settlement was established until 1843, when James Douglas established Fort Victoria, on the south-east tip of the island, as the new administrative centre for the HBC's Pacific Coast trade. This was in response to the formal establishment of the Canada-United States boundary in 1842 which placed Fort Vancouver, headquarters for the New Caledonia District, in United States territory. In order to remain in communication with the mainland and to ship goods to and from Fort Victoria, the Company established an express canoe service which operated fortnightly between Fort Victoria and Fort Nisqually on Puget Sound. The establishment of trading posts along the western seaboard created a need for a further means of communication; to this end, in 1835, the Company sent out the small steamship *Beaver*, the first steamship on the Pacific. It was also during this pre-colonial period that the Company gradually began replacing and augmenting its overland brigades with annual supply ships.

In 1849 the HBC was granted a ten year lease of the island on condition that it brought out settlers from Britain. At this time the island was also made a Crown Colony and the first Governor General, Richard Blanchard, arrived on

11 March 1850. He was succeeded in 1851 by James Douglas. In the early 1850s coal was discovered on the island and a white settlement was established at Nanaimo, with the first coal being mined in 1853. A further influx occurred in 1858 with the discovery of gold in the Fraser River, which caused Victoria to grow overnight from a small trading post to bustling frontier town. Thus it can be seen that from the early 1800s there was a steady increase in the population of the region, even though for most of the period to 1860 the majority were servants or employees of the fur companies: a means of communication with their friends and relatives was required. To satisfy this need and to facilitate the despatch and receipt of business correspondence the only means of doing so was by annual Company ship, or the occasional merchant ship or the annual brigades and occasional 'expresses' from the East. These brigades averaged about 100 days from the headquarters of the NWC in Montreal to the Pacific Coast. In summer the brigades travelled by canoe and packhorse: in winter by snow-shoe and dog train.

Carriage of Mail

Up until 1845 the Company carried all mail for both employees and 'strangers' free of charge. After 1845 persons not in the Company's employ were required to pay a fee on letters carried west of the Rocky Mountains: \$1 per letter not weighing more than half an ounce, 25¢ for each additional half ounce. It is thought that these rates were also charged on letters brought by the Company's annual supply ship, commencing with the arrival of the barque *Vancouver* direct from England to Fort Victoria in 1845. Several of these letters carried by the annual brigades are in private hands and occasionally come up

for sale, however, the majority of surviving letters are held in various archives, particularly the Hudson's Bay Archive.

In May of 1982 the Charles P. De Volpi collection of early fur trade material was offered at public auction. Amongst the offerings were a number of pieces carried from New Caledonian Forts to either York Factory or Lachine. Some of the earliest extant letters in private hands carried by the overland brigades were offered as lots 28-35. This group of letters were all carried by the same HBC ship and all arrived at Hudson Bay House in London on the same date, 29 October, 1837.

Lot 28 dated 27 February, 1837 from Peter Skene Ogden, Chief Factor in charge of New Caledonia, to John Stewart, was carried overland to York Factory to connect with the annual supply ship.

Lot 29 dated 15 March, 1837, from Robert Campbell at Fort Simpson to John Stuart - en route, forwarded to London.

Lot 30 dated March 1837; a folded letter from Alexander R. Mcleod at Fort Resolution, Great Slave Lake to John Stuart, via James Hargrave York Factory.

Lot 31 dated 22 April, 1837, from Samuel Black at Fort Whale to John Stuart, at York Factory forwarded to London.

Lot 32 dated 24 April, from Colin Campbell, Fort Dunvegan, Peace River, to John Stuart.

Lot 33 dated 22 May, 1837 from Edward Harriot, Edmonton House, to John Stuart, Norway House, forwarded to London.

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Lot 34 dated 15 September, from York Factory, from John Ballenden to John Stuart.

Lot 35 dated 25 August, 1837 from George Keith, Moose Factory; included in this letter was advice of the arrival of Company's supply ship *Prince of Wales*, probably the ship that carried this group of letters back to England.

This group of letters from disparate parts of the Company's far flung empire shows the brigades picking up mail and goods as they travel eastwards from New Caledonia to York Factory. The same sale, (Lots 36-41), offered another group of six letters which arrived at Hudson's Bay House on 18 October, 1838 carried from York Factory by the annual supply ship. Amongst this group was one letter from John McLeod, Fort Vancouver, dated 14 March, 1838 endorsed 'by H.B. ship to Hudson's Bay House, London' The remaining letters are from points further east, including the Red River Settlement and Norway House, one of them endorsed 'via York Factory,' once again substantiating the overland route used from the west coast to York Factory.

Between 1820 and 1849 the only means available to the Company to get bulky supplies to the west coast was by use of the Company's sailing vessels which made regular annual voyages direct from London. These annual supply vessels also carried out the mails for both Company employees and 'strangers'. The supply ships for the Columbia River District usually left London in September and arrived at Fort Victoria some time in March the following year.³ Fortunately a number of letters sent by the annual supply ships have survived and a substantial body of such correspondence is

presently lodged in the Hudson's Bay Archives. The earliest is a folded letter dated at Kincardine 7 November, 1832 and endorsed 'C/O Hudson's Bay House, London to the Columbia River,' endorsed in London with the red 'COL' cypher. (PAM. HBC. E31/2/1 folio 98d). Another piece; a folded letter from Margaret Glen, Dumbarton, to Archie Campbell, steward aboard the *Dierd Brig*, Columbia River c/o Hudson's Bay House London, rated 1/2 postage to London plus 1d Scots road tax with red 'Paid' London tombstone dated 1 February, 1833, endorsed with the red 'COL' cypher. (PAM. HBC. E31/7/1 folio 54d.). A third piece, from Catherine Conner to Samuel Parsons 'On Board the Brig *'Dryad'* Captain Rickling Hudson's Bay House;' and endorsed N.W.C. on arrival on the west coast was further endorsed with the cryptic message 'Home 1834' and 'return to, Hudson's Bay House on the same ship' (PAM. HBC. E31/7/1 folio 240d.). A fourth piece is a single folded letter from P. Mould dated 20 May, 1838, to her brother William Riddler, Columbia, advising him of his mother's death, returned to Hudson's Bay House, London endorsed "drowned in Columbia River" (PAM. HBC. E31/2/7 folio 254d.). Another piece is from William Gordon to George Gordon seaman 'Beaver steamer Fort Vancouver & Columbia River or else where - to be left at the H.B. C. House - Fenchurch Street, London' dated 19 August 1838 postage of 1/- paid to London, red 'Paid' tombstone 23 August 1838 date stamp red 'COL' cypher. (PAM. HBC. E31/2/1 folios 112/113).

...To be continued

Editor's Note:

The author has kindly provided photocopies of the archival letters mentioned in the last column above but they would not reproduce well in 'Maple Leaves'.

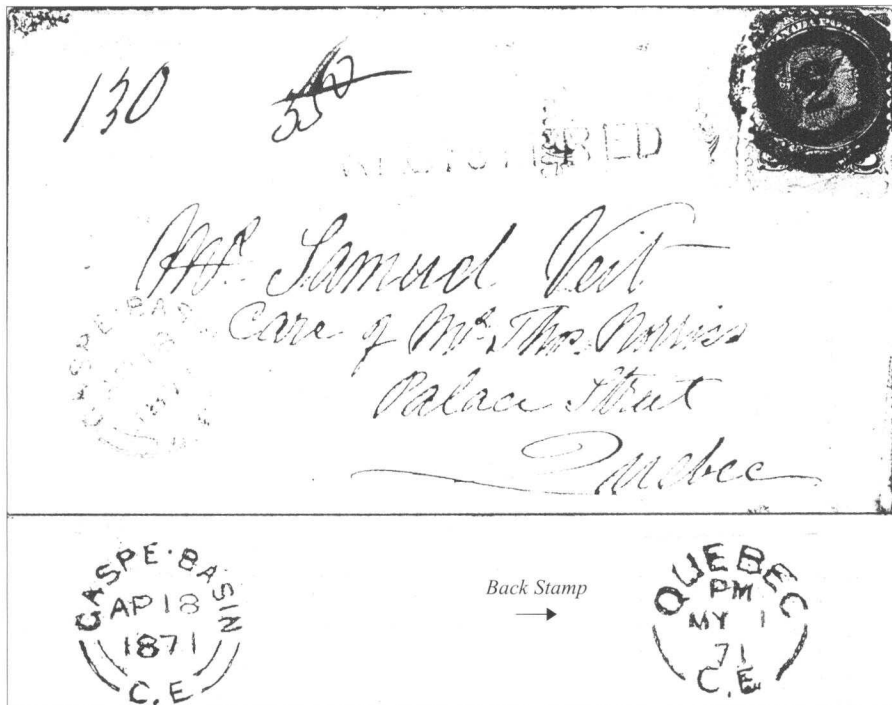
POSTAL HISTORY PUZZLES – SOLVED AND UNSOLVED (4)

By Horace W. Harrison FCPS

It required many hours of research to come up with a reasonable explanation for the markings, stamps and sealing wax on the cover illustrated. The first thing to strike the eye of the postal historian is the disparity between the 2 ring '3' killer on the 3¢ Small Queen and the c.d.s. for Gaspé-Basin, C.E. dated April 18, 1871. Why was the 2 ring '3' canceller, assigned to Quebec, used on a cover mailed at Gaspé-Basin? The immediately following, or even simultaneous, question to be asked was, why was the REGISTERED handstamp covering portions of a 2¢ Large Queen

which had obviously been firmly affixed to the cover to pay the registry fee, and then partially removed? The envelope also has the remains of a wax seal in the upper left corner. There is only one backstamp on the envelope and it raises questions because it is dated 1 May, 1871, 13 days after the date of mailing indicated by the Gaspé-Basin circular date stamp.

The Post Office Act of 1867, assented to on 21 December 1867, had the following provision: '81. If any person uses or attempts to use in



prepayment of postage on any letter or other mailable matter posted in this Province, any postage stamp which has been before used for a like purpose, such person shall be subject to a penalty of not less than Ten and not exceeding Forty dollars for every such offense, and the letter or other mailable matter on which such stamp has been so improperly used may be detained, or in the discretion of the Postmaster General forwarded to its destination charged with double postage.

It is reasonable to assume that this is such a detained letter. The Postmaster at Gaspé-Bassin accepted the letter for registration and issued the required receipt. After departure of the sender, as the Postmaster began the registration process, he noticed that the two cent postage stamp had been previously used, and attempted to remove it from the envelope. It had been so well affixed that he was only partially successful. He detained the letter, in accordance with

Paragraph 81 of the Post Office Act of 1867 and asked Division Headquarters in Quebec City for further instructions. Finally, 13 days after he had accepted it for registration, he was advised to forward the letter to Division Headquarters, the city of destination of the letter in any event. He stamped the letter 'REGISTERED' across a part of the partially removed 2¢ stamp, assigned it Registered Letter No. 350 and forwarded it to Quebec, as instructed. It was received there on the afternoon of 1 May, the 3¢ Small Queen was heavily cancelled with the 2 ring '3' killer, assigned Registered Letter No. 130, had a Postage Due Notice for 4¢ (or possibly 6 or 10 cents) affixed to it by wax seal at the upper left, and taken out for delivery.

We do not know if the sender was fined the \$10 to \$40 called for in paragraph 81, but that is more research than I care to undertake, especially with the strong possibility of negative results.

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EARLY BNA STAMP PERFORATION MEASUREMENTS

Julian Goldberg

Richard Kiusalas' 'Canadian Specialist Gauge' has been mentioned many times in BNA philatelic journals by collectors who use it to examine the perforations of their early Canadian stamps. As a result, much has been written about the Kiusalas gauge and what its measurements represent. However, this article is written in order to further examine and explain what Richard Kiusalas believed about the rotary perforating machines that had perforated Canadian stamps through the idea suggested by his perforation gauge. Winthrop Boggs' writings on early Canadian stamp perforations will be used to provide the background, approach and information needed in order to understand Kiusalas' gauge measurements further. We are concerned here with the machines used to perforate early Canadian stamps produced by the American Bank Note Company (ABNC) and the British American Bank Note Company (BABNC) from 1858 to 1902.

With regard to the perforation measurements of early Canadian stamps, there are two major works that will be referred to throughout this article. The first was a study written by Winthrop S. Boggs as 'Early American Perforating Machines and Perforations 1857-1867' in 'The Collectors Club Philatelist,' Vol. 33, pp. 61, 145; Mar., May, 1954 (reprinted in 1982); the second was produced by Richard Kiusalas as 'The Canadian Specialist Gauge' in 1965. Both works express their measurements in imperial inches

since this was the measurement used in building the perforating machines. The rotary perforating machines used in North America consisted of sets of paired wheels where one wheel had holes and the other had pins around the rim so that the pins would enter into the holes as they rotated together and perforated the paper in between the wheels. Thus, there are two major factors that affect perforation measurements on the stamps in question:

A - The number of holes or pins on the perforating wheel.

B - The circumference of the perforating wheel.

In order for the machine to work properly, the wheel with the holes in it had to be the same size as the wheel with the pins on it. In support of this, Boggs states on page 64 (4) of the above work, 'Note that the diameter of the counterpart (hole) wheel is equal to the diameter of the perforating (pin) wheel measured from tip to tip of pins.' The circumference equals the diameter multiplied by pi (22/7 or 3.14). Thus the circumference of the wheel with holes in it should be equal to the circumference of the wheel with pins on it (around the tips of the pins). In turn, the number of holes on one wheel must be equal to the number of pins on the other wheel. Ideally, the holes should be equally spaced and the pins should be equally spaced from each other.

The formula: No of holes/pins on wheel (A) over circumference in inches (B) gives the actual number of equally

spaced perforating holes/pins (perforations) per inch, the method of expression used by Boggs throughout his study. On the other hand, the formula: B over A gives the actual measurement in inches from centre to centre between any two equally spaced neighbouring perforating holes/pins, which is the method of expression that Kiusalas used on his perforation gauge in thousandths of an inch.

Accurate information on early rotary perforating machines is almost non-existent except for the Bemrose patent (#2607) of 1854 which Boggs mentioned; these old machines are no longer around to examine and there are hardly any documents which relate to actual measurements of the diameter and/or circumference of the wheels. Also, there was no such thing as a perfect circle as a perforating wheel because of factors involved in early construction. Most of this work is based on the theories and assumptions made by Boggs and Kiusalas. The major difference between Boggs' and Kiusalas' understanding of rotary perforating machines has to do with their approach as to which of the two perforating machine factors 'A' (number of holes/pins in the wheel) or 'B' (circumference of the wheel) remains unchanged. Boggs maintains that 'B' remains unchanged while 'A' changes over time, thus affecting perforation measurement. On the other hand, Kiusalas shows through his gauge that 'A' remains unchanged while 'B' changes over time. However, it may also have been that both 'A' and 'B' could have together changed over time. This would make things even more complicated by having two changing

values instead of one. It would be very difficult to put things together without any specific information for the exact values of both 'A' and 'B', which are presently unknown.

On page 79 (19) of his study, Boggs assumes the circumference of the perforating rotating wheels to be 6.75 inches, as based on his measurement of the wheels in the patent drawings on page 64 (4) and he keeps this value unchanged in the chart on page 79. On the other hand, Boggs gives, on page 79 many different values for the number of holes/pins such as 98, 100, 101, 103, 104-105, 108 on different rotary perforating machines. As such, he calculates the number of holes or pins per inch, as rounded to the nearest quarter, giving values of 14.5, 14.75, 15, 15.25, 15.5, 16 which, when converted into the philatelic gauge (per 2 cm), gives values of 11.4, 11.6, 11.85, 11.95, 12.2, 12.6 for our philatelic understanding. Since Boggs has rounded the values that he obtained to the nearest quarter of an inch, some of the values that he converted into the philatelic gauge may be off. However, the following measurements are the actual ones that are directly calculated from Boggs' measurements, as rounded to the nearest hundredth:

98 holes/pins/6.75" circumference =
14.52 holes/pins per inch =
11.43 perforations per 2cm

Similarly, with circumference 6.75" remaining constant, 100 holes approximates to perf. 11.67 (date of 1858*)

101 holes to perf. 11.78 (1861-2*)

103 holes to perf. 12.02 (1862-3*)

104 holes to perf. 12.13

105 holes to perf. 12.25

108 holes to perf. 12.60 (*dates are from page 146 (22) of Boggs' study article)

From Kiusalas' 'Canadian specialist Gauge,' only those measurements which were used for older Canadian stamps and which fall within the range of Boggs' measurements will be considered. The measurements in question, in thousandths of an inch are 68, 67, 66, 65, 64, 63; their equivalent values on the philatelic perforation gauge (per 2 cm) are 11.58, 11.75, 11.93, 12.11, 12.30, 12.50 respectively. It is believed that the Kiusalas perforation gauge is based on the assumption that the number of holes/pins on the perforating wheel remained unchanged while the circumference of the perforating wheel gradually changed over time. Taking a fixed number of 100 pins/holes, the Kiusalas value of 68 (i.e. pins 0.068" apart) suggests a wheel with circumference 6.8" a value of 67 suggests a circumference of 6.7" etc.

It can thus be seen that Kiusalas believed that, when a new perforating machine was being made for early Canadian stamps, the manufacturer of the machine wanted to duplicate as near as possible an existing perforating machine, without making any changes, by keeping the same number of 100 holes/pins and the same circumference as the earlier machine had. What tended to have happened most probably was that the number of holes/pins remained the same because this was most easy to control, but the measurement of the circumference slipped by 1/10" (0.1"), a very small measurement that would not have been noticed or considered important, since no copy of anything is exactly the same as the original. However, to the philatelist, such a very small change in the circumference of a perforating wheel does affect the gauge

of a stamp perforation by more than a tenth of a perforation per 2 cm. On page 79 of his study article, Boggs believes that the differences in perforating machine measurements was due to the mechanic who built the machine incorrectly interpreting the number of holes/pins to the inch as meaning the number of holes/pins within the inch instead of to the inch. It is also possible that slips in circumference measurements may only have been 1/20" (0.05"), giving some intermediate measurements of ten-thousandths of an inch. An example may be the 12.02 per 2 cm gauge measurement that falls between Kiusalas' 66 and 65. This may have been the result of the heavily used wheel of the obsolescent Kiusalas' 66 perforating machine being copied to make a new machine whose circumference was 1/20" less but which still had the same number of holes or pins as the older one. Such a machine would have had 100 holes/pins with a circumference measurement of 6.55" which would give a measurement of holes/pins per inch ($100 / 6.55$ ") which is equivalent to our philatelic 12.02 (per 2 cm) gauge measurement. The fact that all of Kiusalas' 68, 67, 66, 65, 64, 63 are successive, tends to support the theory that duplicates were made from the newest of the existing machines, resulting in a gradually finer perforation and a higher philatelic perforation gauge (per 2 cm) as time went on. Also, the intermediate 12.02 (per 2 cm) gauge measurement occurs in between Kiusalas' 66 and 65 which is in the middle of his six successively ordered perforation gauge numbers. It may be possible that even smaller variations in the circumference measurement of the perforating wheel occurred.

When trying to go step by step backwards, using Kiusalas' gauge in order to reconstruct the exact original measurements of the old perforating machines, there was one set of measurements which was found to have been most likely used by the manufacturer of these rotary perforating machines. The measurement values consisted of the number of holes/pins being an even 100 and the circumference measurement of the wheel changing by 0.1" from 6.80" to 6.30". This set of measurements may have been used because they come close to and are in the same area of Boggs' perforating wheel circumference of 6.75". When this is considered, Kiusalas' 68 represents the first perforation to be used on a Canadian stamp in 1858 and the perforating wheel circumference could have been 6.80", which is very close to Boggs' 6.75" measurement of the Bemrose patent drawings. Both have this first machine start off with 100 holes/pins on the perforating wheel. However from this point onwards, Boggs has the number of holes or pins increase by at least one for each new machine made over time with the circumference measurement remaining the same, at 6.75", while Kiusalas has the circumference measurement decrease by at least 1/10" (0.1") for each new machine made over time with the number of 100 holes/pins remaining the same. However, the measurements of the first machine could be expressed in ten-thousandths of an inch as 0.0675" or 675 in order to be the same as Boggs' circumference measurement of 6.75". On page 79 of his study article, Boggs mentions "There is consideration to be given to the fact that a wheel bearing

100 pins/holes, but slightly smaller in circumference (than 6.75"), by .1" (1/10") would give a gauge of 11.85 (instead of 11.60)! This point is most interesting because he makes mention of 100 holes or pins and a decreasing circumference of 1/10" (0.1") as another possibility that results in a change in the philatelic perforation gauge. However, it appears that Boggs did not pursue this possibility further even though he outlines two very basic measurements which have been mentioned as being characteristic of the perforating machines that the Kiusalas gauge is based on. As such, it is possible that Kiusalas developed his perforation gauge based on this small reference by Boggs which he probably read. The comparisons between Boggs' and Kiusalas' original measurements are as follows:

		Pins on wheel	Circum- ference
(1858)			
Boggs	14.75 pins per inch:	100	6.75"
Kiusalas	68 thousandths of an inch:	100	6.80"
(1861/2)			
Boggs	15.00 pins per inch:	101	6.75"
Kiusalas	67 thousandths of an inch:	100	6.70"
(1862/3)			
Boggs	15.25 pins per inch:	103	6.75"
Kiusalas	66 thousandths of an inch:	100	6.60"
Boggs	15.50 pins per inch:	104	6.75"
Kiusalas	65 thousandths of an inch:	100	6.50"
Boggs	15.50 pins per inch:	105	6.75"
Kiusalas	64 thousandths of an inch:	100	6.40"
Boggs	16.00 pins per inch:	108	6.75"
Kiusalas	63 thousandths of an inch:	100	6.30"

Thus we see the major differences between Boggs' and Kiusalas' approach to understanding rotary perforating machine measurement anomalies. Boggs, through his writings, believed that the circumference of the perforating wheel remained the same at 6.75" and that changes in the gauge of stamp perforations resulted from changes to

Continued on page 107

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BOOK REVIEW

'The Oneglia Engraved Forgeries' by Robson Lowe and Carl Walske; hard cover, 104pp, 9.5" x 6.5", published by James Bendon, Limassol, Cyprus. £25 plus £1 p&p or US \$42.50 plus \$2 p&p.

Robson Lowe needs no introduction to students of philately and the study of forgeries has long been a major interest; Carl Walske is well known to collectors of forgeries, having been a serious student of the subject for some 40 years. Between them they have pieced together much of the Oneglia oeuvre and have provided a detailed, illustrated listing of the engraved forgeries believed to have been produced by or on behalf of Erasmo Oneglia. It should be noted that the book specifically deals only with Oneglia's engraved forgeries, he did also produce a few lithographs well.

For many years much of Oneglia's work was attributed to Angelo Panelli who certainly handled some of it. More recently it has been re-attributed to Oneglia, although Panelli still gets the credit in some auction catalogues. As the authors are at pains to point out, much of Oneglia's work is listed in his catalogues produced in the decade around 1900. Angelo Panelli was born in 1894 and is very unlikely to have been producing engraved forgeries between the ages of, say, 2 and 13!

The book covers Oneglia's extensive, worldwide range of engraved forgeries. BNA interest lies in the Canada pence and 1859 issues, Newfoundland pence and early cents, British Columbia pence and cents, New Brunswick pence and Nova Scotia pence and cents. Oneglia seems not to have bothered with PEI, possibly because most of its stamps were not engraved.

A brief discussion of rarity and price is interesting and certainly the prices indicated are conservative in relation to BNA material. The authors rightly point to the multi-value sheets of Newfoundland pence stamps as the most common, these being among the few examples of Oneglia's engraved forgeries produced in sheet form rather than as individual items. The 12d black was priced very highly by Oneglia, in comparison to his other products, and remains expensive to this day.

If one wished to cavil then one might have called for the profuse black and white illustrations to have been somewhat larger than life size, but this is a minor consideration compared to the value of seeing such a masterly compilation of this forger's sometimes dangerous products.

PERFORATIONS...continued from page 105
the number of holes/pins on the perforating wheel only. On the other hand, Kiusalas, through his gauge, shows that the number of holes or pins on the perforating wheel remains the same (100) and that changes in the gauge of stamp perforations resulted from changes to the circumference of the perforating wheel only. Even though Boggs may have first hinted at the possibility that the holes/pins on the perforating wheel remained the same and that the circumference of the perforating wheel changed, it was Kiusalas who worked on fully developing this idea by his perforation gauge measurements.

LETTERS TO THE EDITOR

Bob Bayes

TEN AND TEN

After reading my response in the January ML to Stan Lum's article, I felt I could better explain the regulations if I were to use my own material for the illustrations.

It is highly unlikely that an official of the Post Office would charitably allow the sum of ten cents to go uncollected, when mail that lacked the one cent War Tax was held until payment had been collected.

The situation where part of the Special Delivery fee was prepaid, but

not all, was exacerbated when the Special Delivery rate increased from ten cents to twenty cents on 1 August, 1921.

The two covers illustrated answer the questions posed by Stan Lum's article.

The 31 July, 1922, cover (Fig. 1) is explained by the following regulations: US postmasters were advised that a letter, mailed in Canada, which bears a US Special Delivery stamp, is considered, in the country of origin, to be short paid the amount of the Special Delivery fee applicable in Canada and is subject to collection from the addressee of double the amount of the

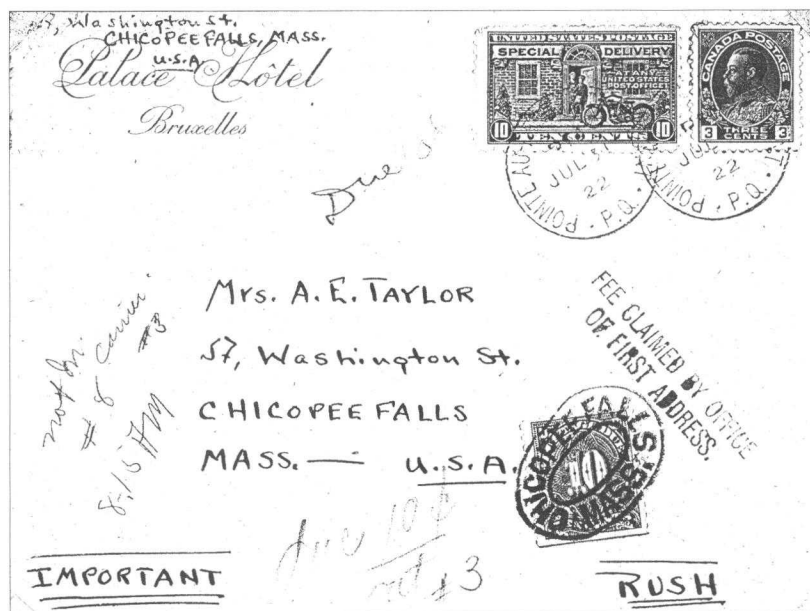


Figure 1



Figure 2

short payment. However, on receipt in the US, the delivering postmaster was to allow credit for any US stamp affixed.

The US Official Postage Guide states, "Postage due on Special Delivery matter will be collected in Postage Due stamps." Section 772, regulation 8 - this was a repeat of Section 621 approved 16 January, 1889.

The 20 July, 1923, cover (Fig.2) is explained thus: The Postmaster General's office re-affirmed on 10 September, 1921, its earlier ruling that if the Special Delivery fee was partially paid, double the deficiency should be collected. The re-affirmation specifically noted that this applied when a ten cents Special Delivery stamp was used to prepay the new twenty cents rate.

Eric Needs

VALUE ADDED

Godfrey Townsend asked for suggestions regarding his 17¢ Cartier cover illustrated in the January issue.

In my view the cover, already stamped with the 17¢ Cartier, left London on 6 Jan 1860 for Liverpool. The invalid stamp was ignored, rendering the cover unpaid. The Cunarder 'Africa' left Liverpool on 7 Jan, arriving in New York on 23 Jan, with the closed mails for Canada. At Montreal the cover was rated 8d stg. postage due plus 6d stg. fine = 29¢ Cdn.

Entering the realms of fantasy, perhaps the clerk at Toronto P.O. recognised the 17¢ Cartier and cancelled the correct 29¢ postage due.

References:

March 1854 - GPO by closed mail via
USA 8d stg.
June 1859 from Canada 17c.
GPO March 1859...letters addressed to
Canada posted unpaid, will be charged
with a fine of 6d in addition to the
usual postage...

Jeff Switt,

PRESCOTT AND KINGSTON

I read the article on page 15 of the
January 'Maple Leaves' about the
Prescott grid and had to take a look at
the front cover of the magazine to see
if it was dated 1 April!

From the poor illustration of the cancel
and stamp it appears that the straight

leg of the letter 'R' runs across the
edge of the perforations of the stamp
likely causing the appearance of a
reversed 'R' (this is exactly the case,
see question 4 on p16, Ed.).

Regarding the Kingston slogans,
Kingston is notorious for broken
slogan boxes in that position. I was
rather surprised to read the editorial
note speculating that the 1974
slogans were from two different dies
due to differing sizes of slogan box.
This difference was caused by a
problem in processing that particular
envelope through high speed
machinery. I have seen several
distortions - both condensing and
expanding the machine obliterators,
some up to 1.5".
(That will teach me to keep my pen in
my pocket-Ed.)



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FROM THE PRESIDENT

I am grateful to those members who have already sent in their booking form for the Convention. I must remind members who have not done so that the block booking and quoted prices only hold good until 14 July, so now is the time to fill in the form and post it to me.

With regard to the provisional programme published in the April issue, Lew Warren's display on the Wednesday evening has been expanded to include the Pence Issue. Here's a chance to see some fine, classic, material.

FROM THE SECRETARY

Members attending the AGM should note that as the Accounts have been

published in the April 'ML', individual copies will not be available at the Meeting.

S & C SCOTLAND GROUP

Members from Scotland and the North of England held their Spring meeting at Crawford, where a varied diet, from the 1870 issue, through the Jubilees, to the vagaries of the current Canadian definitives were among the mini-displays by those present, all of whom participated.

The summer meeting will be on 7 June at 2 p.m. at the Netherlee Kirk House, 552 Clarkston Road, Glasgow, (opposite the Linn Park Gates). The autumn meeting will be on 11 October at the Crawford Arms Hotel, Crawford. All are welcome.

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to 22 April, 1997

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RG4 7JR | WWII,PH |
| 2762 Cross, Richard P. 83 Heaton Road, Canterbury, Kent CT1 3QA | M,WWI |
| 2763 Ruddington, Stuart. 100-53 Village Centre Place, Mississauga, ON, Canada, L4Z 1V9 | CS, Map |
| 2764 Hetherington, H.A.P. Bucklands, Cousley Wood, Wadhurst, East Sussex TN5 6QT | SOA |
| 2765 Byrne, David. 16 Donard Road, Drimmagh, Dublin 12, Ireland | C |
| 2766 Radley, Lt. Col. K.J. 16 Forbes Avenue, Kanata, ON, Canada, K2L 2LB | Cen, CG |
| 2767 Moore, Thomas R. 424 Eaton Park Drive, London, ON, Canada, N6J 1W9 | PH(London), Xmas |
| 2768 Ellison, David J. 46A Christchurch Road, Southend-on-Sea, Essex, SS2 4JN | PD,O,PC,FDC |

Deceased

- 2378 Baron Dr. M.L. 2484 Walker A.R.

Change of Address

- 483 Hannah J. Change postcode to AB10 6NB
 2606 Cartwright, B. 7 Huddisdon Close, Woodloes, Warwick, CV34 5TP
 2482 Mario, D. 933 Dudley Street, Saskatoon, SASK, Canada, S7M 1K8
 2446 Thornburgh W.N. Change postcode to 98020-2559
 2722 Tomlinson R. B. Insert 4001-35th Street before RR#1
 2654 Walton W.G. Change postcode to 07830-3511

Revised Total 475

FORTHCOMING EVENTS

1997

- June 19 Wessex Group – 20th Century
 July 24-26 Rare Stamps of the World
 Exhibition; Claridges Hotel, London
 Aug 28-30 BNAPEX '97, St John's,
 Newfoundland
 Sep 10-13 CPS of GB Convention,
 Crown Hotel, Harrogate
 Sep 17-21 STAMPEX, London,
 Business Design Centre, Islington, 52
 Upper Street, London
 Sep 19-21 Royal Caltapex, Calgary

International Exhibitions

1997

- Oct 17-26 MOSCOW '97, Moscow
 Dec 5-14 INDIA '97, New Delhi

1998

- May 12-21 ISRAEL '98, Tel Aviv

- Jul 27-Aug 2 PORTUGAL '98, Lisbon
 Oct 23-Nov 1 ITALY '98, Milan
 Oct 20-25 ILSAPEX '98, Johannesburg

1999

- Apr 27-May 4 IBRA '99, Nurnberg
 Jun 26-Jul 4 PHILEXFRANCE '99

2000

- Apr 28-May 7 ESPANA 2000, Madrid
 May 22-28 STAMP SHOW 2000, Earl's
 Court, London
 Jun1-11 WIPA 2000, Vienna

Details of London Group from Colin
 Banfield 0181 281 0442 (home) or 0171
 407 3693 (office); Wessex Group details
 from Dr Dorothy Sanderson 01794 523
 924; S & C Scotland from John Hillson
 01461 205656. Contact for West of
 Scotland is Bill McVey 0141 637 6853.

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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN



Maple Leaves

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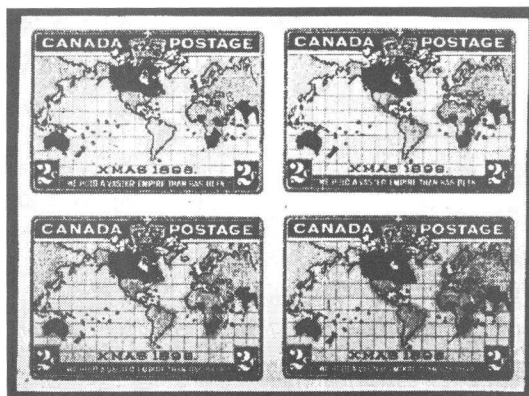
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August 1997

Whole No. 264

EDITORIAL

We read a review recently, in the Sunday press, of the newly-opened James Bond exhibition at the National Armoury in Leeds, which suggests a visit to be well worth while. Such a visit is part of our social programme at Convention so film fans, as well as the military minded, should have Thursday 11 September marked in their diaries.

Hans Reiche has written to tell us that a new pre-cancel count is under way. Pre-cancel collectors are asked to advise Hans of their holdings by September, 1997 in order that a new catalogue can take into account the results of the inventory. We are advised that the count should reflect just the different cancels but not Code C or the Admiral dies. The sub-divisions are: bars; cities; third class and total. Your response and any questions should be directed to Hans at: 22 Chapleau Ave., Apt.3, Ottawa, Canada, K1M 1E2.

Some of us felt that meters could sound the death knell for postage stamps, but this has not yet proved to be the case. Now another threat looms on the horizon - the facility to download postage stamps via your PC and printer. The service, called 'PC Postage', is not yet up and running but trials are taking place in the USA. According to a recent report in 'The Times', a company called 'E-Stamp' has produced software to enable the user to log on to a web site run by the postal authority, quote credit card number and download the appropriate number of units via a laser printer. Each E-stamp consists of a conventional date and place mark plus data readable by a barcode scanner in the post office. Pitney-Bowes, world wide leader in franking machines, is watching the situation closely. You have been warned.

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THREE IN ONE The Yellow Peril



LONDON 1 SEP, 1967 ONTARIO commemorative machine slogan ties a Lonex 75 'pasted-on' cachet and a 15¢ Centennial tied to a flight cover to England.

When a dealer showed me this cover I said, "What in the Sam-Hill is this - a London stamp society souvenir sheet depicting the 'London to London' airmail stamp and a 15¢ Centennial tied to a cover addressed to London England with a 'London 1 Sep, 1967 Ontario, London to London' commemorative slogan cancel." After spending a few minutes checking this cover. I discovered that it was not such an odd-ball item at all! It was, in fact, a downright exciting cover and one I must have. The story that the cover held was too interesting to pass up.

Following Charles Lindbergh's 20-21 May, 1927 transatlantic flight, Carling Breweries of Canada sponsored a similar transatlantic flight from London, Canada, to London, England. The Breweries offered a \$25,000 prize to any Canadian or British subject

making the flight, they also provided the plane, a Stinson-Wright Whirlwind machine named 'Sir John Carling'. The pilot was Captain Terry Bernard Tully and his navigator, Lieutenant James Victor Metcalf.* They were sworn in as official carriers of government mail by John Moore, the mayor of London.

The first flight was made on 29 August, 1927. The aircraft got as far as Kingston but had to return to base because of fog. It took off three days later (1 September) but fog and heavy rain forced it to land in Caribou, Maine. Extremely heavy rain kept the plane grounded until 5 September when at 09.49 hrs the flight continued and landed in St. John's Newfoundland the same day. The 'Sir John Carling' took off across the Atlantic next day. It has not been seen since.

The special London to London

airmail stamps, after approval by the Canadian Post Office on 18 August, 1927, and under government supervision, were lithographed by the Ray Lawson Lithographing Co. of London, Ontario. Only one sheet of 100 stamps was printed (the plate was later destroyed). Ninety-five stamps were used on letters carried on the flight; five unused copies and one on an unflown cover exist. Dr. L. Seale Holmes, author of the popular Holmes' Catalogues of Canada and British North America, acquired the single cover withdrawn by the postmaster when Tully and Metcalf returned from their first flight attempt. Dr. Holmes also owned one of the five unused stamps. Dr. Brian Holmes, son of Seale Holmes, inherited these rarities on the death of his father.

If memory serves me correctly, Dr. Holmes' stamps were sold by Sissons in the early or mid-eighties. I bought the London to London stamp for a friend who, a few years ago, sold it through one of Maresch's auctions. I suspect that an American collector bought it. As to the cover, I was recently told (February 1997) that member Chuck Firby sold it about a year earlier.

The colours of the airmail stamps are green and yellow. On the top of the stamp is inscribed the words 'LONDON TO LONDON' and 'CANADA-ENGLAND'. Terrance Tully is depicted in the left oval and James Metcalf in the right oval. Between the two portraits is the top part of a global projection of Earth, above which the 'Sir John Carling', flying against the rays of the sun. In the bottom centre is inscribed '25 CENTS' in an oval.

In 1967, Tom Moore (President, London Philatelic Society) and Stan

Shantz (dealer and a stamp columnist for The London Free Press) were searching for a subject of keen philatelic interest to mark the 75th Anniversary of the London Philatelic Society. Shantz, who had been writing about philately in London for several years and had researched the 'Sir John Carling', London to London Flight, came up with the idea that the Society commemorate the 40th anniversary of the ill-fated flight of Tully and Metcalf. Stan borrowed the stamp from Dr. Brian Holmes to use the stamp's design as a vignette on the miniature sheet the London group had designed. Lawson and Jones, the successor Company to the Ray Lawson Printing Co. who printed the original 100 stamps, also printed the miniature sheets but changed the colour of the vignette from green to blue. To publicise the occasion the Society purchased two slogan postmarks. The first slogan reads:

40TH ANNIVERSARY
LONDON TO LONDON
FLIGHT ATTEMPT
SEPT 1 1967

This cancel was used on the special covers addressed to England and bearing the souvenir sheet and the 15¢ 'Bylot Island' Centennial stamp. It was used just for the one day – 1 September, 1967. Five hundred covers were cancelled with this slogan. None of the cancellations were clear despite two adjustments to the cancellation machine.



Mr. Shantz also made arrangements with Air Canada to receive and return the covers which were backstamped with the pink oblong rubber handstamp illustrated above which reads, in five lines: AIR CANADA-PUBLIC RELATIONS DEPT. – SEP 4 1967 – 39 DOVER STREET - LONDON, ENGLAND.

The second slogan reads:

LONPEX 75
STAMP EXHIBITION
CENTENNIAL HALL
NOV 10-11-12

It was used on another exhibition cover to which the miniature sheet was also affixed, together with a 5¢ stamp. Two thousand of these covers were put through the canceller. Both covers were sold at the exhibition.

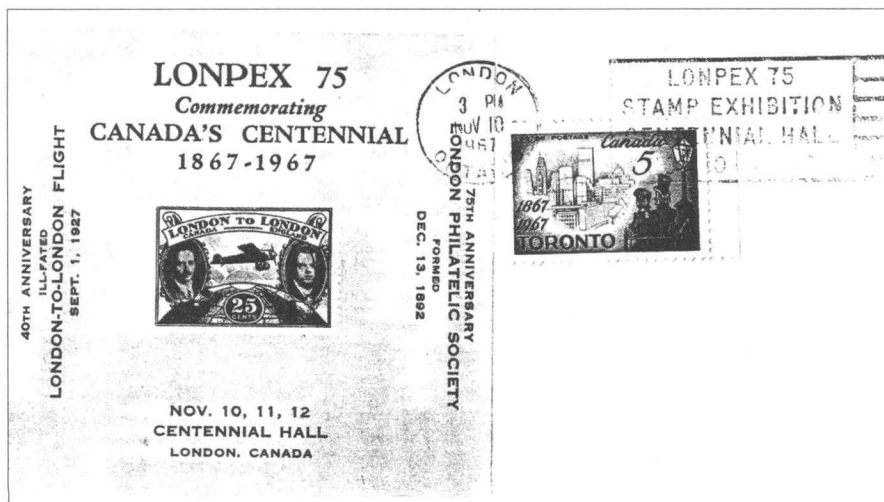
This phenomenon of a stamp society celebrating its 75th Anniversary by issuing a souvenir sheet that simultaneously celebrates Canada's 100th

birthday and commemorates the 40th anniversary of the ill-fated trans-atlantic flight (not to mention the same printers producing both stamps) is almost, if not, unique.

Reference: 'Souvenir Sheet shows rare Canadian cinderella' by L.N. Williams. 'Linn's Stamp News' p. 75. 11 March, 1991.

I am indebted to Mr. Tom Moore of London, Ontario for providing all the important details.

**Arthur Carty, a young reporter from the 'London Advertiser' originated the concept of the London to London flight. Tully and Metcalf, both Irish born, were naturalized Canadians. Sixty pilots, mostly RCAF and RAF, volunteered for the 1927 flight. The military, however, did not support the mission because it was a commercial venture.*



Lonpex exhibition cover with 'LONPEX 75 STAMP EXHIBITION' slogan.



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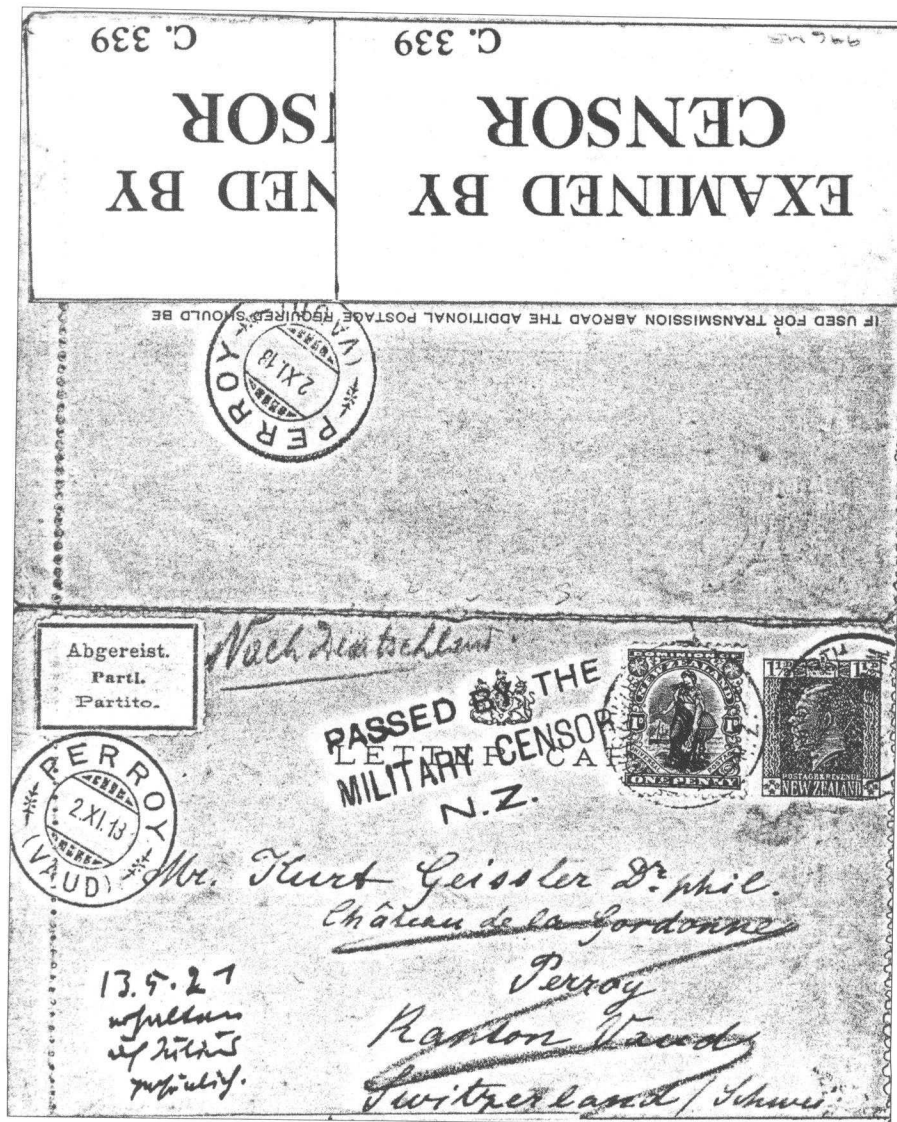
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The following article is a postscript to that which appeared in the
January Issue

CENSORSHIP OF TRANSIT MAILS

L.D. (Mac) McConnell



ADMIRAL 3¢ BROWN VERTICAL COIL

Hans Reiche, FCPS

The 3¢ brown vertical coil, perforated 12 horizontally, was manufactured from regular sheets that were cut into vertical strips of 20 stamps to make up the coils. Every 20th stamp had a paste-up, not like some others with every 10th stamp. The Admiral handbooks describe the types that were used for these coils, this one was type 18. One particular plate that was used for the coils was plate 100. This was evident from a find of coil stamps that showed part of the plate inscription in the margin above the coil. The plate inscription in full reads as follows:

T-5-OTTAWA-No-A-100-944-A-J

The spacing of the inscription from

the top frameline of the stamps is 9.0mm. The majority of plate inscriptions on the 3¢ are spaced between 5.0 and 7.0mm. Therefore, most plate inscriptions of plate 100 have been cut off partly and often only the bottom part appears in the top margin. Plate 100 was engraved 20 November 1920 and approved 23 December 1920. The example shows just the part that occurs on the coils that have been located. Even though this part of the inscription is small, a careful match with the complete inscription clearly indicates that this is the plate number that has been used for those that have been found so far.

CENSORSHIP OF TRANSIT MAILS continued from previous page

The thud of the Jan. 1997 Maple Leaves falling through the letter box had barely ceased to resonate when a further, and fascinating, example of WWI censored transit mail surfaced.

On 16 August 1918 a correspondent in Warkworth, New Zealand, wrote, in German, to an addressee in Switzerland using a threehalfpenny postal stationery letter card with an added 1d stamp. The lettercard was censored by the New Zealand Military Censor and then went on its way. It may have gone via Canada but this is not at all certain.

In Switzerland the addressee had 'Gone Away' (Abgerist / Parti / Partito) to Germany according to a manuscript endorsement. The Swiss post office applied a small green on white label to

this effect and added their 2 Nov 18 datestamps.

The war still had more than a week to run. Postal Conventions and strict neutrality would not allow the lettercard to be forwarded so it was returned to sender, presumably in an ambulance cover.

It certainly went back to New Zealand via Vancouver for the Canadian Censor C339 opened and reclosed it, using two labels applied partly over the Swiss datestamps.

This is the first example of the censoring of returned International mails that I have found associated with Canada.

TALES OF THE UNEXPECTED (3)

An Impossible Rate

Stanley Cohen, FCPS

It is strange how infectious the hobby of stamp collecting can be to the uninitiated. I can recall several instances where non-collectors became wildly enthusiastic after having seen me actively working on my stamps.

One of my sons, who was 15 at the time, occasionally brought a school friend home with him to spend the week-end and, on one such occasion, the boy came into my study and saw me busily mounting up some stamps. He watched in fascination and asked endless questions about them, which I was pleased to answer.

After leaving school, he must have devoted almost full time to building up an exceedingly fine collection because, to my amazement, he was awarded two Gold Medals at the London International Exhibition in 1980. His name was Gavin Littauer. Another of my son's schoolboy friends similarly built up a magnificent collection of Gibraltar. On another occasion, we were spending a Christmas holiday in Malta. I had taken with me some stamps to sort through and was busy with them in the hotel lounge when a complete stranger drew up a chair and questioned me as to what I was doing. The whole process intrigued him so much that he, like all the others, wanted to learn as much as he could about stamp collecting and especially, it seemed to me, about stamp dealing. This man returned to London and became one of the busiest pocket-book stamp dealers of his day, he was well-known in the trade for many years. His name was J.K. Rose, and he will be

remembered by many who had dealings with him.

But if I can claim to have introduced a number of people to the joys of the hobby, there was none more famous than Max Guggenheim, who became one of the most distinguished philatelists of my generation.

Max was a wealthy Swiss industrialist who had both the time and the resources to build up some superb collections which he succeeded in doing. He had visited my home many years ago on some business matter and I had shown him parts of my collection. He was so enthralled that from then on he became an avid collector and we remained close friends. He started by collecting GB line-engraved issues and was soon the proud possessor of a Gold Medal collection.

Max married late in life. My wife and I were privileged guests at his wedding in Basle and we were given quite royal hospitality in his home.

Eventually he tired of his GB and embarked upon a highly specialised collection of Canada. Since this is the only part of this true story that appertains whatsoever to Canadian stamps, I should add that he had chosen to specialise in what must be one of the most difficult of all aspects of Canadiana...for he had chosen the Yukon Territory as his particular speciality.

One can imagine with what enor-

mous difficulty he set about this task for, to find anything even remotely connected with the North West Territory, particularly living in Switzerland, would have been virtually impossible.

Nevertheless Max pursued his quest by contacting collectors world-wide and managed to form an outstanding collection. I know this from my own experience because I had a few such gems in my own collection, which Max finally managed to secure from me, after twisting my arm, for some other BNA gems in exchange. In parting with them my consolation was that the NWT had gone to a person who really wanted them more than I did.

This preamble is to explain the background whereby, in a purely unintentional way, Max became my only convert who, without ever realising it, rewarded me handsomely for having originally brought him into the hobby.

It happened like this. I remember the year very well. It was 1970 and Max had come to London to attend the International Exhibition at Olympia, partly also to see there my own exhibit in the Court of Honour. After the Show, we had arranged to have lunch at the Savoy Hotel, just prior to Max returning home. We had eaten and imbibed far too much and I agreed to walk with him to Charing Cross Station for his homebound train.

In those days, the stretch of the Strand between the hotel and the station had many more stamp shops, opposite Gibbons, than there are today. We were passing by all these, when Max suddenly, without stopping, remarked to me, "Just look at that ghastly fake in the

window." Walking past with him, I casually glanced at the shop window, and could see a GB cover prominently displayed but thought little of it. If Max said it was a fake, then it probably was.

I bid farewell to Max, and suddenly it occurred to me that it was indeed odd that he had mentioned a cover as being a fake without even stopping to look at it. I decided to wander back along the Strand to take a real look at it.

The cover in the shop window clearly had an 1840 1d Black and 2d Blue, well tied. Max, who was then heavily into GB line-engraved knew full well that there was no 3d postage rate in 1840, so, the cover must be a fake.

For want of something better to do, I wandered into the shop and asked to see the cover. On examination, I noticed that there was a manuscript written across its top left corner reading 'Above 1 ounce. 2d More to Pay'. Well, anyone could have written that on, but it certainly looked real. It was then that I spotted a rather faint red oval official Post Office marking inscribed 'More To Pay' right in the centre of the cover. It was so faint that it would not have been apparent when displayed in the shop window. Now, anyone attempting to fake a cover by applying such a mark would surely have done it in a bold red ink, not to be missed. I had the definite feeling that this extraordinary cover might be genuine after all.

Supposing someone early in 1840 didn't know that for a letter weighing above an ounce, the rate of postage went up from 2d to 4d, and had, by mistake, stuck 3d worth of stamps on it and posted it. The Post Office would note

Continued on page 127

THE PEOPLE ON THE STAMPS – JOHN PALLISER

By Dr. Alan Salmon

We left

*The silent forest, and, day by day,
Great prairies swept beyond our aching sight*

Into the measureless West:

Tecumseh

Charles Mair

Palliser first achieved fame as a buffalo hunter in North America. Subsequently he was leader of a British scientific expedition to explore western British North America. The reports and maps from the expedition were the first comprehensive, careful and impartial accounts to be published about the prairies and the Rocky Mountains of that region. Amongst its many percipient observations was the recognition of a fertile belt well-suited to settlement and cultivation. His achievement, as leader of the expedition, was recognised by the inclusion, in 1988, of the multi-coloured 37¢ stamp in the Exploration of Canada series (SG 1288, USC 1202).



John Palliser was born in 1817 into a rich, Protestant Irish family from County Waterford, Ireland; the family also had houses in County Tipperary, Dublin, London, Rome, Florence, Paris and Heidelberg. His father was a colonel in the Waterford Artillery Militia which the son joined as a captain in 1839. Although he remained on its roll for 25 years, until he resigned in 1864, there is

no record of him being involved in active service.

He was educated mainly in Europe; he spoke French, German and Italian; he had entered Trinity College, Dublin, in 1834 but left, after four years of intermittent attendance, without a degree. In the 1840s he served as a Justice of the Peace and as High Sheriff in Ireland, however his main interests were seeking adventure and shooting big game. Most of 1847 was spent in North America, hunting buffalo, elk (SG 1274, USC 1177) and antelope (SG 1270, USC 1172); he also visited New Orleans and Panama. He returned to London to write a book about his travels: *Solitary rambles and adventures of a hunter in the prairies*, published in 1853. He was elected a Fellow of the Royal Geographical Society (RGS) in 1856.

Return to British North America

Keen to revisit BNA, he suggested to the RGS that he be sent to explore the southern prairies and the passes through the Rockies. His idea was that he should go alone and then travel with local guides and hunters – a rather nice, personal safari. This was refused, but a far more ambitious journey was substituted. The RGS was aware of American probings west, especially for possible railway routes, and was interested in the possibilities for agriculture within the uncertain boundaries of Rupert's Land. It proposed a full-scale expedition, including scien-

tists of several disciplines, with Palliser as leader. The Colonial Office supported the idea, extended it to include an investigation of the possibility of a canoe route within British territory from Canada to the prairies, and made £5,000 available for the project.

At the time there was little dependable information on many aspects of the prairies and some of it, especially on the settlement and agricultural possibilities, was contradictory. Considerable efforts went into the planning of the project, involving the RGS, the Royal Society, the Colonial Office and the Hudson's Bay Company (HBC). The team's technical skills included: geology, botany, medicine, ornithology, astronomy and physics. Palliser was the only member with any knowledge of the region. The team sailed for New York on 16 May 1857.

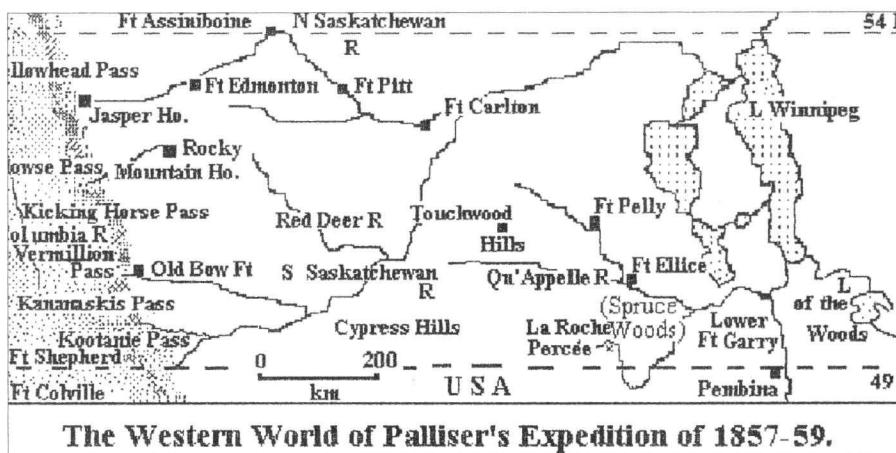
The First Year

From Lake Superior, by the hard canoe journey via the Lake of the Woods, they reached Lower Fort Garry (SG 1163, USC 1050) in the Red River Settlement

on 13 July. There they spent a week organising their supplies and transport with the help of the HBC; then they went south down the Pembina valley and west, skirting the region of today's Spruce Woods Park (SG 1551 USC 1478), to Fort Ellice. They made a rapid visit to La Roche Percée (The Pierced Rock), near the border with the USA; observations were made constantly. Their route then led to Fort Carlton, where they spent the winter. Palliser left Carlton to travel to New York to request more time and more money; whilst waiting for a reply he spent some time in his favourite city of New Orleans. He was back at Fort Carlton by the early spring of 1858.

1858

On Palliser's return the expedition headed west between the two branches of the Saskatchewan River. East of Rocky Mountain House they split into two parties, Palliser's went south to the border and then to Old Bow Fort (about two-thirds of the way from present Calgary to present Banff) and through the Rockies by Kanaskis Pass, returning



by the Kootanie Pass (south of today's Crowsnest Pass which they noted), and so to Fort Edmonton for the winter.

The other group crossed the mountains by the Vermilion Pass, returning by the Kicking Horse Pass, passing Mt. Hurd (SG 281, USC 155), to join the others for the winter at Edmonton. Palliser, with the aid of the HBC's manager's wife, gave a wonderful ball. However winter travel was undertaken: to deserted Fort Assiniboine, to Jasper House then down what is now the Athabasca Parkway. They passed, without entering, the Yellowhead Pass, then still an Indian trail and known as Leather Pass. They passed Mt. Edith Cavell (SG 297, USC 177), to reach the source of the Athabasca River.

The Final Year

In 1859 the expedition travelled south to the Cypress Hills (SG 1553 USC 1480), then it divided into several groups. One went south and into Montana, USA; it returned to England via the Missouri; interim reports were despatched whenever possible. One party crossed the Rockies by the Howse Pass; Palliser's party crossed the Rockies by the Kootanie Pass and on to Fort Colville in the USA. There they re-equipped and returned to BNA - to Fort Shepherd, in BC, on the Columbia River - where they again divided in an effort to find a way through in British territory.

One group went exploring east; Palliser went west finding the rivers wild but passable. He met a Lieutenant Palmer of the Royal Engineers who had surveyed the old HBC route from the Pacific to Palliser's position; he was assured the route lay wholly in BNA, thus Palliser knew that a passable way lay entirely through British territory. The expedition

gathered at Fort Colville to travel down the rapid-strewn Columbia River, then to Victoria, San Francisco, Panama and Liverpool.

The Results

Palliser got back in June 1860, after a detour to Montreal to thank the HBC for its assistance. More reports were written and published, bills had to be checked and paid, the Treasury had to be cajoled into covering the costs which had risen to £13,000. Lectures were given to learned societies throughout Britain; the maps resulting from the expedition eventually provided accurate and vital information for railway planners, settlers, border surveyors and the North-West Mounted Police.

One major suggestion was that there was a fertile belt, between the northern forests and the semi-arid area to the south, which could be settled and used for agriculture; another was that the Red River Settlement (RRS) should be a Crown Colony to act as link between Canada and the two colonies on the Pacific, BC and Vancouver's Island. It was further suggested that a railway could readily be built between the RRS and the Rockies, with the possibility of it being extended, at a considerable cost, to the Pacific.

The high quality of the results obtained was due to the ability of Palliser's technical team; but the fine organisation, which led to the tremendous distances covered and ensured that the results were obtained, was due to Palliser's leadership. He was awarded the Gold Medal of the Royal Geographical Society. Palliser died, unmarried, in 1887 after further adventurous voyages to the West Indies and to northern Russia.

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Postscript

In 1862 the Government of the Province of Canada proposed uniting with the HBC in a mail service route to British Columbia entirely within British territory. The HBC felt unable to invest in such a venture because, they said, the Indians would be hostile and there were almost insurmountable obstacles to a telegraph line. During these discussions the Governor of the HBC asked '....why don't they [the Canadians] buy us out?' Rupert's Land was effectively surrendered to the Queen in 1869, following an agreement to transfer £300,000 to the HBC for the loss of its Charter. Responsibility for the government of the region passed to the new Dominion of Canada in 1870.

Between 1881 and 1961, 43,000,000 hectares of farmland were created in the Prairie Provinces of Manitoba, Saskatchewan and Alberta. John Palliser played a significant part in this great development.

UNEXPECTED continued from p122

the deficiency and charge the recipient twice the deficiency 2d (More To Pay).

It all added up. I decided to take a chance and bought the cover forthwith at the asking price of £120. If Max was right and it really was an ingenious fake, then I supposed that I could always take it back. Fortunately for me, when I had it expertised, it turned out to be 100% genuine. To this day, it remains the only known cover extant which bears single usage of the first two stamps in the world.

I never did have the audacity to tell Max. I had thought of sending him a case of champagne but he would have wanted to know why. In any event, I had been more than amply repaid, in my introduction to philately of so many people, of whom, quite naturally, I suppose, Max Guggenheim was my favourite.

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MEN WITH A MISSION

Charles Carpenter and Henry Roe

Dr. Alan Selby

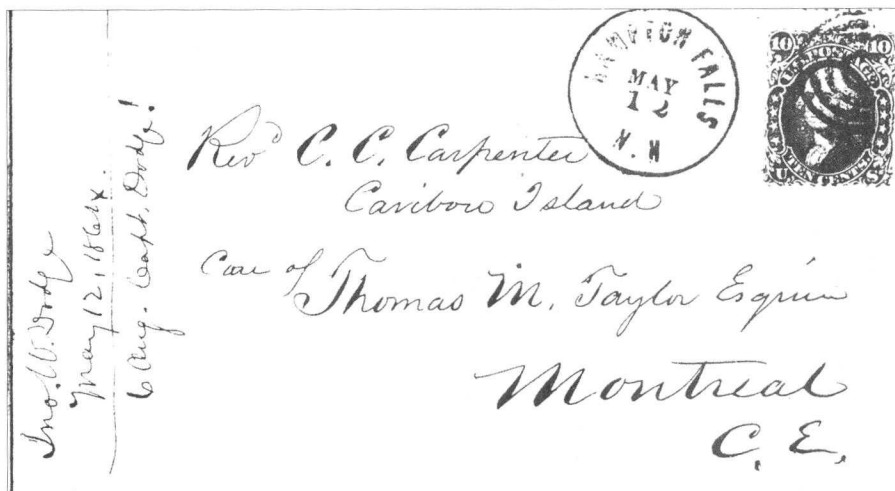


Figure 1.

A most unusual missionary cover (Fig. 1) originated at Hampton Falls, N.H. on 12 May 1864. It was written by Captain John Dodge to Revd. C.C. Carpenter. Dodge ran a small steamboat for the tourist and fish hauling business between the Gulf of St. Lawrence and Boston. The letter was sent to Portland, Maine, and then by rail to Montreal, with appropriate cross-border and receiving mark of 13 May 1864. From Montreal the letter was forwarded by Grand Trunk rail to Levis, south and across the river from Quebec. From Levis it went by steamer to Gaspe Basin (Bay). At Gaspe it awaited the first steamer going to the North Shore. This was the 'Nellie Baker' captained by, of all people, John Dodge – the writer from New Hampshire! Note the docket at the left – 'JNO. W. Dodge May 12 1864/6 Aug. Capt. Dodge!' So, the letter having

been mailed at the local P.O., travelled 700 miles by two steamers and two rail lines when the author picked it up himself and took it the last 300 miles to the tiny missionary station on the North Shore of the St. Lawrence river near the uncertain Quebec/Labrador border in the strait of Belle Isle!

The story is told by S.R. Butler in the 'The Labrador Mission', Montreal 1878. In the summer of 1856, Charles Carpenter was a university student in New Hampshire and he was advised to take a sea voyage for health reasons (tuberculosis?). He boarded a fishing schooner and headed for the North Shore. Noting the pitiable conditions of the 20 or so white fishermen families of Esquimaux Bay, he first contacted the American foreign missionary society in Boston before he was referred to Dr.

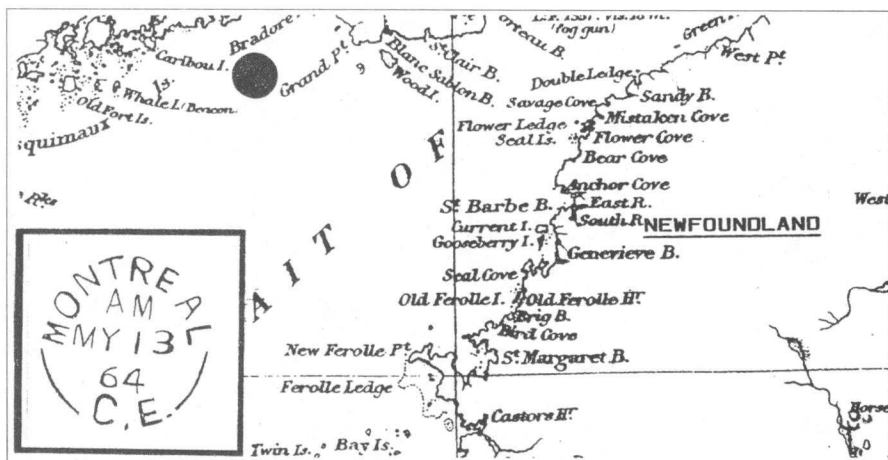


Figure 2.

Henry Wilkes, First Congregationalist Church in Montreal. He was also head of the Canada Foreign Missionary Board. In a few words, Carpenter was told to get ordained and go do the job himself! The suggestion was probably worded differently, but he entered divinity school in Montreal.

In 1858 while still a student, Carpenter toured the area around

Esquimaux Bay east to Blanc Sablon and recommended that a mission post be built on Caribou Island, situated in the bay where about 20 schooners came to base their fishing operation each season. In 1860, on the day of his ordination, he sailed in the company of Jane Brodie, teacher, for 40 days and nights to Caribou Island. By two accounts it was a rough and dangerous passage.

continued on page 131

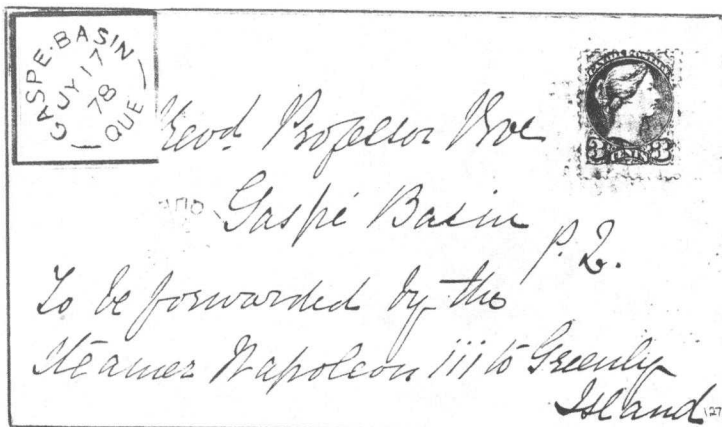


Figure 3.

LARGE AND SMALL QUEEN VARIETIES

John Wannerton, FCPS

At the Perth Convention I made mention of the varieties under discussion to both John Hillson and Harry Duckworth. With only a verbal description to go on, they suggested a brief note in 'Maple Leaves' should be of interest.

Figure 1 shows a 6¢ Large Queen, perf. 12, in what seems to be a yellow brown shade; it has no guide dot at lower left and is unused, no gum. The Unitrade catalogue lists no. 27iv as a 'partial double print at right'. This one is on the left and the scroll image showing in the medallion, at the back of the Queen's head, does not appear to be that appearing on the stamp; lines appear above and below as well.

Figure 2 illustrates a strip of three 3¢ Small Queens, perf. 11.9, postmarked Vancouver No. 20/ 95. The first two stamps line up, with the base of stamps above just showing on the perforations. The third stamp is 1mm above the other two. Spacing between stamps one and two is 2.75mm, between two and three it is 3.75mm. There is a guide dot in



Figure 1.

margin centre between two and three; two smaller dots can be seen to left of stamps one and three.

Figure 3 shows a strip of four 3¢ Small Queens, perf. 11.9. The space between stamps one & two is 2.25mm; between two & three and three & four is 3mm. The first stamp is virtually 1mm below its companions. There do not appear to be any guide dots.

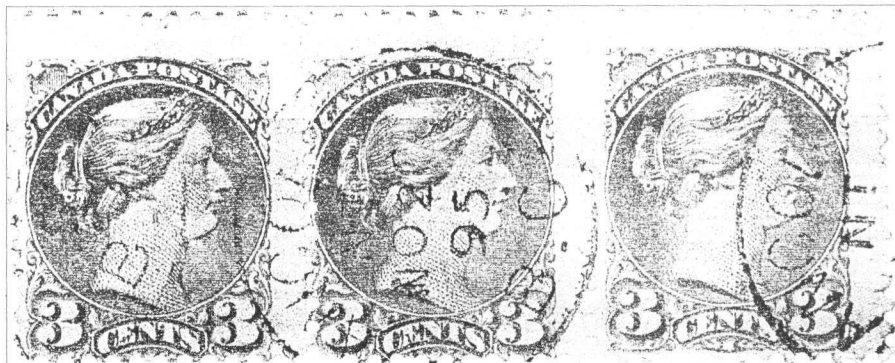
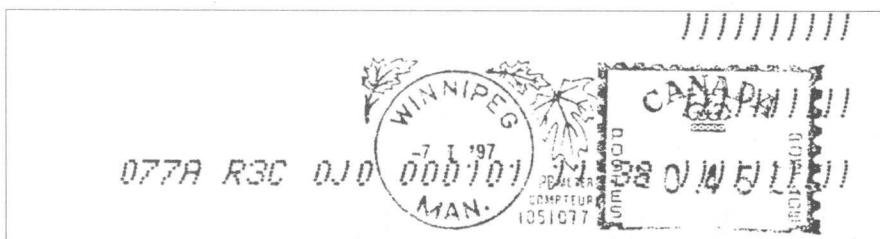


Figure 2. Guide dot is located within base of 'C' of 'BC' in the postmark.



Figure 3.

Any comments to the Editor would be appreciated.



Recent Ink Jet Markings-a correction

Gremlins really got to work on Dean Mario's article in the April issue (pp 66-68). Figure 13, as illustrated, was a duplicate of figure 12, so figure 14 should have read '13'. The true figure 14 is now illustrated above and, as stated in the original text, shows an example of a date error, with '00' instead of '97'.

Perhaps we should also mention that figures 15 and 16 represented new examples of machine bar coding for address interpretation.

Our sincere apologies to Dean; we hope readers were not sufficiently misled as to give up on a new area of postal markings before they start.

MEN WITH A MISSION cont. from p129

Carpenter retired from the mission in 1865 while Miss Brodie stayed on.

When John Redpath of Montreal (Sugar) died, the Canada Foreign Missionary Society lost much of its financial support. The Ladies' Missionary Society of Zion Church attempted to bridge the gap but, as of Feb. 1878, were running a \$400 deficit.

A second cover (Fig. 3) was mailed at Tadoussac Que. on 13 June 1878 to Reverend Professor Henry Roe at Gaspé Basin (Bay) and was received on 17 July 1878. There it was 'To be forwarded by Steamer Napoleon III to Greenly Island' (Lighthouse) on the Labrador side of the Canada / Labrador border. Henry Roe was professor of divinity (Anglican) at Bishop's College, Lennoxville P.Q. He was the author of *The story of the first one hundred years of the Diocese of Quebec* (1893). Perhaps it is reasonable to suggest that he was sent to reorganize the Canadian Protestant Missions along the border.

**How much would you pay for a coil strip with double perforation
as illustrated below? Read on before making an offer!**

FAKE DOUBLE PERF COILS

John Jamieson and Leopold Beaudet

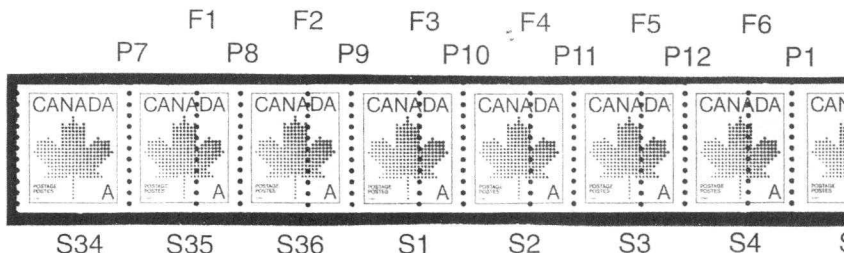
At the Great Western Stamp Show held in Richmond B.C. in February, dealers were approached by an individual from Burnaby B.C., with a stock book brimming with double perforation varieties. The stock book included strips of most coils issued since the 1973 Caricature issue. Although the varieties looked genuine, dealers Gary J. Lyon and John Jamieson, a co-author of this story, were immediately suspicious because of the large quantity of material being offered. As it turns out, all the double perf coils were fakes. John Jamieson deliberately acquired some of the material illustrated in this story, to provide evidence of the fakes.

The strips of coils offered at the Richmond show had 13 stamps with double perforations. There was even a strip of 13 of the 1983 32¢ Maple Leaf coil with two extra rows of perforations, a triple perf 'variety'. However, all the coils from the 1969 6¢ orange Centennial coil onwards are perforated just 12 rows at a time. This is borne out by imperforate coil varieties which usually have 12 rows of perforations

missing and by irregularities such as bent perforation pins which repeat after every 12 rows.

An imperforate coil strip caused by a missing strike of the perforator affects 13 stamps. Eleven stamps are completely imperforate and two are imperforate on one side only. Whoever produced the fakes must have thought, since a missing strike affects 13 stamps, an extra strike should also affect 13.

The 'A' coil John Jamieson acquired has a second anomaly that proves it is a fake. The strip is illustrated with two sets of numbers above it and one set below. The numbers beginning with 'F' refer to the fake perforations, the 'P' numbers refer to the genuine perforations, the 'S' numbers refer to the stamps. The stamp numbers go up to 36 and then start over at 1. The stamps are numbered this way because there is a design jump between stamps 'S36' and 'S1'. All coils from the 6¢ orange Centennial onwards are printed from two plates each with 36 rows by 20 columns of stamps. Each plate is fixed



Maple Leaf 'A' (30¢) coil with fake double perforations.

to a printing cylinder, and forms a semicircle around it. Where the two plates meet, there is usually a design jump or spacing variety between the last stamp on one plate and the first on the next. The design jump on the 'A' strip appears as a slight (0.5mm) downwards shift of stamp 'S1' relative to stamp 'S36'.

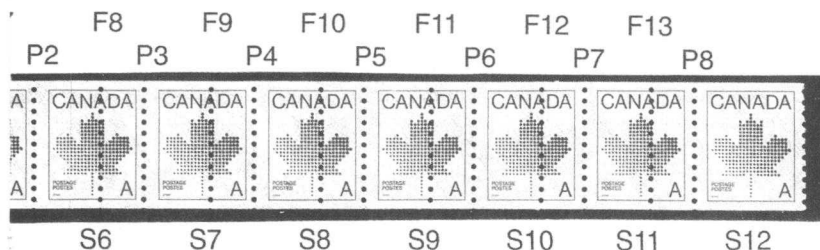
The coils also have 'perforation jumps' after every 12 rows of perforations caused by misalignments between successive strikes of the, perforator. The perforation jump on the 'A' strip occurs on stamp 'S4'. The perforations to the left of stamp 'S4' are all centred whereas the perforations to the right of 'S4' are shifted to the left, causing the stamps to be off-centre. Because of the shift, stamp 'S4' is smaller than normal. All the perforations up to 'P12' belong to one strike of the perforator, and those numbered from 'P1' on belong to the next strike. There is also a minor spacing irregularity in the normal perforations beginning at 'P7'. At this point, the perforations are shifted slightly to the right. This is not caused by a strike misalignment, but rather by a spacing variation in the rows of pins.

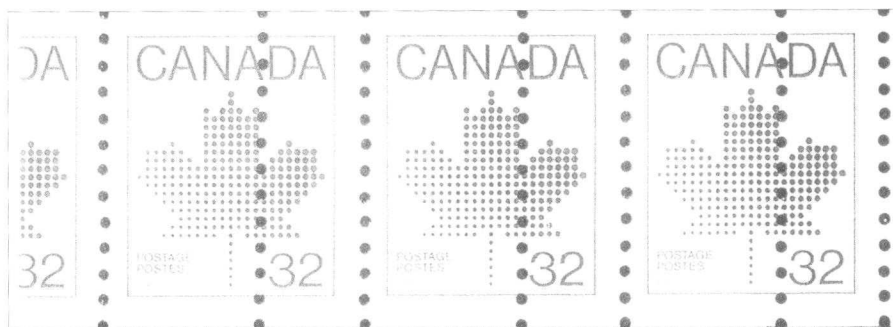
On the 'A' strip, the fake perforations are always exactly the same distance from the normal perforations to

the right of them. If the same perforator produced the normal and extra perforations, this would be impossible. To see why, consider the spacing irregularity between 'P12' and 'P1' caused by the strike misalignment. The fake row of perforations at 'F6' is the same distance from 'P1' as 'F5' is from 'P12'. This means that there is a spacing irregularity in the fake perforations between 'F5' and 'F6'. However, if rows 'F5' and 'F6' are in the middle of the perforator, a strike misalignment could not possibly occur at this point. Ergo, the spacing irregularity in the extra perforations should not exist.

The spacing anomaly in the extra perforations implies that they were produced one row at a time unlike the normal perforations which were produced 12 rows at a time. The faker took pains to position each row of extra perforations at precisely the same distance to the left of the normal ones, thus inadvertently mirroring the spacing irregularities in the normal perforations. He did not realise that he was reproducing a strike misalignment in the middle of the supposed extra strike!

There is another anomaly on the 32¢ Maple Leaf coil. As shown in the magnified view, the regular perforations have one or more crooked holes in most rows, the result of bent perforation pins. However, there are no such irregularities





Magnified 32¢ Maple Leaf coil shows crooked holes in normal perforations.

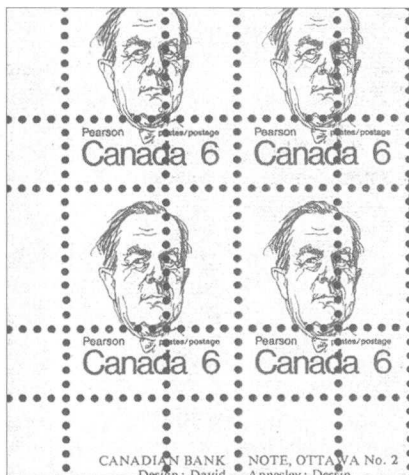
in the rows of extra perforations. All the extra holes are perfectly aligned. Obviously, the regular and extra perforations were not produced by the same perforator.

The individual offering the coils at the Richmond show also had several blocks of the 1973 6¢ Pearson Caricature definitive including a lower left plate block with the horizontal and vertical perforations doubled. Given its source, the chances that it is a fake are very high but, unlike the coil strips, there are no anomalies to prove it.

A similar 'variety' exists on the 1989 \$2.00 McAdam Railway Station definitive offered in a March 1996 auction by Regency Stamps Ltd. of St. Louis, Missouri. In this case, there is no doubt that the extra perforations are fake. The \$2.00 McAdam stamp was first printed by the British American Banknote Co. (BABN) who perforated it by feeding sheets vertically through a 2-row comb perforator. The perforating technique is confirmed by a spectacular missing strike error described in the 2 January 1990 issue of **Canadian Stamp News**. In 1992, Canadian Bank Note Co. (CBN) took over the printing duties, and perforated the stamp by feeding sheets

sideways through a 1-row comb perforator. The short column of the extra vertical holes in the bottom row of stamps might have been produced by the CBN sideways perforation. The hole pattern could not possibly have been produced by the BABN vertical perforation. Unfortunately for the faker, he chose to ply his craft on a block with the unmistakable characteristics of the BABN printing.

Over the past few years, several other fake extra perforation varieties have appeared on the market. In a December 1996 auction, Paradise Valley Stamp Co., Inc., of Scottsdale, Arizona, had a lower left plate block of four of the 1989 \$2.00 McAdam definitive with a quite different extra perforation 'variety'. The auctioneer, Mr. Torbjorn Bjork, withdrew the lot from the auction because the extra perforations were fake. On the plate block, the vertical perforations are doubled but there are no extra horizontal perforations. The fake is easy to detect for someone familiar with comb perforating characteristics. Where the extra vertical perforations cross the normal horizontal ones, the holes do not line up so there should be extra horizontal perforations along with the extra vertical ones. Since there aren't

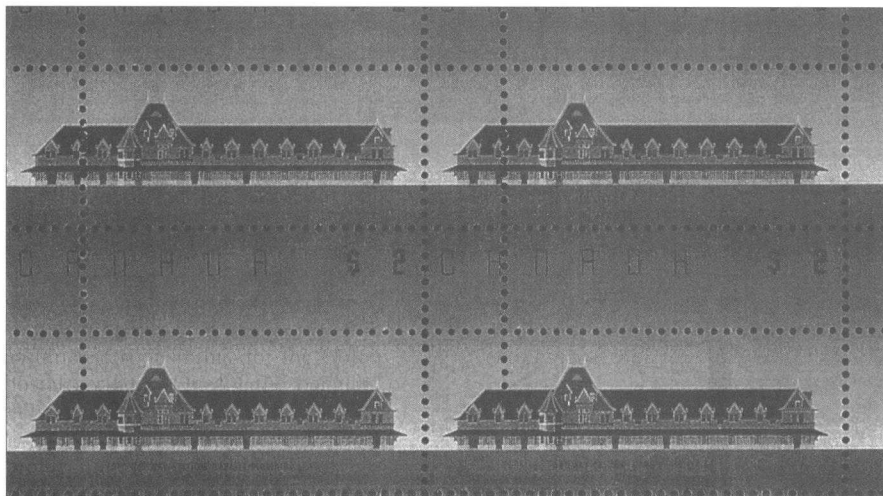


6¢ Pearson with extra horizontal and vertical perfs, acquired from the same source as the fake double perf coils.

any, the extra vertical perforations could not have been produced by the comb perforator used by the stamp printer, BABN, and thus the 'variety' is a fake.

Similar fakes are known on the 1978 14¢ Ice Vessels quartet, described in the 11 September 1990 issue of **Canadian Stamp News**, and on the CBN printing of the 1977 1¢ and 2¢ Floral definitives. The latter were offered in a June 1994 auction conducted by Jim A. Hennok Ltd., and were clearly identified as fakes in the auction catalogue.

Mr. Bjork withdrew several other extra perforation lots from the December 1996 Paradise Valley Stamp Co. auction because they were all consigned by the same person as the \$2.00 McAdam 'variety', someone from the Toronto area, and they all appeared to be fake. The lots included a peculiar part imperforate variety on the Hong Kong 1968 \$1.00 Coat-of-Arms definitive and several examples of British Commonwealth King George V and VI stamps perforated 'SPECIMEN', both straight line and horseshoe shaped. Mr. Bjork also rejected some high value 1898 Jubilee stamps from the same




BABN printing of the 1989 \$2.00 McAdam Railway Station with fake extra perforations in both directions.




individual because they were proofs perforated to look like the issued stamps. Collectors of classic material, take note!

In 1995 and 1996, two prominent Toronto auction houses and one in Hong Kong offered several peculiar part imperforate varieties on Canadian stamps similar to the Hong Kong piece withdrawn by Mr. Bjork. They included: (1) a strip of three of the 1958 5¢ Samuel de Champlain commemorative; (2) a strip of three of the 1959 5¢ Royal Visit stamp; and (3) a strip of four of the 1964 5¢ Royal Visit issue. In all three cases, the top or bottom of the strip appears to be imperforate except for part of the right stamp. One of the Toronto auction houses also offered an item from Hong Kong, a strip of four of the 1962 \$1.00 QE II definitive imperforate at bottom except for part of the right

stamp, and several British Commonwealth stamps perforated 'SPECIMEN'. The auctioneer refused to handle subsequent extra perforation material submitted by the consignor. The Hong Kong auctioneer offered at least two more part imperforate strips on Hong Kong stamps.

The part imperforate strips were faked by carefully trimming one side of the stamps just short of where the normal perforations would start to appear. Fake perforation holes were added on part of one stamp presumably to make the strips look like an unusual perforation variety rather than what they are, namely, normal stamps with one edge trimmed. The fakes are especially obvious on the Hong Kong stamps because they were comb perforated. On a comb perforated stamp, the spacing between adjacent rows of perforations is







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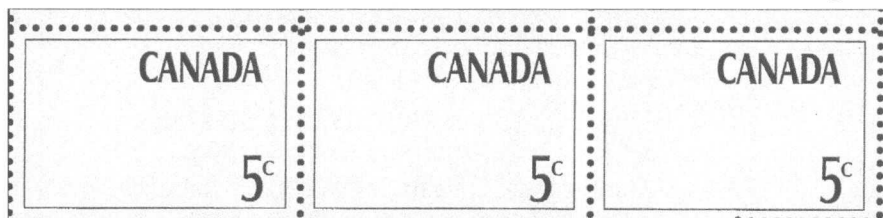
1978 14¢ Ice Vessels with fake vertical perforations.

fixed; however, on all four Hong Kong examples, the partial row of perforations is one hole too close to the normal perforations on the other side of the stamp. The peculiar part imperforate 'varieties' began appearing on the market about two years ago, although the stamps are 25 to 40 years old. In no case does a 'proving block' (that is, a block with stamps that are part imperforate between) exist, nor have other parts of the part imperforate strips been offered for sale.

On all the fake perforation varieties, the perforation holes look like the normal ones. The extra holes are the same diameter as the normal ones, the shape of the holes looks normal, the spacing between the holes appears correct, and the perforation gauge is identical. All the fake extra perforation varieties were detected because it was

impossible for the perforator that produced the normal perforations to produce the extra ones. On the coils, for example, the fact that there are 13 rather than 12 rows of extra perforations is the key to detecting the fakes. On the 14¢ Ice Vessels, the fact that extra perforations occur in just one direction but do not line up with the normal holes where they intersect clearly proves the 'variety' is a fake. On the part imperforate 'varieties', the fact that the 'imperforate' margins are trimmed too close to the stamps and the fact that the holes on the part imperforate side are too close to the holes on the other side of the stamp gives the fakes away. In all these cases, the extra holes themselves look like the normal ones.

The fact that the fake perforation holes look normal has some disturbing ramifications for variety collectors. One can surmise that an extra perforation variety is probably fake if it has an anomaly that a normal perforator could not have produced, but it appears to be impossible to prove conclusively that an extra perforation variety is genuine. For example, a strip of 13 coils with extra perforations is evidently fake, but if the strip is separated into pairs or strips of 4, the evidence vanishes. The extra perforations on the 6¢ Caricature definitive are even more disturbing. The



Sketch of the fake part imperforate 'variety' on the 1958 5¢ Samuel de Champlain commemorative.

extra perforations look genuine; however, given the source, how could anyone accept the variety at face value and pay a premium for it? Given the sophistication of the fake perforations, how can one be sure of the genuineness of ANY extra perforation variety? The short answer is: one can't.

Even the stamp expertization committees have had problems with extra perforations on coils. Last year, two pairs of the 1983 32¢ Maple Leaf coil with two rows of extra perforations were submitted to the Vincent Graves Greene Philatelic Research Foundation. In both cases, the Foundation issued certificates stating that the varieties were genuine. However, John Jamieson spotted a strip of the 32¢ coil with two rows of double perforations on 13 stamps among the extra perforation coils at the Richmond show. Although the pairs submitted to the Foundation could

be genuine, it is doubtful that anyone could prove it unequivocally. In 1995, the Comité d'expertise de la Fédération Québécoise de Philatélie issued a certificate stating that a strip of 17 of the 1978 14¢ Parliament coil with double perforations on 13 stamps was genuine. Unfortunately, the expertization committee either did not count the number of stamps with doubled perforations or did not appreciate the significance of there being 13 rather than 12.

The fact that good fakes of British Commonwealth stamps, perforated 'SPECIMEN' are showing up should raise a cautionary flag with Canadian collectors of perforated 'OHMS' stamps produced by the federal government between 1912 and 1947. Dangerous fakes of the perforated OHMS varieties were discovered in large numbers as far back as 1978 and 1979.

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The authors know of several extra perforation varieties that were found at post offices. These discoveries are unquestionably genuine. However, once the discovery is publicised and a photograph is published, What's to prevent a faker from producing imitations of the discovery?

With the printing of this story, the problem of distinguishing genuine from fake grows even more acute. On the one hand, this story provides you the reader with some ammunition for detecting fakes. On the other hand, the faker can use this same story as a guide to correct his mistakes and produce fakes that look even more convincing. Unfortunately, unless some way can be found to positively identify all fake perforations, EVERY extra perforation variety must be suspect.

Footnote from John Jamieson

As the owner of the Saskatoon Stamp

Centre, I have bought and sold many double perf 'varieties' over the years. With this discovery it is now painfully clear that some of them were likely fakes. Others that are likely perfectly fine are now highly suspect. Anyone who has ever purchased any such 'varieties' from the Saskatoon Stamp Centre is asked to please contact us. Sort of a Philatelic 'Recall' notice. Whether it is one of the 'obviously' guilty - double perf fakes or even if it is one we feel is 'OK' but you are feeling a bit uneasy about your investment please contact us. If you are the least bit concerned about your purchase we will gladly refund your money. Regardless, we want to discuss what you obtained through us and establish what you have. At the Saskatoon Stamp Centre we guarantee everything to be genuine, forever.

John can be contacted at the address below.

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POSTAL HISTORY PUZZLES – SOLVED AND UNSOLVED (5)

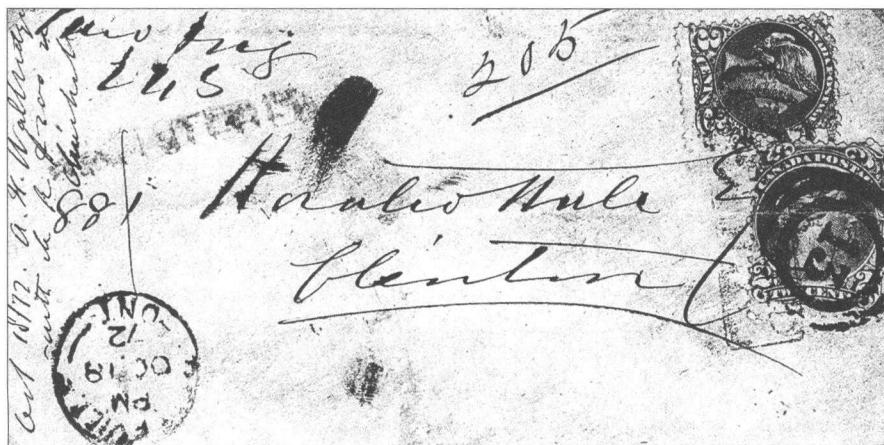
Horace W. Harrison, FCPS

It was a common practice in Canada for Postmasters to carry charge accounts for their postal patrons, and to provide personal services in dispatching letters for them. Illustrated is an envelope from Belleville, Ontario, 18 October, 1872, which may have been dropped in the mail slot at the Post Office while it was closed for lunch. It is endorsed in the ink and handwriting of the address 'Paid & reg/245' in the upper left corner. When posted, the letter had no stamps on it. In the original processing for dispatch, the Postmaster placed a 3¢ Small Queen stamp on the envelope, cancelled it with the 2 ring 13 obliterator assigned to Belleville, and applied his circular date stamp. In charging the 3¢ postage to account of Box No. 245, he noted the request for registration, handstamped the envelope 'REGISTERED' in red, added a further 2¢ Large Queen as a registry fee, partially over the killer for the 3¢ postage stamp, and hit the 2c stamp with a freshly inked 2 ring 13

REGISTERED
B & L.H.R.

hammer. A receipt for a registered letter would have been placed in Box 245.

The letter was then assigned either 205 or 881 as a registered letter number and dispatched on the next westbound Grand Trunk Railway mail car in a closed bag for Stratford, where the GTR intersected with the Buffalo and Lake Huron Railroad. Transferred to the B & L.H.R.R and assigned either 205 or 881 as a registered letter number, the two postage stamps were tied together with the small boxed 'REGISTERED/ B & L.H.R.' handstamp, which was also struck twice on the back, together with the 'B & L.H.R.R/ WEST/ OC 19/ 72' c.d.s. and off-loaded at Clinton for delivery to Horatio Hale, indicated by a Clinton c.d.s. for 19 October, 1872.



THE HUDSON'S BAY COMPANY'S POSTAL SERVICE TO THE WEST COAST OF NORTH AMERICA: 1821-1860 (Part 2)

David Whiteley

Continued from June Issue, p.99

Probably two of the most interesting letters of the pre-colonial period found in this correspondence were those written by Elizabeth Carrick to her brother, Second Officer on board the Barque Cowlitz. The first two letters, written 16 November 1843, are copies. The first states in part "Sir John. [Simpson]...advises me in to send two letters...in case one should be lost. One he encloses for me to a Gentleman at Cowes, I suppose to be sent by Some one of the Ships officers the other in the Company bag..." The second copy states in part; 'this is the second letter I am writing to come by the ship Brothers as Sir John advised to do so for fear one should be lost I have endorsed one to him as he said he would forward it for me. This I am going to send to Cowes myself' (PAM. HBC, E31/2/1 folios 53,58.). The third letter dated 29 August 1844, addressed to Mr William Carrick, 'Second Officer on board H.B.Cos. Barque Cowlitz Columbia River' was returned to London endorsed 'drowned on voyage out from England per Cowlitz 1843/44.' At London it was struck with a s/l SHIP LETTER handstamp, rated 8d. 'collect,' ship letter fee and collected a London 13 October 1845 receiver. (PAM. HBC, E31/2/1 folio 62d.).

This whole body of correspondence is of great value to the postal historian as it not only explains the mechanics of the Company's private postal service, but clearly shows that the Company did not only carry correspondence between the high officials but that the common

employees' correspondence was carried in exactly the same manner. These letters also illustrate the uncertainty of communication and the many perils facing these intrepid pioneers who opened up the west.⁴

First Colonial Post Office

The creation of the Colony of Vancouver's Island in 1849, with its attendant Colonial administration, initially brought little change to the postal arrangements of the new colony, as neither the Colony nor the British Government were prepared to provide the substantial amounts of money necessary to maintain either a domestic or an overseas packet service. Consequently the HBC became *ipso facto* the first colonial post office. For this purpose an office was opened in the main store building in the accountant's office where both the Colonial and Company mail was handled.⁵ 1849 saw another event that greatly affected the lives of the inhabitants of New Caledonia. As a reaction to the California gold rush, the United States Government established a regular mail steamship service to San Francisco, Portland and Olympia via the Panama isthmus. The establishment of this service allowed the HBC. to operate express boats, conveying the mails, between Olympia and Victoria. Some examples of letters sent by this route have been preserved in the Hudson's Bay Archives. First is a letter from Jean Flett dated sometime in 1849 to her sweetheart Thomas Craig, addressed c/o Hugansbay (Hudson's Bay) House,

London. Postage to London is paid with a torn 1d red imperf. and rated 1/2½d sterling postage to Fort Victoria (29¢ U.S.), the United States postal rate to the west coast from Britain. Carried by closed mails to Olympia, Oregon Territory, it received a black manuscript arrival 'Olympia O.T. 12 Sept 29¢' and a U.S. 10¢ accountancy mark, indicating inland postage due to the United States Post Office. Finally it was endorsed *Ret. to Hudson's Bay House Out of Service Nov 1850.*' (PAM HBC. E3 1/2/1 folio 76). A second letter, from Mary MacDonald, Stornoway, dated 2 October, 1851, (Boxed d/s.), to Allan MacIsaac, Labourer, Columbia River, H.B.C. House London, carries a red London 'Paid,' a 4 October 1851 transit stamp & 1/2½d. (29¢) postage paid. It is also struck with ART-5 U.S. PKt s/l. hand stamp, used in conformity with Great Britain-United States Postal Convention 1848. The letter was carried by Collins Line packet to New York then overland as closed mail to Olympia, endorsed on arrival '*Fled Across?, Oct 21st.*' the letter then returned to Hudson's Bay House with a circular hooded AMERICA LIVERPOOL 6 December 1854 arrival mark. (PAM. HBC. E31/2/1 folio 199d.).

Besides the regular monthly mail steamer, the Hudson's Bay supply ships and overland Brigades; Royal Navy war ships, and the occasional whaling ship also brought mails to the fledgeling Colony. For the next ten years the HBC assumed responsibility for the Colony's postal services. One of the benefits of the new arrangement was the removal of the surcharge which had been made by the Company for handling non-employees' mail. All mail for legitimate settlers and Company employees would from henceforth be carried at prevailing

postal rates. In 1852 Roderick Finlayson a member of the Legislative Assembly and an official of the HBC, was given responsibility for the mail service, assisted by J.W. McKay. In 1854 the U.S. mail steamers started to leave mail for New Caledonia and Victoria at Portland for carriage by stage coach to Steilacoom, from where they were brought to Victoria by boat. Frequently the official mail, from the Colonial Office in London was extremely bulky and consequently an expensive drain on the Colony's finances; for example one package made up at the United States Post Office in Puget sound was rated \$68.88 collect. The excessive rates caused Governor Douglas to suggest that in future official correspondence weighing over 16 ounces should be sent by HBC ship at no cost. It would not be until 1856 that serious complaints were made about the Colony's postal services. However, though all recognized the problem all agreed that, without substantial sums of money from the Home Government, little could be done to improve the frequency of service or establish local delivery. It was, however, agreed to move the Post Office from its cramped quarters in the main store to a separate location, a small cottage owned by Captain James Sangster, Collector of Customs, Harbour Master and Pilot, just inside the front gate of the fort enclosure. Captain James Sangster was constituted Postmaster and became responsible for handling the Colony's mails.⁶

HBC 'Loses' Vancouver Island

In 1857 the British Government appointed a Select Committee to inquire into the condition of the British possessions in British North America, which were being administered for the

Crown by the HBC. As a result of the findings of the Committee it was decided not to renew the HBC's grant of Vancouver Island and to create a separate Crown Colony on the adjacent mainland. The new Colony of British Columbia was created with James Douglas as Governor of both Colonies. The Colonial Office sent out trained administrators to assist Governor Douglas in the organisation of the new Colony which, in 1858, was inundated with people heading for the Fraser Valley gold fields. This great influx of an unruly mob from the California gold fields and elsewhere put considerable strain upon the two colonies' administration, not the least being the postal service which, for the Americans, was totally inadequate. Their needs were, however, quickly satisfied by the various Express Companies, who handled much of the mail during this period.⁷

The creation of Colonial administrations led to a slow demise of the Hudson's Bay private mail service, although the Company's supply ships and Brigades still carried mail on the Company's business and for its employees; but all across its North American holdings the Company was slowly diverting much of its overseas commerce to commercial enterprises. The availability of alternative avenues is neatly summed up in a contemporary letter offered in the de Volpi sale as lot # 65; from Alexander Hunter Murray at Fort Simpson, New Caledonia dated 23 March, 1852, probably carried overland to Sault Ste Marie where it was placed in the Canadian Postal system (AU 1 1852 date stamp) and endorsed in m/s 'Via Canada & New York.' The contents in part read:-

Once more let me inform you that letters by the ship. will arrive here six months in advance of any bulky parcel and letters (but letters only) by the spring express [brigade], which leaves London in early April, some months sooner than sent by ship. I trust you will recollect this – the postage is nothing, nothing at all to me, compared with the satisfaction of hearing from you a little sooner...By some new regulation which I have just learned, letters for England can now be sent via Canada and New York by the pre-payment of the postage to New York. I therefore seize upon the first opportunity to send you a few lines...I will go out to Portage Locke [sic] (Loche).⁸

HBC's Influence

During this pre-colonial period significant changes had taken place in the HBC's administration of its holdings in Central North America. The most significant change was the growing importance of the Red River settlement and its Fort at Upper Fort Garry as a central distribution point for merchandise coming in and furs and other commodities going out. From Fort Garry the Company's Brigades travelled north south east and west in a carefully controlled and time-tabled cycle, meeting brigades at appointed rendezvous from the far west and far north. A regular supply route between Fort Garry and York Factory was also maintained as York Factory was still the main entrepot for goods from the United Kingdom.⁹ As the railroads moved westwards across the United States and steam packets across the Atlantic proliferated, the Company was able to take advantage of

the new opportunities. Arrangements were made with the American government to ship goods in Bond to the Red River Settlement, via its agents in New York, and then by rail and stage to warehouses constructed on the Red River at Georgetown, north of St. Paul, and then by stage or steamboat to the River Settlement for distribution to the Company's western posts. The establishment of regular mail services across the Atlantic and to Pacific coast ports did much to reduce the isolation and lack of communication with friends and family. The gradual opening up of the west in both the United States and Canada also created better and more frequent opportunities for correspondence to pass between eastern and western North America.

In conclusion it can be seen that, although for self-serving purposes, the

HBC played a vital and significant role in facilitating the movement of mail from the United Kingdom and from other points in North America to its west coast holdings for a significant period of time. The company also found itself the custodian and agent for Royal mails for the first ten years of the Colony of Vancouver's Island's existence with very little hope of much remuneration for its endeavours on the part of the Colonial Office. Over the years the Company's supply ships carried large quantities of mail free of charge to its employees all over its far flung empire, thus easing the exorbitant expense of mail prior to 1840.

References

¹*For the philatelist the best source is Alfred Stanley Deaville, 'The Colonial Postal Systems and Postage Stamps of Vancouver Island and British Columbia, 1849-1871' (Victoria B.C. Charles F.*

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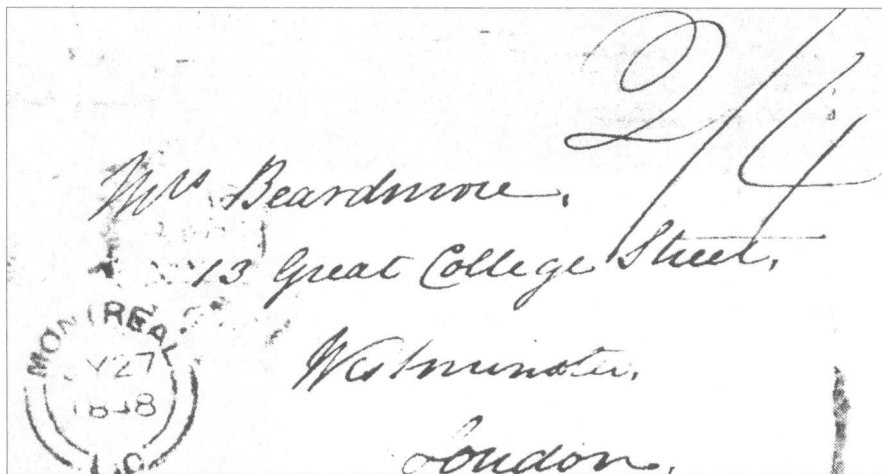
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Banfield, 1928), Chapters I- IV. from which much of the introductory material has been taken, unless otherwise noted.

²The overland journey between Fort Okanagan and Fort Alexandria was made by horse brigades which employed as many 300 horses to convey the supplies and merchandise to the various forts en route. Bernard & Jean Weber 'The Okanagan Brigade Trail,' 1991 PAM. HBC. Archives Search File Brigades.

³This information is contained in a letter, shown above, from Charles Beardmore, Norway House, dated 27 July, 1848, to his mother in London in which he writes in part; "...I proceed immediately across the mountains to the Columbia and the journey will occupy 4 months...the Columbia ship sails for Vancouver, which it does in September...[and will not arrive until] March or April". De Volpi sale Lot #57.

⁴For those interested, the correspondence held in the HBC Archives is at present being transcribed by Ms. Judith Beatty, Chief Archivist, who is in the process of preparing the contents of the letters for publication. The project has aroused considerable interest on both

sides of the Atlantic, especially in Scotland where Ms Beatty's work has been the subject of newspaper articles in the leading Glasgow papers and an interview on Scottish Regional Radio. Ms. Beatty has, as a result been able to trace some of the surviving relatives of the correspondents.

⁵It is not within the scope of this article to discuss either the Colonial postal services or the postal services offered after 1849 by the various express companies as these matters have been adequately covered in Deaville's 'Colonial Postal Systems...'

⁶It should be noted that the population of Vancouver's Island at this time was between 600 and 800 white persons.

⁷It is far beyond the scope of this paper to go into the history of the various Express Companies that were active in British Columbia.

⁸R. Maresch & Son Auction Catalogue Sale No.140 May 26th, 1982 p.53

⁹For a description of the various Brigade routes see Robson Lowe Ed., 'The Encyclopedia of British Empire Postage stamps, Vol. V' (London: Robson Lowe Ltd. 1973). pp.84-88.

LETTERS TO THE EDITOR

Tom Almond

W-S-S

Recently I purchased an Admiral cover with a scarce Amherst slogan and the added attraction of an adhesive label on the back. The label appears to be modelled on the English language version of the \$5 Canadian War Tax stamp of 1918 (FWS2 in Van Dam's Revenue Catalogue). However, a beaver, a triangle and 'Buy W-S-S' have been superimposed upon the official design.

I can find no reference in the literature so:

Who printed it?

Was it official?

Where was it sold?

How many were produced, is it scarce?

Are there other labels in the same series?

Does 'W-S-S' stand for 'War Savings Stamps'?



Len Belle

DATE MYSTERY

I recently obtained a registered cover posted at Cairnside, Quebec to Hamilton and franked with the straw

shade of the 7c Edward. It is dated 18 April, 1912.

Enclosed is a photocopy of the reverse of the envelope; I am intrigued by the Montreal & Toronto G.T.R.Y. datestamp.

I am not a collector of RPOs and cannot recall having seen such indicia before. Perhaps one of our RPO buffs would enlighten me as to the significance of the '7124' in the date slot. Could it have been a moment of mental aberration on the part of the RPO clerk?

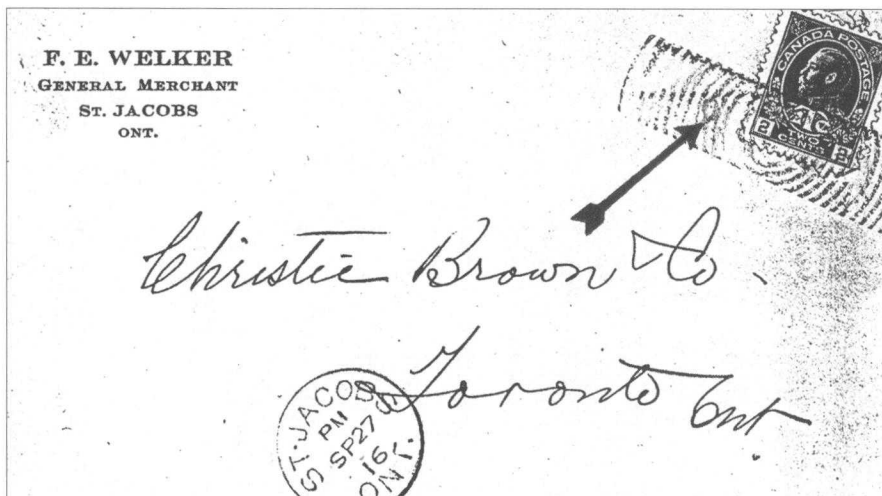


Hans Reiche

ST. JACOBS

The letter from Jim Kraemer (April ML, p69) made me look at my own covers with this interesting cancel. Both are addressed to Christie Brown Co. in Toronto. One cover is dated 23 Aug. 1916, the other 27 Sept. 1916. What is interesting is that careful examination of the cancel reveals two small white areas in the rings that, to me, would indicate holes of a button that had been cut down, rather than a cut down plate. These holes may not be clearly visible in the illustration; they are located at the 10th part ring from the outside.

Editor's Note: It will be noted that both Hans' covers pre-date Jim's earliest, possibly the 'holes' are only visible on very early examples. Perhaps



possessors of this cancel would care to examine their specimen(s) and report. Hans is right, they do not reproduce well, the 'holes' that is!

The Yellow Peril KINGSTON SLOGAN (Jan ML. P28)

Machine slogan cancellations are interesting, generally inexpensive and popular, as evidenced by BNAPS study group 'Slogan Cancels', headed by Dan Rosenblat, and the CPS group, 'Slogan Postmarks' formerly headed by the late Len Harris. Not having seen a cancelling machine, I cannot explain the missing pieces of the Kingston slogan. I suggest that either of the groups might be able to provide the answer; failing that, a letter to the Kingston postmaster might be fruitful.

As to the inverted dater, I would guess that after changing the date or time indicia the clerk inadvertently replaced the dater upside down. Similarly, the dater of an ordinary machine cancel and the slogan portion of the postmark could also be inserted

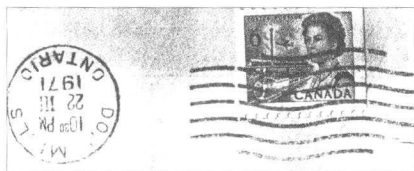
upside down. The postmarks illustrated overleaf are examples.

I do not know if there are other Centennial slogan varieties but if I were a slogan fan I would certainly be on the alert for machine postmarks where both dater and slogan are inverted; also cancellations with the dater removed, leaving just the slogan. I did have in stock a daterless slogan tying a 1937 Geo.VI to a post card.

Editor's note: Jeff Switt (June ML, p. 110) may already have had the last word on the peculiarities of the Kingston slogans. The relative scarcity of inverts suggests the errors might occur after components have been removed for cleaning as this is a far less frequent operation than the changing of indicia.

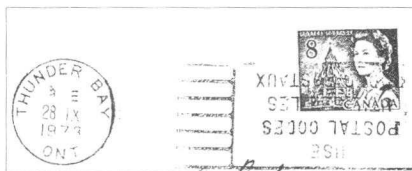
Len Belle ST. JACOBS

I was interested to read the correspondence in the January and April issues regarding the St. Jacobs postmark.

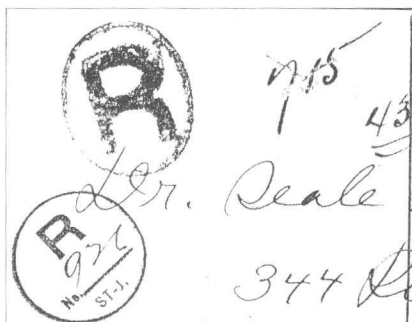


The postmaster there seems to have gone in for unusual markings. I enclose a photocopy of a registered cover which has an unusual registration mark from St. Jacobs. It was applied in transit from St. Clements Ont. to London, Ont. The reverse has a St. Jacobs CDS of 29 Oct, 1915 as one of the transit marks.

This is the only example I have seen; I wonder if any member has another copy. It will be seen that the cover is addressed to Dr. L. Seale Holmes, author of the well known catalogue.



Editor's Note: Regrettably room only for a portion of the cover.



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SOCIETY NEWS

FROM THE TREASURER

It is the Society's policy to keep subscriptions as low as possible, but with ever rising costs and a substantial fall in our investment income, due to much lower interest rates than were the norm a few years ago, the Society has had to bow to the inevitable. The new subscription rate is a realistic level to enable your officers to maintain and improve the Society's services. Members are encouraged to take advantage of the prompt payment discount, introduced last year, but now **doubled**; those taking advantage of the concession will find the increase to be modest. It is intended that the substantial discount will continue to be available and that the new level of subscription will be held for the foreseeable future.

WESSEX GROUP

Members met at the home of Rodney Baker in Bitterne on 19 June to discuss 20th century material. There was initial apprehension that available material would be insufficient to sustain an evening. In the event, come 10.00 p.m., discussion was still in full swing and some material did not even see the light of day.

The next meeting is scheduled for Thursday 2 October when Dr Dorothy Sanderson will be putting up some choice postal history material for discussion.

FORTHCOMING EVENTS

1997

Aug 10 S.W. Group meet at Bristol Federation Convention in Portishead.
Aug 28-30 BNAPEX '97, St John's, Newfoundland
Sep 10-13 CPS of GB Convention,

Crown Hotel, Harrogate
Sep 17-21 STAMPEX, London,
Business Design Centre, Islington, 52
Upper Street, London
Sep 19-21 Royal Caltapex, Calgary
Oct 2 Wessex Group
Oct 11 S&C Scotland Group, Crawford
Oct 9-12 Stamp '97, NEC Birmingham

1998

Feb 25-March 1 STAMPEX, London,
Business Design Centre, Islington, 52
Upper Street, London

International Exhibitions

1997

Oct 17-26 MOSCOW '97, Moscow
Dec 5-14 INDIA '97, New Delhi

1998

May 12-21 ISRAEL '98, Tel Aviv
Jul 27-Aug 2 PORTUGAL '98, Lisbon
Oct 23-Nov 1 ITALY '98, Milan
Oct 20-25 ILSAPEX '98, Johannesburg

1999

Mar 20-27 AUSTRALIA '99 Melbourne
Apr 27-May 5 IBRA '99, Nurnberg
Jun 19-28 PHILEXFRANCE '99 Paris
Aug 21-30 CHINA '99 Beijing

2000

May 22-28 STAMP SHOW 2000, Earl's
Court, London
May 30-June 4 WIPA 2000, Vienna
Oct 7-15 ESPANA 2000, Madrid

Details of London Group from Colin
Banfield 0181 281 0442 (home) or 0171
407 3693 (office); Wessex Group details
from Dr Dorothy Sanderson 01794 523
924; S & C Scotland from John Hillson
01461 205656. Contact for West of
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2769 Johnson, D. 15 Mentmore, Langdon Hills, Basildon, Essex, SS16 6DB

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2516 Penco L.V.

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2681 Griffis G.	2679 Hundt Mrs. S.J.	2665 Lister L.E.	1826 McNey F.G.
2705 Mouser D.C.J.	2702 Ritzer R.	2730 Stafford R.	2711 Watkins J.
1532 Wirth E.	646 Worwood R.		

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2701 Whiteley David H. 77 Edmonton St, Unit 605, Winnipeg, Manitoba, Canada, R3C 4H8

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OF GREAT BRITAIN



Maple Leaves

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Whole No. 265
Vol. 25 No. 5
October 1997

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

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Vol. 25 No. 5

October 1997

Whole No. 265

EDITORIAL

In the April issue we mentioned the introduction of a web site on the Internet by the Royal PS of Canada. It was not long before we were reminded that our friends over at BNAPS also have their own site, which can be accessed via <http://compusmart.ab.ca/stalbert/bnaps.htm>. Experienced web surfers will know there are a number of philatelic sites now open, including a few auction houses which provide access to their catalogues. We were even inveigled, by the family surfer, into entering the answers to a philatelic quiz in the hope of gaining some unquantifiable benefit.

All this leads to the suggestion that we should include, in the Members Handbook, e-mail addresses for members who have them. This was agreed in Committee, so members are invited to advise their e-mail address, if they wish, and it will be shown in 'ML'

under 'Amendments to Membership'.

Member, Malcolm Montgomery, is editor of the newsletter of the Transatlantic Mail Study Group of BNAPS and has presented copies of recent newsletters to our Library. Issues 51-57, March 96 to March 97 inclusive, are in the Librarian's hands. They are splendidly produced and well worth a read.

We are sad to report the passing of A. Bruce Auckland, FCPS, on 20 July, at the age of 102. A memorial service was held at the Mortonhall crematorium in Edinburgh and the sympathy of the Society's membership was extended to the immediate family at the close of the service. Bruce was the first Editor of 'Maple Leaves' and indeed coined the title. He nursed the first 22 issues and gave the Journal the impetus required to make it a success.

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**DEALERS IN
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A ½¢ LARGE QUEEN ON-COVER?—TWO⁽¹⁾

The Yellow Peril

There are Large Queen covers and there are Large Queen covers. I had thought that the 1877 5¢ LQ registered cover - its registration fee paid by an 8¢ registered letter stamp - was it.⁽²⁾ When that cover was knocked down to me at the Sotheby Park Bernet Stamp Auctions (the Big Apple) after London '80, I felt as if I had the world by the tail. It was a big thrill bagging the cover but, after looking at it for two years, I became immune to it, and as I really wasn't into Large Queens or Registrations I relinquished it to a more appreciative collector.

It was on one of those sunless autumn mornings in 1983 when I received a surprise telephone call from an out-of-town dealer I knew only by sight. Why he called is still a puzzle - perhaps he remembered one of my infrequent wild 'buy' ads or perhaps it was just one of my rare lucky 'right on' days when everything went my way. Whatever the reason I was (and still am) happy that he did. The caller said that he was at Union Station waiting for a later afternoon train and was taking some covers to sell to a prominent collector in Western Canada. As it was a long wait for him and there was a good train/bus service from the railway station right to my back door, I asked my caller if he would like to spend some of that waiting time in my home. He went for it.

After the usual preliminary exchanges and coffee, my guest opened his attache case. There were two bundles of choice BNA covers but the only item that caught my eye was a ½¢ LQ on an August 1878 mast-head of the 'British Messenger.' The stamp, tied to the

periodical, was slightly damaged from being placed too close to the top edge. The price, although not excessively high, was not negotiable despite the stamp's condition. My visitor, however, promised that if his wealthy customer did not buy it, he would sell for less. Even though I had not seen such an item before and knew nothing about it, my instincts told me that I had better buy it and not gamble the possibility that it would not be sold.

Apart from the monetary aspect, the vital difference between the erotic 5¢ registered LQ cover and the homely ½¢ piece was that the 5¢ LQ cover did next-to-nothing for me. There was neither academic nor entertainment value to it. The ½¢ effort, on the other hand, opened up a new area to explore. The more I investigated the more convinced I was that there were far more fake than genuine ½¢ Large Queen covers. The ½¢ LQ covers that I saw and read about were wrappers, and one 'Weekly Prices Current' with a ½¢ LQ affixed to it. At PhilexFrance (1989) a dealer showed me a ½¢ LQ which seemed to me, to be on some sort of circular or envelope and addressed to Germany. The item was offered with a certificate. At London '90 I was shown this item again. This time, by a collector who had just bought it. More recently (1996) I saw two ½¢ LQ items. One was at a fall auction - a ½¢ LQ on one of those Mrs. Harris wrappers addressed to London. The second - an incredible 'pièce de resistance' - a ½¢ LQ on a 'Statistical Judiciaire' at Capex. It was not only on display but it was certified as well! I couldn't believe my eyes. I had to take a look at it on each of the three days I

visited the big show just to make sure I wasn't seeing things. Somehow or other I had come across this item before but exactly where or when I cannot remember. Maybe one of our members had it.

When 'A ½¢ LARGE QUEEN ON-COVER'²⁾⁽¹⁾ was published, the late Alan Steinhart made these two comments to me: "I agree with you" and "I found one recently." I did not see his cover but I have reason to believe that Alan sold it (and other covers I knew Alan had) to a collector whose collection was being sold by R. Maresch and Son on 4 March, 1997. As it was the first time that a ½¢ LQ cover that looked like a ½¢ LQ cover was being sold, I made it a point to examine 'THE CANADA BEAVER'. I liked what I saw – a periodical (Effective 1 October 1875 newspapers weighing less than one ounce each can also be posted singly for ½¢). This was the lot and its description.

191 21vi: GRAY BLACK, a fine and sound copy tied by very fine TORONTO ONT 4 NOV '76 c.d.s. to complete copy of THE CANADA BEAVER (Vol 1 no. 5) of November 1876. Exceedingly rare and hopelessly undercatalogued in U.C.S. SHOWPIECE.

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When I was walking to the auction chamber a voice from behind cried out: "Stan, I have a bone to pick with you"! It was from a collector I have known for some 40 years but with whom I have had very little dealings. He told me that he had bought a ½¢ LQ wrapper at auction for the equivalent of £400. The plaintiff drove home the point that the wrapper was addressed to Mrs. Harris who was the daughter of Egerton Ryerson, the chief superintendent of education for upper Canada⁽²⁾ implying that any document or letter with her name on it cannot be anything but legitimate. His complaint

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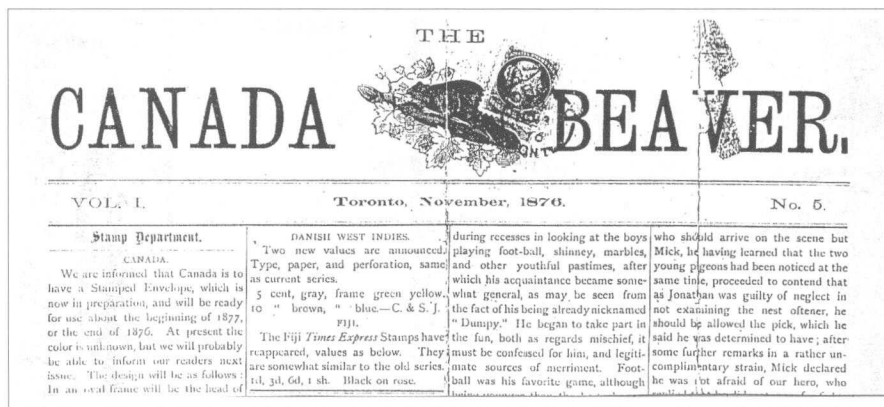
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was that because of my '1/2¢ Large Queen On-cover' report, the 'Royal' would not certify his wrapper. As my mind was psyched to engage the enemy in an auction battle, the only reply I could muster was a facetious "Sorry 'bout that"!

Lot 191 opened at \$1800 and after overcoming moderate opposition, it was nailed down to my understudy for \$7500. To this figure, a 15% buyer's premium and a 7% Goods and Services Tax were added, raising the total of this item to a minimum cost of \$9228.75^(b) against the Specialised Catalogue valuation of \$1000.

Two months after the Maresch sale a friend rang to ask if he could act as my agent to buy a 1/2¢ LQ cover that was being sold in an American auction. He described the cover and as soon as he said the word 'wrapper' I said, "Thanks but no thanks"! From his description I surmised that it was the same cover featured on page 89 of the March 1973 issue of 'The Canadian Philatelist'⁽⁴⁾

The high price realised for Lot 191, the circumstances surrounding the single, in- period usage of the 1/2¢ LQ

and the recent finding of 'The Canada Beaver' periodical are more than enough reasons to recommend to our members to be on the lookout for a 1/2¢ LQ cover. Possible sources are old paper shows, collectibles fairs and used book stores, etc. Good luck.

References:

- (1) Initial article...ML214, Aug 1987 p259.
- (2) ML184 August 1981 p111.
- (3) ML249 August 1994 p304.
- (4) The Canadian Philatelist Vol 24 March 1973.

Notes:

- (a) The Ryerson Poly Technical Institute was name after Egerton Ryerson.
- (b) Ontario residents who are not exempted, pay an additional 8% provincial sales tax on \$8625. (\$7500 + 15% premium)

A ONE, A TWO AND A THREE

A misprint on p89 of the June issue resulted in the year '1901' appearing in the first column, this should have read '1910'. *Apologies.*



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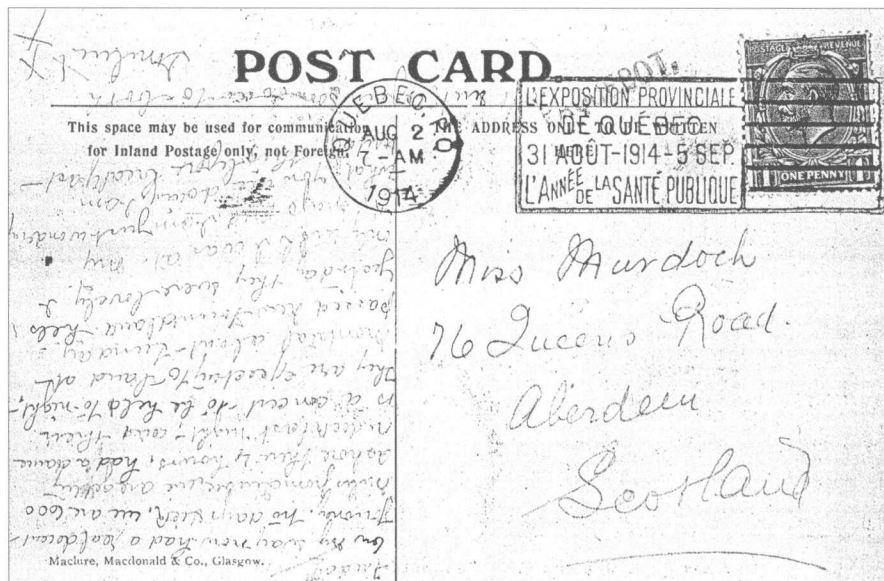
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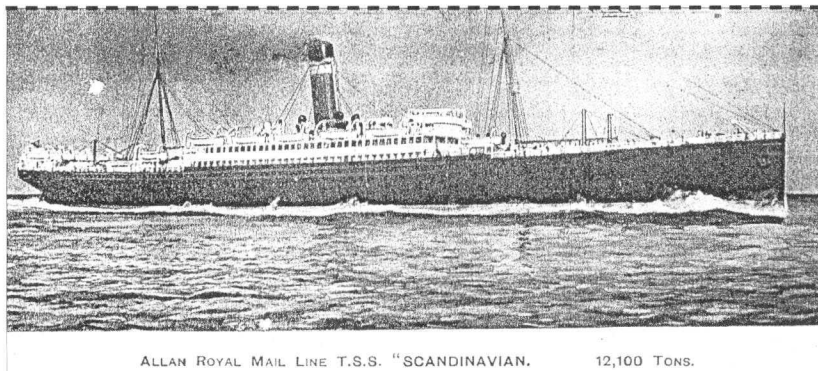


The writer addressed the above card on 31 July, 1914, while on board S.S. SCANDINAVIAN en route from England to Montreal, P.Q. Being a British registered ship, a British postage stamp was affixed to the card and, when posted on board, a handstamp reading PAQUEBOT (see evidence above slogan cancel) was added. The ship stopped at Quebec for four hours and mail was off-loaded on 2 August. The card was then postally cancelled at a Quebec post office and was ready for the next ship sailing for England.

Two days later, 4 August, proved to be an important date in world history when Great Britain declared war on Germany. Canada was immediately involved. A few important events took place within the next two months...

- 17 August First Canadian Expeditionary Force authorized.
- 23 September Embarkation of C.E.F. at Quebec begins.
- 3 October Entire 1st Canadian Contingent sails from Gaspé.
- 14 October 1st Contingent arrives Plymouth, England.

Leaving Montreal on 8 August, S.S. SCANDINAVIAN completed two eastbound voyages carrying a total of 387 passengers and two westbound voyages carrying 1467 passengers. On the final westbound voyage she arrived at Quebec on 25 September when she was chartered for the 31-ship convoy carrying Canadian troops to England. The cost of the convoy was \$3,363,240.42, largely resulting from the early chartering and subsequent




Obverse of postcard overleaf, cropped at top.

demurrage charges in order to assemble such a significant fleet of ships at one port at the same time.


S.S. SCANDINAVIAN was built by Harland & Wolff, Belfast, in 1898 with passenger accommodation of 1200 plus

crew. As 'Her Majesty's Transport' she carried the 10th Battalion, 4th Canadian Infantry Brigade, #1 General Hospital personnel, a total of 1,277. Included in the cargo was ammunition, 21,109 sacks of flour, and 21 horsed vehicles. She survived the war.





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TALES OF THE UNEXPECTED (4)

The Collateral Stanley Cohen FCPS

I have earlier mentioned Arnold Banfield of Oakville, Ontario, and how, many years ago, I obtained for him his sole collectable, the 1859 10 Cent Prince Consort, in all its printing and delivery forms, in exchange for which he would send me all the Large Queens that he could find.

Nevertheless until 1960 I had never met him, so I was delighted to learn that he was coming to London for the first time in order to exhibit his Consorts at the International Exhibition.

It was a great pleasure for my wife and I to entertain him and his family; to show them the sights of London. Also to view his exhibit, which was jam-packed with the most exotic of all his Consorts. Too much so, in fact, as the judges awarded him only a Large Silver and Arnold never forgave them as he had expected a Gold. Indeed I am certain that had he not shown so many on every page and had written them up a little better, he most certainly would have been awarded a Gold, since no-one at that time had ever seen such an array of this quite scarce stamp.

For the last few days of his visit, Arnold completely disappeared without a trace of his whereabouts. What had happened was that he had met none other than Geoffrey Whitworth, the one person on earth who knew more about the 1859 issue than he did, and that was Arnold's moment of glory and most definitely the fondest moment of his visit.

On his return to Canada, I heard from him only spasmodically. He still wanted Consorts but was now much more fussy about their condition. The years went by; I had not known it, but he became very ill. Indeed he was confined to hospital from where he wrote me what was assuredly the last letter he ever wrote. It was, for me, very distressing. Arnold knew how ill he was and had written to say that his wish was that, if I possibly could, he would like me to buy his Consort collection.

But even before I received this letter from him, Leo Baresch phoned me with the sad news that Arnold had died, so it was something of a double shock when a few days later I received it. I rang Leo to tell him of the contents and I remarked that Arnold's collection was so valuable that there was no way that I could afford to buy it.

Some few months went by and Leo phoned me again to tell me that his good friend Les Davenport, the Toronto dealer, had been commissioned to sell the Banfield collection but he had strict instructions it not be sold until it was first offered to me. This accorded with Arnold's Will. The collection had been valued by a group of prominent Toronto philatelists whose valuation had been accepted by Probate.

Indeed, Les Davenport had flown specially to London with the collection on the previous day and Leo had spent the day examining it. Leo assured me that it had all been priced very reasonably and he put the following

proposition to me. Whilst the intact Exhibition collection was priced highly, there were vast quantities of Consorts besides in six large boxes. All had been duplicates and with hundreds of covers and singles, were priced cheaply, so Leo intimated that if he could have these, he had enough customers to sell them sufficiently well to recover almost the entire cost of the collection.

He was very excited about it all, so I agreed to go to London and see them for myself. They were exactly as Leo had described them but the grand total required was a large five figure sum and rather more than I had ever spent before on any collection. As it so happens, I had at that time the available funds, so I agreed to buy the collection, taking the Exhibition material and leaving the rest with Leo to sell.

What transpired over the next few years was that Leo did manage to sell a great number of the duplicates but the sheer quantity meant that, after selling about half of them, he ran out of customers. He had achieved for me almost half of the total cost, so I was left with the main collection and roughly half of the remaining duplicates.

I was pleased to have been able to abide by Arnold's wishes and it was also quite odd to see again so many of the very stamps which I had sent to him all those years ago.

But this was by no means the end of the story.

It was quite a long time after I had purchased the Banfield Consort collection, that I received a telegram

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from Les Davenport which mysteriously read as follows:-

'Since you have bought and paid for the Banfield collection, you are also the owner of the collateral material. If you will go to Elmdon Airport (Birmingham Airport then), on paying a small fee for storage, you may collect the parcel that has been sent to you.'

Telegrams were sent in those days and this was certainly a very surprising one. I hadn't the vaguest idea what 'collateral' meant...the word to me seemed to be connected with bank loans as security. Nevertheless I jumped into my car and headed for the airport. What was all this about, I wondered?

I recall it was a frightful task to find anyone there who could guide me as to where to find this mysterious parcel, but eventually, in a remote shed, I was asked to sign an assortment of papers and a huge box was delivered to me. I staggered with it to the car and went home.

One of the great surprises and joys in life that one never forgets is an occasion like this. To open this large gift box and to find out what was inside without a clue as to its contents.

It had been copiously wrapped and protected so that it took ages to prize open. Inside were six green leather-bound books. Opening them I saw masses of coloured prints, bank notes, coins, signed letters with Albert's seal, signed menus, signed tickets to the opening of bridges, letters from Queen Victoria and much other memorabilia.

It was then clear to me that what Arnold had done in his quest for Prince

Albert material was to accumulate anything and everything he could find with any connection to his beloved 10 Cents stamps as a sideline collection.

Although I understood nothing about them, I was delighted to have received this extra bonus to my purchase. I found out that one of the items was a rare example of the 'Queen's Own' Envelope, R.W. Hume No.75 and one of only two known. Another was a letter written from Osborne on a lavender rice paper adorned with gold leaf and dated five years earlier than previously known for gold leaf usage.

I stored away this fabulous 'collateral' material for many years until, one day, I read that the Midland Bank were organising a Prince Albert Exhibition in London. As it happened, they were also my bank, so I told them that I had a lot of unusual Albert material that I would be happy to loan to them for the exhibition.

Accordingly the organisers visited me and selected about 40 items which they were happy to include in the exhibit.

My wife and I were invited to the royal opening of the Exhibition and it was a thrill to see my exhibits alongside those of Her Majesty the Queen. Indeed a whole room had been reconstructed, depicting the library at Osborne. Her Majesty had loaned all the furniture and on the table were all my letters with the Seal of Albert.

Philately has some strange by-ways...not least of all for me, this strange but true tale of the unexpected.

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Post Office clerks formed the first line of defence in the enforcement of Exchange Control regulations during the war. Chris Miller offers a preliminary study of the labels and markings employed.

FOREIGN EXCHANGE CONTROL IN WORLD WAR II

Chris Miller

I can in no way pass myself off as an expert but I am aware that this subject has not received much coverage in the British philatelic press. I hope that this short article will encourage others to come forward and add information and correct what has been written. It is offered as a preliminary report to enable information to be collated with a view to a more comprehensive publication.

I have to acknowledge the help that I have already received, particularly from Bill Pekonen and Peter Burroughs (of the Civil Censorship Study Group). The mistakes and assumptions are my own.

The official History of the Postal and Telegraph Censorship Department 1938-1946⁽¹⁾ describes the work of foreign exchange control as 'Foreign Exchange Control Censorship' and the practice of using hand stamps and resealing labels is similar to that used in censor stations. The first printing of the resealing tapes also showed the word 'Censorship Clerk' under the signature space and this was replaced by 'Examiner', but the similarity ends there.

Foreign Exchange Control was established in Canada at the start of the war. Unusually the work was actually carried out by postal clerks at the individual post offices although suspect cases could be referred to 21 District Offices which were located in Calgary, Charlottetown, Edmonton, Halifax, Hamilton, London Ontario, Moncton,

Montreal, Moose Jaw, Niagara Falls, North Bay, Ottawa, Quebec, Regina, Saskatoon, Saint John, Toronto, Vancouver, Victoria, Windsor and Winnipeg. These were the same offices that were the District Offices for censorship. To be more accurate one of them, Ottawa, was the chief office for censorship.

As the personnel on the ground were post office personnel first, it is no surprise that the need to maintain the postal service sometimes took precedence over Foreign Exchange Control work. Although mail to neutral countries was censored, mail to the British Empire and to the United States normally was not. This did not apply to money censorship although, in January 1941, the Foreign Exchange Control Board had to request the examination of mail 'almost exclusively to the United States'.

By agreement, mail between Canada and the United Kingdom was examined in Britain. Letters were dealt with by the normal censors although the primary reason was to enforce Britain's financial regulations. Parcels were examined by Canadian Customs and Excise and there was little interchange between them and the other parties involved throughout the war.

The procedure in Canada was that a sender would take a sealed letter to the post office. Alternatively letters could have a note attached to them describing

their contents. The post clerk would question the contents of the letter and, if satisfied, the letter would be marked 'Passed for Export', initialled and included with the mails. All mail for neutral countries was then required to be sent to Ottawa for censorship but this happened so spasmodically that the US authorities extended their examination to mail incoming from Canada.

Letters examined and found not in accordance with the regulations were returned to the sender. It is assumed that there were standard forms or hand-stamps used for this purpose. No examples have yet been seen relating to this mail.

The Deputy Minister in charge of Foreign Exchange Control, Mr Towers, could also send mail free of charge provided that it bore his signature. No examples of this particular 'free frank' have yet been seen by the writer. The privilege was not always correctly interpreted by post office officials who were known to add postage due charges to these letters. Only ordinary letter rate items were allowed.

In the early part of the war 'Passed for Export' was written by hand on envelopes and initialled, but official hand stamps were provided to all offices in the form of a straight line 'PASSED FOR EXPORT', about 41mm long and 4mm high (fig 1). Guertin¹³ shows a bi-lingual version for Montreal which reads 'PASSED FOR EXPORT/VOIE POUR ENVOI A L' EXTERIEUR'. Bi-lingual versions also exist for Quebec. Photocopies of the bi-lingual hand-stamps are particularly sought.

Some post offices either never received their hand stamps or replaced them with versions bearing the same

words but in other typefaces and in some cases frames (fig 2). Other words were also sometimes added, including some identification of the person who was initialling the impression, usually by title. Titles noted to date are 'Postmaster', and 'Assistant Postmaster' but others can be anticipated.

PASSED FOR EXPORT.

Figure 1

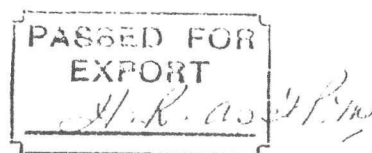


Figure 2

Suspect letters or, more accurately, those not known to be in order, were opened and resealed at the District Offices, using a label in the same way as other censorship. Differences also noted to date are the printer's imprints as listed below. The labels were universally perforated 12.5, either on both dimensions or in combination with a roulette.

The labels always read 'Opened to verify contents in accordance with requirements of Foreign Exchange Control Board and officially sealed by...Examiner'. That is, except the first printing which had 'Censorship Clerk' in place of 'Examiner'. At the top of all labels is a printer's imprint.

Imprints noted to date are:

IB-20,000	sheets	15-2-40
IB-20,000	sheets	18-7-40
IB-25,000	sheets	4-10-40
IB-50,000	sheets	3-4-41
IB-80,000	sheets	18-7-41
IB-125,000	sheets	18-2-42
IB-100,000	sheets	4-8-43
IB-100,000	sheets	11-5-44

There is a slight variety in some prints of the 1942 label in which the initial 'I' sometimes looks like 'f'. Please write in if you can see any other differences in the labels or if you have any other imprints.

There is the question of which labels were used to reseal envelopes opened for examination before supplies of the 15-2-40 labels reached the district offices. One example has been seen using the normal dead letter office label but was there any standard practice or was it a case of using whatever was to hand?

The labels were invariably tied to the cover with a handstamp that often seems to vary only a little at any one location. Strikes of the handstamps are in blue, violet, red, green or black and no attempt has yet been made to colour code the hand stamps as the sample I have is too small.

In many cases, perhaps for the larger offices, the hand stamp used was a large circular one, normally 37mm in diameter, with 'District Director of Postal Services' (fig 3). There is no mention of Exchange Control on these hand stamps and they may well have been prepared for other purposes as, with a suitable addition, they are similar to some dead letter office hand stamps. In some instances the handstamps are



Figure 3

numbered either '1' or 'No. 1' etc. and 'E' has also been seen.

For some offices 'District Director of Postal Services' is replaced by 'District Superintendent Postal Services' presumably reflecting the lower status of the officer in charge.

Further hand stamps of this size have the name and province of the district office at the top and 'E.C.' at the foot (fig. 4).



Figure 4

In the case of Calgary, 'F E C B' is seen in place of 'E.C.'; 'E.S.' and 'E' are also known. There will be other examples which appear to depart from the norm. Suggestions will be welcomed



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as to what 'E.S.' and 'E' stand for, as will other examples.

Other big single circle date stamps are 30 or 31mm in diameter. Examples noted to date either have the town and abbreviation for the province (fig. 5), or town, province and 'E.C.' (fig. 6). In the case of Ottawa I have an example of 'No. 3' with no 'E.C'.



Figure 5



Figure 6

Another type is a rectangular datestamp (fig. 7). Can any reader report use of this other than stamping a Foreign Exchange Control resealing label? Small differences have already been noted in the size of type used at Regina and Vancouver. Examples are sought of the smaller district offices.

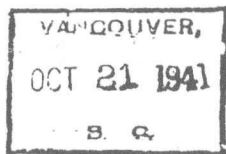


Figure 7

The next hand stamp used to tie labels is similar to the normal post office circular date stamp. Many examples can be seen for Victoria using either the type with the name or the dumb type introduced for seaboard towns (fig. 8). Only Victoria, Regina and Charlottetown appear to have used this type.



Figure 8

Double ring hand stamps exist for Halifax and North Bay (35 to 36mm diameter) and a smaller one for Montreal which is 30mm diameter (fig. 9).



Figure 9

It appears likely that the 'PASSED FOR EXPORT' handstamps were intended to be used on unopened mail although a number of examples exist where one of these was sometimes used to tie the label in conjunction with one of the more usual types (as in figs. 3 to 8). It can be said with certainty that some of the bigger stations had both the straight line handstamps and one of the other types.

A number of other handstamps can be found on Foreign Exchange Control

labels but this may be a case of the clerk picking up and applying the wrong handstamp. Until details of the actual regulations can be produced it will not be possible to be sure about these.

Special powers were given to banks and some other financial institutions to certify their own mail subject to certain conditions. The conditions appear to be that a hand stamp with the words 'Authorised for Export by Foreign Exchange Control Board', plus the name of the institution and the initials of an authorised official must appear on the front of the envelope. There were over 300 institutions authorised in this way and, except for the wording, there was no standardisation with regard to size, format or type style. The return address of the body had also to appear on the front of the envelope but there are examples with neither the return address nor the name of the institution on the envelope, either printed or by hand stamp.

A small number of institutions used the words 'Approved for Export on behalf of Foreign Exchange Control Board' with the name of the institution. The 'Authorized' and 'Approved' hand stamps are so numerous that no attempt is made to deal with them here.

The National Exchange Control Board Head Office was in Ottawa. Have any members any examples of 'Head

Office' hand stamps? Can any information be provided about the National Revenue Control Branch. Did it serve the same purpose or was it only for customs and excise purposes?

If you would like to help in this major study please send details of any handstamps used for Foreign Exchange Control purposes. If they are similar to one of the 'standard' types shown in this article then the town, date and any other lettering will suffice. A note of the date and place of posting is also helpful. If they are not similar then a photocopy will enable more progress to be made.

Editor's note:

This article asks a lot of questions. If you have any answers or comments please write to Chris Miller who will particularly appreciate photocopies. All letters will be answered. Chris can be reached at 161 Upper Woodcote Road, Caversham, Reading, Berkshire, RG4 7JR, England.

References:

1. 'History of the Postal and Telegraph Censorship Department 1938-1946', by kind permission of the Public Record Office, Kew. Ref. DEFE 1/333 and DEFE 1/334
2. 'Canada Year Book' 1941/2/3.
3. 'The Wartime Mails and Stamps - Canada 1939-1946', by H.E. Guertin.

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THE PATRIOTIC ASSOCIATION OF THE WOMEN OF NEWFOUNDLAND LABEL 1914-1915

Dean W. Mario

This patriotic Great War cinderella label from Newfoundland is an unusual and scarce item. It is also quite mysterious in that very little is known about it. The label design is approximately 18.5 x 18.5mm and is printed with a multi-coloured design of navy (sailor at left), sepia (background lines), red (script), white, and darker-brown (soldier on right). In his 'Notes on Newfoundland, 1897-1921', Harry E. Huber remarked:

"The Women's Patriotic Association of Newfoundland had under consideration the issue of a non-postal label, similar to those of Trinidad and Tobago, Grenada, and Jamaica, but the plans fell through."¹

Obviously plans for a similar label to those issued by the countries Huber mentioned did not proceed but this item is proof that such a patriotic (or charity) label was successful. But who were these 'patriotic women'?

Newfoundlanders greatly participated in, and served with distinction throughout, the First World War both at home and abroad. The 'Little Dominion' contributed thousands of troops and sailors to the British Expeditionary Force. Many of these paid the ultimate sacrifice and Newfoundland suffered tremendous casualties.

It is not surprising, then, that the women at home were desirous of playing an active role in helping to raise funds for their men and fellow-women (as nursing sisters) overseas. The Women's Patriotic Association was formed to provide funds for entertain-



ment, concerts, and recreational activities for serving men and women from Newfoundland. Proceeds no doubt from the sale of these labels (and contributions from individuals and firms in Newfoundland and the United Kingdom) were used to fund these various activities.

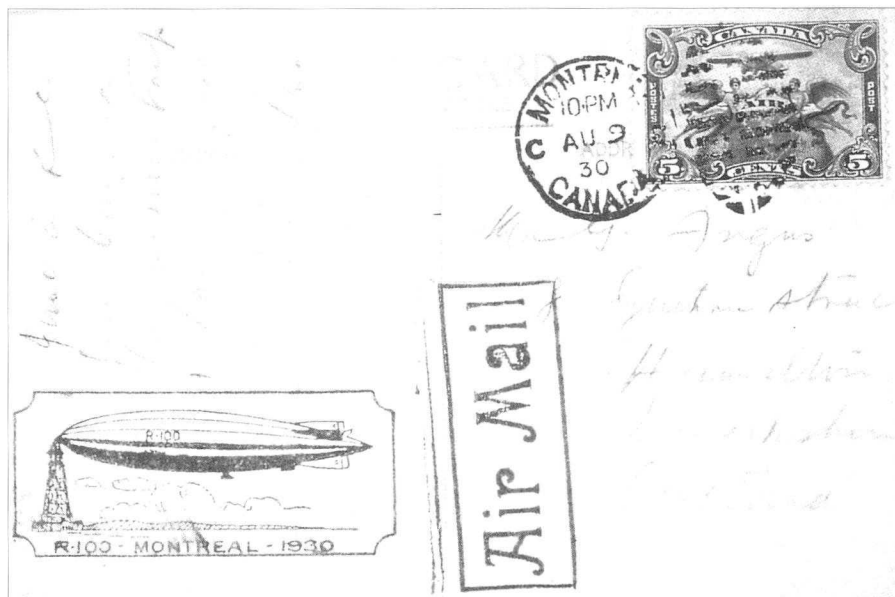
At Christmastime in 1914 some 67 barrels and 38 cases of presents were shipped overseas and by mid-1918, the Association had distributed nearly 30,000 pairs of socks, 1,500 shirts, 6,500 pairs of mittens, and 4,000 mufflers!² The Association, with assistance from the Newfoundland Patriotic Fund, also raised more than \$200,000, including the cost of two motor ambulances which were presented to the 29th Division (of which the Royal Newfoundland Regiment was a part).

Much of the mystery behind this cinderella label remains. Questions like who printed it, how much did it sell for, when was it made, and how many were printed are still unanswered. However the purpose behind its printing by the Women's Patriotic Association of Newfoundland was certainly the most honourable and worthwhile.

Continued on page 173

R100-A WASTED ENDEAVOUR AND CAREER?

Rodney Baker



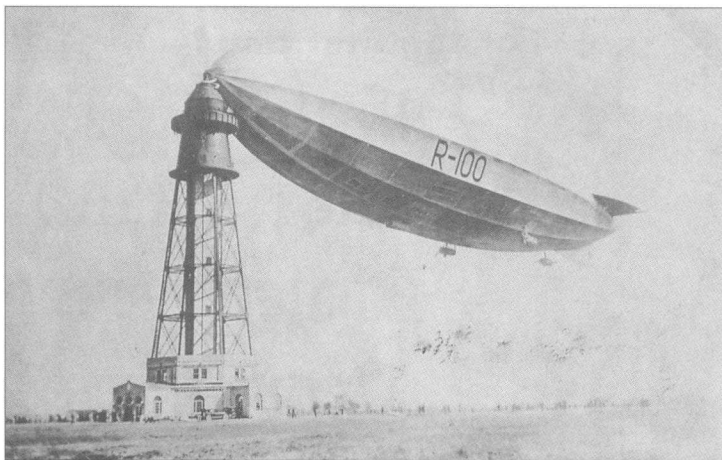
While giving a talk to a neighbouring Society last winter a member of the audience approached and offered me two items of great aerophilatelic interest, including the card illustrated here. I could hardly contain my enthusiasm and in a short time an amicable arrangement was made and they were mine!

The story of R101 is probably too well known, ending as it did in the disastrous crash in France while on its maiden flight to India. This horrific incident sealed the fate of the whole British participation in the development of passenger airship flying and in particular her 'sister' R100. It is the story of the first and only commercial flight of the latter with which this card is involved.

The card had been written by Chief Engineer Willie Angus and quite simply says, "Just a line from Canada. Had a nice trip + having a good time. Will write again when I get home". He had left Cardington, the home of British airship aviation at this time, on 29 July, 1930; 78 hours 51 minutes later R100 had safely landed at Montreal and was moored to the mast depicted on the postcard.

In fact all is not quite what it seems, philatelically speaking, as is revealed in Barry Countryman's book 'R100 in Canada'.

"For the cost of a 5¢ air mail stamp (2¢ for postcards) letters dropped in any of the approximately 20 postal boxes in the grounds and collected every 20



minutes, are mailed from the P O in the administrative building, received a black ink rectangular cachet of the R100 at the mooring mast with Mont St. Bruno in the background. American stamp dealer A. C. Roessler of East Orange, New Jersey, forged the cachet in order to sell 'souvenir' covers, all postmarked 13 August, to his clients for 25¢, then 50¢".

As far as is known no covers thus marked were ever flown in Canada, but of course there was nothing stopping crew members carrying them back to Britain and Willie Angus was a recorded member of the crew. Indeed he seems to have made a career of crewing such flights as I also have in my possession a card, sent by Flight Sergeant Willie in 1919 while a crew member of the R34 on her successful transatlantic return flight. His interesting and unusual career as, presumably, a full time and professional airship crew member was at an end.

The return flight began on 13 August and was completed in 56½

hours. Sadly this was her last commercial flight, she was demolished and sold for scrap and British aviation concentrated on 'heavier than air machines' from then on. David Field thought that no mail had ever been carried by the R100, except official letters and a few for Roessler.

I would like to thank Ian Nutley of the British Aerophilatelic Federation for some of the information given here.

THE PATRIOTIC ASSOCIATION OF THE WOMEN OF NEW- FOUNDLAND LABEL 1914-1915

Continued from page 171

¹H.E. Huber, 'Notes on Newfoundland, 1897-1921', in W.S. Boggs, *The Postage Stamps and Postal History of Newfoundland*, Lawrence, Mass.: Quarterman Publications, 1975, p35.

²Col. G.W.L. Nicholson, CD, *The Fighting Newfoundlander: A History of the Royal Newfoundland Regiment*, St. John's: Government of Newfoundland, 1964, p. 226.

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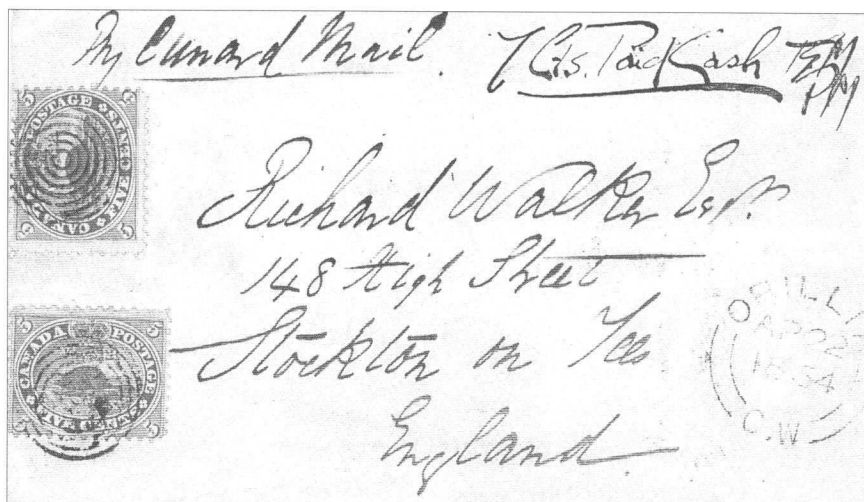
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MARITIME MATTERS

Malcolm B. Montgomery



Orillia, Canada West to Stockton-on-Tees, England, 22 April 1864.

PART PAYMENT IN CASH

The illustration is of a cover which suggests that stamps of the correct denomination for transatlantic postage were not always readily available (a problem with which I can identify - I have found that the fractional airmail printed paper rates to North America can never be covered by a single stamp!). Posted in Orillia, Canada West in April 1864 (the postmark, which shows 1854, is wrong), it was prepaid ten cents by stamps, the remaining seven cents for the British Packet out of New York being paid in cash.

The Postmaster at Orillia has verified the cash payment by initialling the inscription 'TGM PM'. The letter was carried by the Cunard Line 'Asia', departing Boston on 27 April, and arriving at Queenstown on 8 May. The letter has a Stockton-on-Tees arrival mark for 9 May, 1864.

Since this letter appeared in the BNAPS-sponsored 'Trans-Atlantic Newsletter', Maggie Toms has written to say that she paid a visit to the Orillia municipal offices to discover that the postmaster from 1 August, 1862, until his resignation on 19 August, 1870, was one Thomas Moffat; thus 'TM'.

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THE PEOPLE ON THE STAMPS – D'ARCY McGEE

Dr. Alan Salmon

*The western wave was all aflame
The day was well-nigh done!
Almost upon the western wave
Rested the broad, bright Sun;
When that strange shape drove suddenly
Betwixt us and the Sun.*

*The Rime of the
Ancient Mariner*

Samuel T. Coleridge

Thomas D'Arcy McGee was a nationalist, first of Ireland then of Canada — an Irish patriot and then a Canadian patriot. Eventually he became a considerable Parliamentarian and was amongst those leading Canada towards Confederation. He changed his life's course from that of a militant rebel to that of an advocate of peaceful reform, both in Ireland and in Canada. He was assassinated in 1868, just as his hopes came to fruition, when the day was well-nigh done. His memory is honoured on the 5¢ stamp (SG 271, USC 146), in the Historical Issue of 1927, issued to commemorate the 60th anniversary of the creation of the Dominion.



He was born in Ireland in 1825 and spent his formative years there. His

mother died when he was eight. Although the young McGee only had a rudimentary education he took a keen interest in Celtic history, the temperance movement, which was then sweeping Ireland, and the campaign to repeal the union between Ireland and Great Britain. His father married again, but the stepmother was not popular with the children. Aged 17, he emigrated, alone, to the USA via Quebec.

Years in Boston

Seeking work, he went to Boston which was then the main terminal for Irish immigrants; from 1836 to 1845 the average annual intake from Ireland to Boston was 5,500. In 1847, when the potato famine in Ireland was at its horrendous peak, there were over 27,000 Irish immigrants to Boston, whose population was about 120,000. Soon after his arrival he was asked to speak to the Boston Friends of Ireland; so far as is known it was his first public speech, it was very hostile to the British — 'Her people are born slaves, and bred in slavery from the cradle; they know not what freedom is'. It was well received, and he was asked to join the staff of the *Boston Pilot*, New England's leading Catholic newspaper. By 1844 he was editor of the paper; his first editorial was published on his 19th birthday.

As editor he urged the Irish in America to support the effort for separation from the United Kingdom and defended the immigrants against the hostility of the local population in general and of the Protestants in particular. He also was passionate in his

concept of a greater USA — 'The United States of North America must necessarily in course of time absorb the Northern British Provinces...Either by purchase, conquest, or stipulation, Canada must be yielded by Great Britain to this Republic.'

Wanderings

In 1845 he returned to Ireland as a writer for the nationalist *Freeman's Journal*, which entailed visits to London. He also became involved with another group — the Young Ireland movement, a group of Irish nationalists, Catholic and Protestant, intellectuals, who were trying to develop a sense of Irish identity through its history and literature. They also declined to give up the idea that armed revolt might be required to achieve their aims of self-government. McGee contributed two volumes to their 'Library of Ireland' and began to contribute to their journal, the *Nation*. The conflict of interests of this prolific writer, essentially writing for two opposing nationalist factions, led to him being asked to resign from the *Freeman*; he transferred to the *Nation*. He was now 21.

In 1847 he married, the union produced five daughters and a son. He was now firmly in favour of violence and went to Scotland to raise support for an Irish rebellion. Unfortunately for him only 400 joined his 'army' and he was recognised; so he had to flee back to Ireland. In Ulster he could not find support for further violence, so he returned to the US A.

In Philadelphia he blamed the Irish clergy for the failure of the rising in a public letter, signing himself: 'A Traitor to the British Government'. He then started a paper in New York, but fell out

with both the Irish clerical and the Irish republican groups in that city; two leading republicans even challenged him to a duel. He did not accept the invitation. His wanderings continued, taking him back to Boston in 1850.

Another newspaper was founded, *The American Celt*, in Boston; then he and his newspaper moved to Buffalo, then back to New York, with his newspaper, in 1853. His urge to travel then seems to have abated somewhat, he spent the next four years working for Catholic interests in New York; he also wrote another three books. He argued that the New World required Catholicism to balance its disorderly tendencies and attempted, unsuccessfully, to get Irish Catholics to found a colony in the new western territories of the USA. He visited Canada twice during this period. Now disappointed with the USA; in visits to Ireland he urged emigrants to go to Canada rather than the USA.

Canada

Early in 1857 he moved once more — to Montreal — invited by the leaders of the Irish community of that city. Another newspaper was started, the *New Era*, to launch his career in Canadian politics. It attacked the Orange Order and defended the right of the Irish immigrants to representation in the Provincial Parliament. The paper lasted a year but its purpose was achieved, in December 1857 he was elected to the Legislative Assembly, being nominated by the St Patrick's Society of Montreal.

His views had changed considerably by this time, his 'national policy' called for a federal union of Canada and the Maritime provinces, with a separate province established for the native

people, railway development, the support of immigration, protective tariffs and the colonisation of Rupert's Land. To cope with Canada's special relationship with Great Britain he proposed that one of Queen Victoria's younger sons should be established as monarch of this independent 'Kingdom of the St Lawrence'. His Irish eloquence ensured he was always a good man with the words: "I see within the round of that shield the peaks of the Western Mountains and the crest of the Eastern waves the winding Assiniboine, the five-fold lakes, the St Lawrence, the Ottawa, the Saguenay, the St John, and the Basin of Minas by all these flowing waters in all the valleys they fertilise, in all the cities they visit in their courses, I see a generation of industrious, contented, moral men, free in name and in fact, men capable of maintaining, in peace and in war, a Constitution worthy of such a country".

He remained in Parliament for the rest of his life; in 1862 he was appointed President of the Council in the moderate Reform administration of PM John A. Macdonald. He was fully in sympathy with the Confederation movement, playing a leading part in its successful development; it was in accord with his vision of '...a Canadian nationality freely developed, borrowing energy from the American, grace from the Frenchman, and power from the Briton...'

He was chairman of the Inter-colonial Railway Conference, at Quebec in 1862, which agreed on a railway between Canada and the Maritime Provinces. It was approved by the Canadian and British Governments, but the plan was discarded in 1863 when the Canadian government changed; McGee

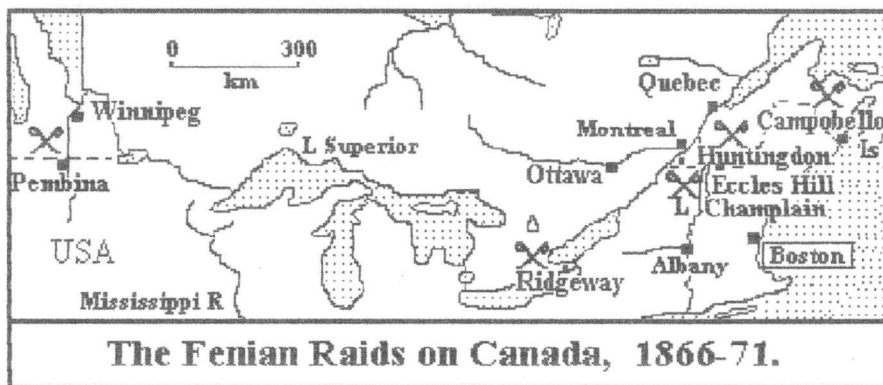
was dropped from the Cabinet.

He was now firmly convinced that the British American system was superior to that of the USA: "To the American citizen who boasts of greater liberty in the States, I say that a man can state his private, social, political and religious beliefs with more freedom here than in New York and New England." He moved away from the Reform party, to become Minister of Agriculture, Immigration and Statistics in a Conservative government in 1863. At the Charlottetown (SG 557, USC 431) and Quebec (SG 558, USC 432) Conferences of 1864, which made great progress towards Confederation, he was a Canadian delegate. But, he was getting into trouble with his Irish constituents in Montreal.

The Fenians

The Irish Republican Brotherhood, usually called the Fenians and founded in Ireland and the USA in 1858, had considerable support amongst the Irish in Britain, the USA and Canada. Its objectives in North America were to invade British North America from the USA and to establish a republic of New Ireland. McGee opposed the Fenians in speeches in Ireland and Canada, he called on the Irish in Canada to remain loyal to 'the law and the Sovereign'. He urged the Irish in Ireland to peacefully adopt a system of self-government on the Canadian pattern, describing his career as a rebel as 'the follies of one and twenty'. This did not endear him to those Irish, like the Fenians, who believed in violent action.

After the American Civil War they invaded Canada several times, the first attack was a minor skirmish in April 1866 when a small party landed at Campobello Island, but they were easily



repulsed by British soldiers and the local militia. In June of that year a much heavier attack took place when about 1,500 Fenians crossed the Niagara River, repulsed an attack by Canadian militia at Ridgeway and then occupied Fort Erie (SG 1168, USC 1055). They then lost heart and retreated back over the river: both sides were reported to be highly enthusiastic and very disorganised. Back in the USA they were disarmed by US regulars; 8,000 reinforcements were not allowed to leave Buffalo.

Further incursions, some up to nearly 2,000 in strength, occurred at Eccles Hill (Pigeon Hill) and Huntingdon. The last invasion was in October 1871 at Pembina, where the Fenian leader was captured by local Métis. The Fenian Brotherhood died out soon after this debacle; to be replaced by other organisations.

McGee had now lost the Irish vote, his power base, and he was drinking heavily; he was not included in the Canadian delegation to the London Conference (SG 573, USC 448) in 1866 to arrange the final details of Confederation. Before the federal

election of 1867 McGee was expelled from the St Patrick's Society but managed to hold his seat of Montreal West. He now expressed a desire to leave politics and concentrate on literature and Canadian history – obviously a good man! – he also re-took the pledge of total abstinence.

The Prime Minister, John A Macdonald, promised him a civil service post, available in the summer of 1868. In the spring of that year he was shot dead in Ottawa as he returned home from a sitting of Parliament. A young Irish immigrant, Patrick Whelan, was hanged publicly in 1869 for the murder. At the time it was widely believed to be a Fenian assassination, but this was not suggested by the prosecution at the trial of Whelan.

The funeral of D'Arcy McGee in Montreal was the most spectacular parade that had been seen in Canada. It took place on his 43rd birthday. It was planned and conducted as a formal public event, passing along the main streets with onlookers on each side up to ten deep; services were held in both Notre Dame and St Patrick's Church.

Continued on page 184

**Bob Griffin wonders why there was a need for so many
'weather stations' in the far north.
WEATHER STATIONS OR WARNING SYSTEMS?**

Robert D. Griffin

After World War II the Canadian and US governments agreed to set up a series of 'weather stations' in the North West Territories. The location of these outposts was not widely known and, in the early days of the agreement, mail was usually sent via 'APO 858 New York' and not direct to the stations.

Such a cover is illustrated (Fig. 1); it is addressed to Captain Robert W. Sanderson who, I understand, was a US Army captain. The cover was sent from Resolute, in the North West Territories, on 18 March, 1951. Other covers in my collection, also to Captain Sanderson, are addressed c/o Mr Robert I. Sanderson (his father?) in Indiana, USA. These are from other presumed

'weather stations'; at Mould Bay and Isachsen, both dated 17 April, 1951, Alert, dated 18 April, 1951, and Eureka 21 April, 1951. The last in this short series, addressed to Indiana, was posted at Craig Harbour on 30 December, 1951. The backstamp shows that the cover took three months just to get to Resolute, where it was stamped 28 March, 1952. This part of the journey was presumably by RCMP dog sled, as the station was run by the RCMP. The cover has philatelic significance in that I understand Craig Harbour closed at the end of 1951, with everything moving west to Grise Fiord. This being so, the cover in question would have been in the last batch of mail to leave Craig Harbour.

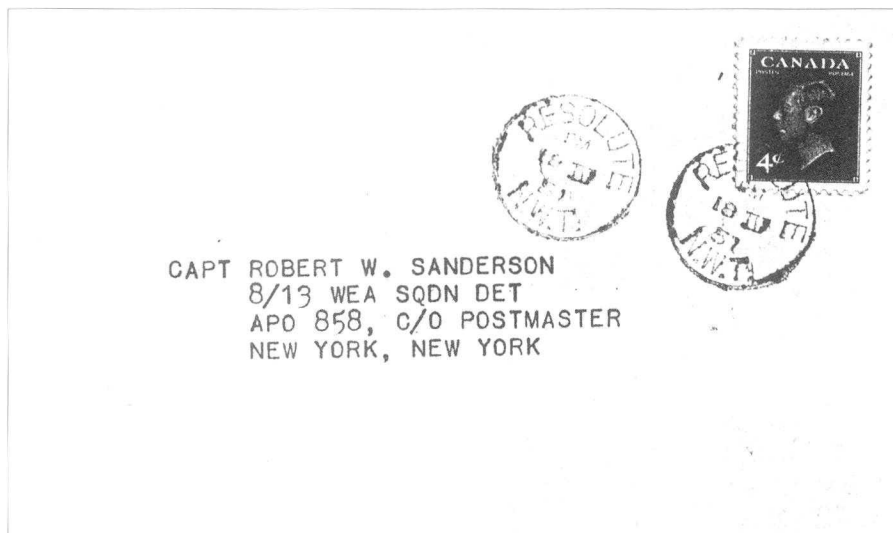


Figure 1

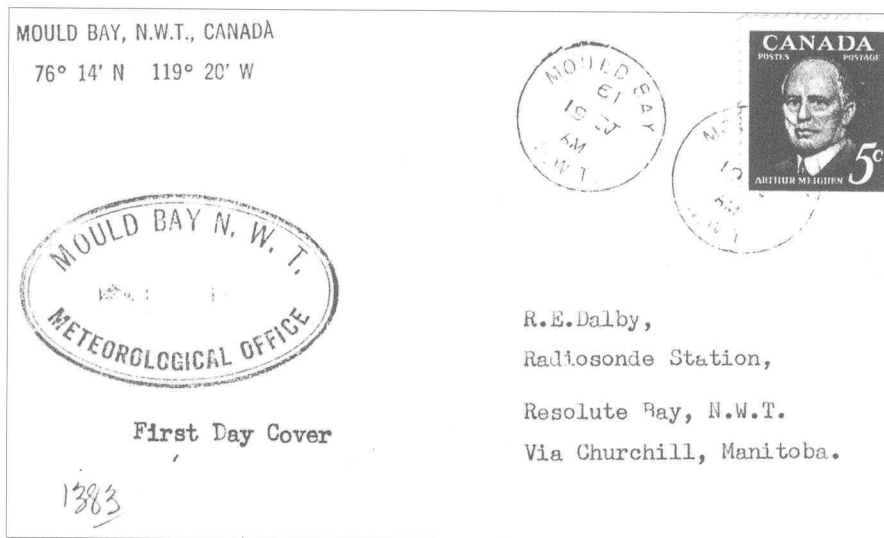


Figure 2



Figure 3. The two positional handstamps show slight variation in both longitude and latitude!

A further short series of four covers in my collection are from Mould Bay in 1961/2; these indicate a lower degree of secrecy in that they carry a Mould Bay

hand stamp and a longitude/latitude (Figs. 2 & 3). An interesting philatelic point here is the indication that either the 'postmaster' at Mould Bay or one of

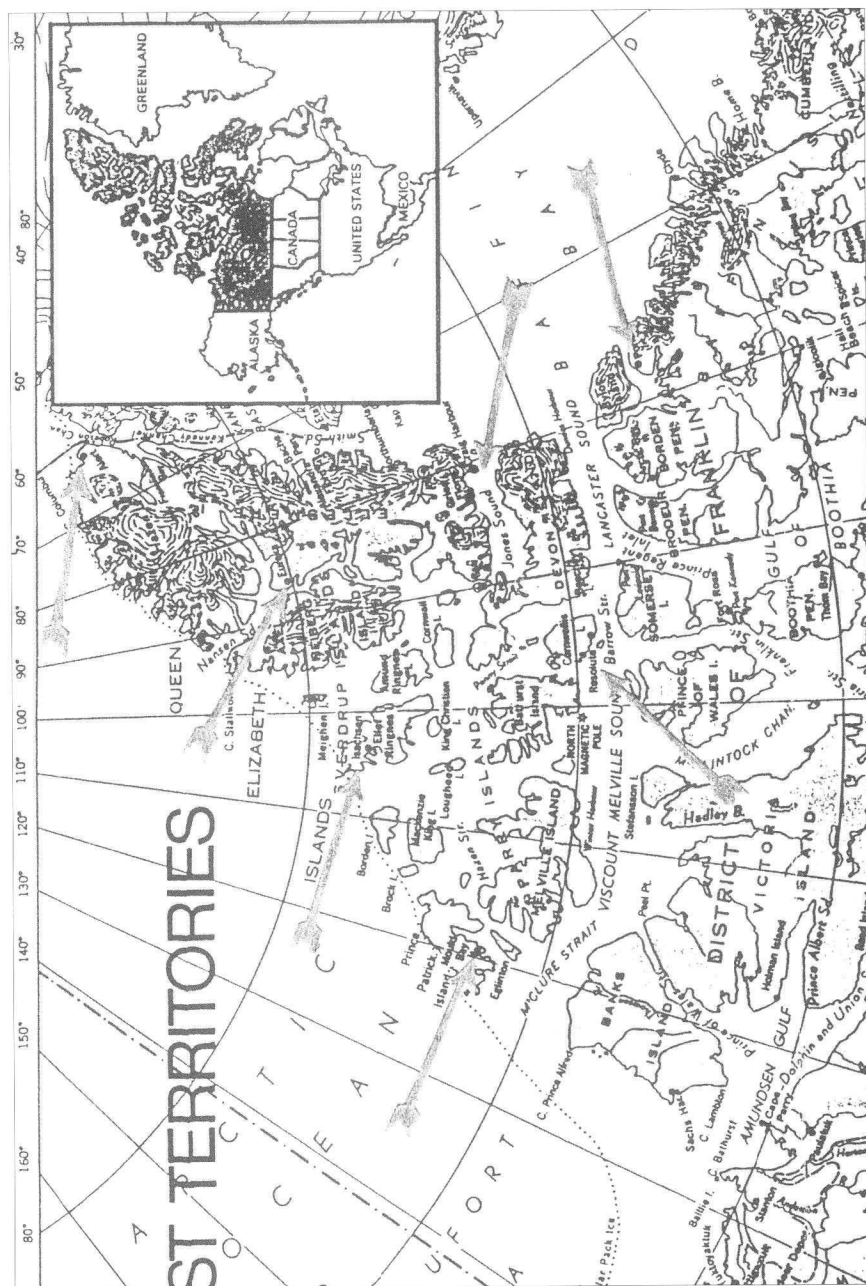


Figure 5. Portion of the Northwest Territories

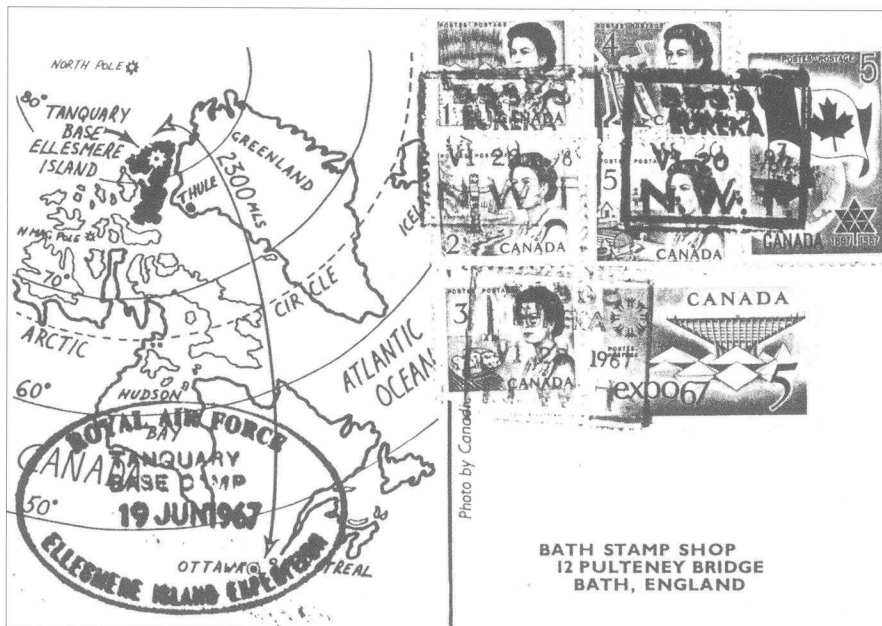


Figure 4

the detachment was a collector. Figure 2 shows a first day cover of the Arthur Meighen commemorative (19 April, 1961) and another cover is a first day for the Jean Talon commemorative (13 June, 1962). Someone showed initiative in getting supplies of the new stamps to this outpost in time for the release dates!

The last relevant cover (Fig.4) is obviously philatelic. It was taken out by an expedition from RAF Lyneham in Wiltshire, England, and posted at Tanquary Base Camp, Ellesmere Island, on 19 June 1967.

A glance at the map (Fig.5) shows that the various locations are sited on islands grouped to the north of mainland Canada and the thought arises: why so many 'weather stations' grouped in such inaccessible places? My suggestion is

that these outposts formed part of the Distance Early Warning system or DEW line. I should welcome comment from our keen military enthusiasts as well as students of the NWT.

Such students will probably be aware that the Canadian government, in 1942, set up the 'Northwest Staging Route'. This too involved meteorological stations in conjunction with emergency landing strips. The reason for the service was the provision of weather information to RCAF, USAF and civilian pilots and it came under the control of the Department of Transport. At that time, the aircraft flying in the NWT were not fitted with extensive navigational equipment and proximity to the magnetic pole rendered compasses erratic. All flying therefore was undertaken in clear weather, but

rapid weather changes meant that sometimes destination airfields would be closed. The emergency airfields could then be used and thus provided a real lifeline.

These stations were set up primarily to cover aircraft flying to and from Central Canada, Yukon and Alaska; there was a growing population in the latter two areas, which needed to be regularly supplied and the quickest way was by air.

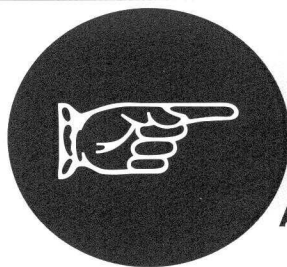
The 'Northwest Staging Route' was created to fulfil an obvious need. The post war 'weather stations', further to the north and east, fulfilled no such obvious need in an area where polar bears probably outnumbered a very few Inuit. While no doubt these remote outposts fulfilled their stated (weather)

objectives, one cannot help wondering if the Cold War occupied more of the detachments' thoughts than did the cold fronts!

PEOPLE ON THE STAMPS

Continued from page 179

No doubt he was a romantic, his books and the many poems he wrote are witnesses. His poems were published after his death. He was also the most impressive speaker of his time in Canada, known as 'the silver-tongued orator', indeed a large part of his income came from lecture tours. Like many romantics, he started his political life as a revolutionary and ended it as a Conservative. He will always be regarded as a Canadian patriot and one of the 'Fathers of Confederation' (SG 244, USC 135).



Have You Enrolled a New Member Lately?

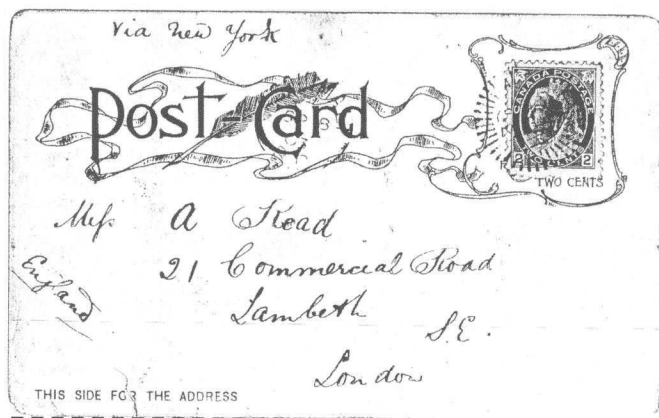
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POSTAL BRANCH–GHQ 3rd ECHELON

Readers of Colin Campbell's article on p91 of the June issue may have been puzzled by the twin illustrations of the '2 CAN. SEC' date stamp and the absence of an illustration of the 'RECEIVED' cancel promised in column 1. Belatedly the 'RECEIVED' cancel is shown here. The printers obviously decided to test the Editor's powers of concentration, to his eternal shame he was found wanting, apologies all round.



LETTER TO THE EDITOR



Derrick Avery

ESQUIMALT CROWNS

With reference to Bill Topping's article in 'ML' Vol.24 No.4, pp 11-3, I have recently acquired a post card bearing a 2¢ Numeral cancelled with the Type 'B' Crown and postmarked with the Esquimalt datestamp SP 8 03, which pre-dates those mentioned in the article. The message is dated 7/9/03.

The length of the rays is 4.5mm on the right hand side of the cancel but on the left they gradually reduce to 4.0mm. A close look at the Type 'B' illustration in Bill's article will confirm this. The cause could be lop-sided application of the canceller.

I also have a 1¢ Small Queen orange-yellow, perf. 11.5 x 12, cancelled with an 80% strike of what is apparently the Esquimalt Crown by measurement, but the dots below the diadem are not visible.

Either this is a very late use of a stamp issued between 1873 and 1879, or Crowns type 'A' and 'B' were issued at the same time, or my example is a very good forgery.

Dean Mario

A RARE RPO CLERK STRIKE

The illustrated (*overleaf*) double circle railway clerk strike in violet has recently been found and may be of interest to some members. The reason it appears on this postcard, however, is a mystery as the card should have been enclosed in a bag throughout the Vancouver / Calgary portion of the trip. Any members having thoughts on the item are encouraged to write to the Editor. I am indebted to Col. W.G. Robinson of the BNAPS RPO study group for his assistance and listing of the item within Annex 15 as No. W-24E, Type 6E, Train 2, 9/16/06. RF500*.

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1997

Oct 2 Wessex Group
Oct 11 S&C Scotland Group, Crawford
Oct 24-26 Collect '97 Olympia, London

1998

Feb 25-March 1 STAMPEX, London,
Business Design Centre, Islington, 52
Upper Street, London
Apr 23-26 STAMP '98 Wembley
Sep 9-12 CPS of GB Convention, Ivy
Bush Royal Hotel, Carmarthen
Nov 21-22 ABPS Exhibition, Hove

Overseas

1997

Nov 6-10 First Cairo Philatelic
Convention, Cairo
Dec 15-22 INDIA '97, New Delhi

1998

May 12-21 ISRAEL '98, Tel Aviv
Sep 4-13 PORTUGAL '98, Lisbon
Oct 8-10 BNAPEX, Orlando, USA
Oct 20-25 ILSAPEX '98, Johannesburg
Oct 23-Nov 1 ITALY '98, Milan

1999

Mar 20-29 AUSTRALIA '99 Melbourne
Apr 27-May 4 IBRA '99, Nuremberg
Jun 26-July 4 PHILEXFRANCE '99
Paris
Aug 21-30 CHINA '99 Beijing
Oct 5-10 BULGARIA '99 Sofia

2000

May 22-28 STAMP SHOW 2000, Earl's
Court, London
May 30-June 4 WIPA 2000, Vienna
Aug 11-20 INDONESIA 2000 Bandung
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Nov 18-19 GLASGOW 2000 Scottish
Exhibition and Craft Centre

Details of London Group from Colin
Banfield 0181 281 0442 (home) or 0171
407 3693 (office); Wessex Group from
Dr Dorothy Sanderson 01794 523 924;
S&C Scotland from John Hillson 01461
205656. Contact for West of Scotland is
Bill McVey 0141 637 6853 and for S.W
Group, Neil Prior 01656 740520.

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to 22 August, 1997

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- 2770 Tomlin, Derek, Channel Island Stamp Co. Ltd., Havilland St., St. Peter Port, Guernsey,
Channel Islands
- 2771 Cooper, John S., 3470 Patricia Ave., Montreal, Quebec, Canada, H4B 1Z1 BS

Reinstated

- 2721 Cameron, Brian, 7 Farnham Crescent, Ottawa, ON, Canada, K1K 0E7
- 2662 Davis, John F., 101 Nunnery Drive, Thetford, Norfolk, IP24 3EP C
- 2615 Hasid, A.G. c/o W.I.P. Inc. 1720 Harrison St., Suite 1815, Hollywood, FL33020, USA

Resigned

- 2225 Burchell E. 2606 Cartwright B.M.

Deceased

- 759 Lowe, R.

Change of Address

- 2580 Kimpton, L.J., 20 Greytree Crescent, Dorridge, Solihull, West Midlands, B93 8SL C
- 2763 Correct surname from 'Ruddington' to 'Reddington'
- 2286 Rutherford, Thomas S., 15 Lade Court, Lochwinnoch, Renfrewshire, PA12 4BT
- 2316 Scott, Rev. Mgr. J.H., 2 Lodge Lane, Keymer, Hassocks, West Sussex, BN6 8NA
- 2402 So, Miss Susan, 23 Lascelles Blvd, Apt 904, Toronto, ON, Canada, M4V 2B9 C,B
- 2203 Winnill, R.B., 169 Dundas St., Suite 46, London, ON, Canada

Change of Interests

- 1687 Spencer A., Add 'A CGC'

E-mail Addresses

- 2398 Lemire, R.J. 102124.1304@compuserve.com.
- 1870 Salmon, A. salmon 01@globalnet.co.uk
- 1581 Sessions, D.F. sessfam@aol.com
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JOURNAL OF THE

CANADIAN PHILATELIC SOCIETY

OF GREAT BRITAIN



Maple Leaves

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Vol. 25 No. 6
January 1998

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Edited by: David Sessions, FRPSL, FCPS.

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Vol. 25 No. 6

January 1998

Whole No. 266

EDITORIAL

Since the last issue was put to bed, we have enjoyed yet another immensely successful Convention and our thanks go to Frank and Pat Laycock for masterminding the show. A report will be found elsewhere in this issue but such brief notes can never do justice to the splendid material on show and the erudition that went with it.

Thanks are also due to Tom Almond who, at the AGM, stepped down from the post of Secretary. Having relied on his co-operation and organisation over the past five years, your Editor is in a position to pay tribute to the effort put in by Tom over that time and to an apparently unflinching sense of humour in the face of the vagaries of office.

We are fortunate to have a ready replacement in Judith Edwards, a long-

time student of the philately of Newfoundland. In fact, her trip to Newfoundland for the recent BNAPS Convention was enhanced by a long and difficult drive to visit as many out of the way post offices as possible. The downside was a visit to Iceland to support husband Michael's parallel enthusiasm! We know old habits die hard, but all changes of address and other Secretarial matters should now be addressed to Judith.

Congratulations go to member Keith Spencer upon his elevation to the Presidency of the Royal P.S of Canada so, for the first time, giving the Society the honour of numbering among its members the Presidents of the 'Royal' on both sides of the water. We also extend congratulations to Ed Harris and



*Meet our new Secretary Judith Edwards
(photo: J. Gatecliff)*

Geoff Walburn who have been elected Fellows of the RPSC.

Devotees of Canadian military postal history will be well aware of the fine trilogy of 'Canadian Military Posts', by Bill Bailey and the late Ritch Toop, which culminated with volume three in 1991. The long-awaited complete compilation, 'Canadian Military

Postal Markings 1881-1995', has now been published by Charles G. Firby Publications, 6695 Highland Road, Suite 107, Waterford, MI 48327, USA. The book is published in two volumes, in a hard cover slip case, and runs to 871 pages. The price is \$129.95 US (\$179.95 CAN); postage within the US is \$10, to Canada and the UK it is \$15.

On a more sombre note, the last issue went to press just as news arrived of the death of Robson Lowe, a member of very many years standing and the doyen of philately and, more particularly, postal history, in this country. Obituaries have appeared in the national and philatelic press so we would just like to express our sadness at the passing of so influential a figure, who was ever generous in the sharing of both his extensive knowledge and his wonderful collections.

We also have to report the passing of Lew Ludlow, FCPS, on 1 September, 1997, after a long illness dating back to 1990. His stroke in that year came as a great shock to those of us who enjoyed his company at the Ayr Convention in 1989. As well as being a Fellow of the CPS, Lew was a past President of BNAPS and a member of the Order of the Beaver. He will be remembered as co-author, with Dr Whitehead, of the second edition of the Squared Circle Handbook and, most of all, for his catalogue of RPOs. As Mike Street, in a tribute, reminds us; Lew was also Chairman of the RPO study group of BNAPS from 1966-90 and the remarkable thing is that most of his published research was carried out while he was in Japan as Managing Director of Gamlen Chemical Ltd. Our condolences go to his family and, in particular, his widow Mac, who nursed him so devotedly.

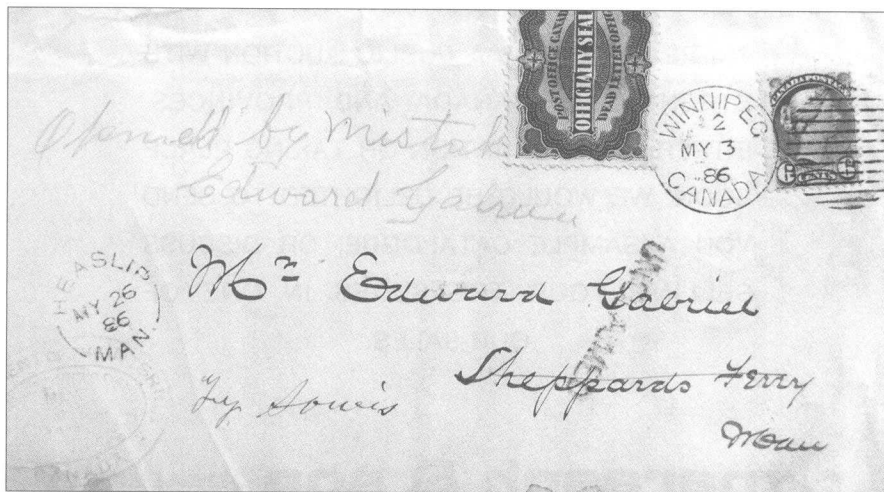
A FOUR, A FIVE AND A SIX!

Trelle Morrow

The essay by the Yellow Peril, 'A One, A Two and a Three..!', in the June issue, is well researched and the author poses several questions pertaining to the use, or mis-use, of the Official Seals of Canada. Yellow Peril presented three examples where covers had been opened and re-sealed with the Official Seals even though there was no return address on the outside of the cover. These covers were correctly opened by the Dead Letter Office (DLO) but, according to the procedures for usage, as outlined in C. A. Howes', 'Canadian Postage Stamps & Stationery', they should not have been re-sealed with an official seal. In closing the YP asked whether there were any

covers with a return address which had been opened in error by the DLO and re-sealed.

I am able to illustrate three covers which all display a semblance of origin, whether by rubber stamp or embossed Company seal. These covers could have been returned to the sender without opening, or at least returned to the Head Office of the originating agent. Therefore, according to Howe's dictum, these three covers were in fact opened in error at the Dead Letter Office. Thus the three covers demonstrate the correct use of the officially sealed stamp. Two of the covers display a manuscript endorse-



Cover posted 3 May, '86 at Winnipeg; Brandon, 4 May '86 receiving cancel, Heaslip, 7 May, '86 receiving cancel. UNCLAIMED at Heaslip, 26 May, '86 dispatching cancel, Souris, 28 May, '86 receiving cancel. Dead Letter Office receiving cancel, 18 July, '86.

A rubber stamp impression in the corner of the cover indicates it could have been returned to Commissioner's Office, Department of the Interior, from whence it appears to have been dispatched 2 May, 1886.

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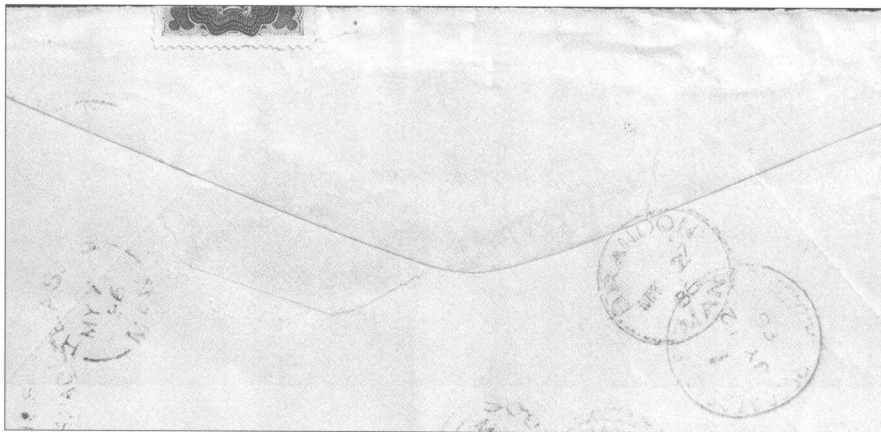
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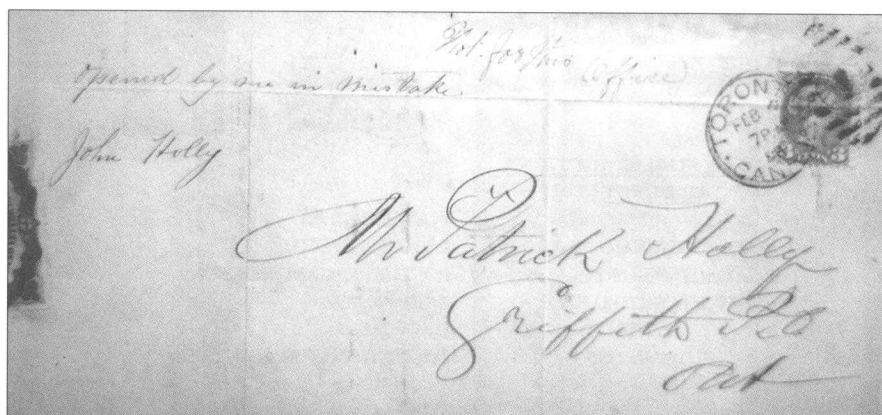


Reverse of cover shown on p191.

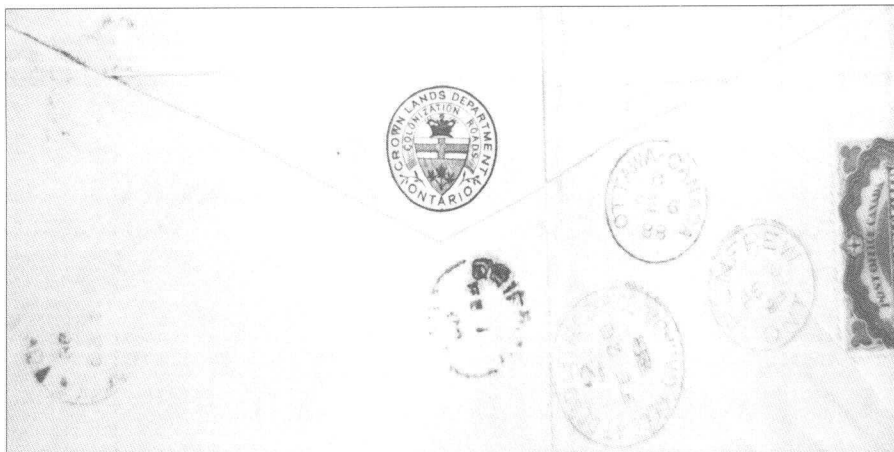
ment indicating that someone made an error in opening the article.

Office procedures, no doubt, could have been mis-construed from time to time, just as in any other agency involving humans. Staff turnover,

insufficient guidance to underlings, or the simple convenience of having a ready made adhesive seal close by, may all have entered into the scenario for mis-application. The net result has yielded a variety of application procedures for use of the Official Seals.



Cover Posted 4 Feb, '88, Toronto via Renfrew & Ottawa, 6 Feb, '88. Griffith receiving cancel not legible. Dead Letter Office receiving cancel, 20 Feb, '88. This letter could have been returned to the Crown Lands Department, Ontario, as per the seal on the back.



Reverse of cover shown on p193.



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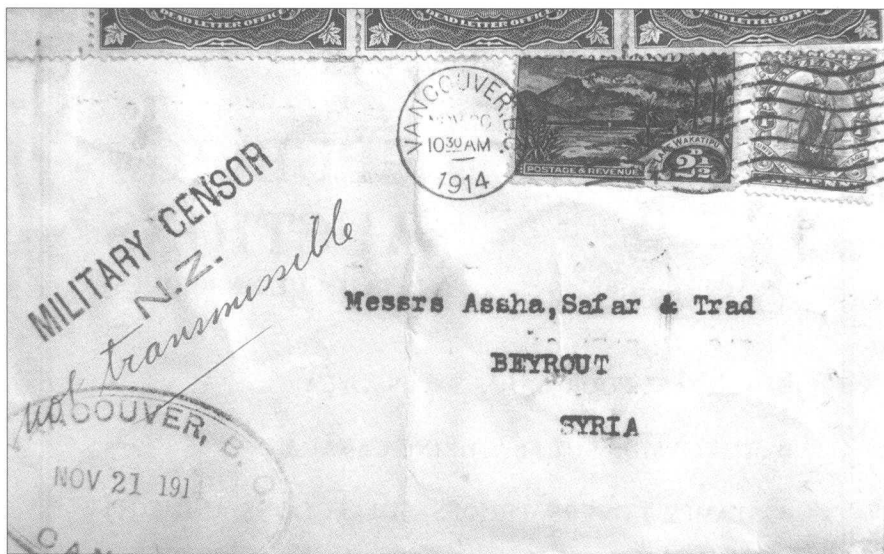
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Cover mailed in New Zealand and Censored, receiving cancel in Vancouver, 20 Nov, 1914, dispatched from Vancouver 21 Nov, 1914. Dead Letter Office receiving cancel Ottawa, 16 Mar, 1915. Returned to New Zealand, after opening, to the Wellington Dead Letter Office, 24 April, 1915 receiving mark. This letter could have been returned to the Union Bank of Australia, as per the embossed seal on the reverse. Reverse of cover shown below.





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A SWEETHEART IN EVERY PORT – Part I

The Yellow Peril

I was raised in an austere traditional and totally Chinese speaking community of Vancouver during the thirties. Consequently, I did not even know the existence of the word 'admiral' until I was around twelve years old. The next time I came across this word was in January 1948 when I went through boot camp. There, I was taught that an admiral is the highest ranking naval officer – not a refrigerator* This exalted rank, however, meant nothing to me until the winter of 1951. That year I was a guest on board HMCS 'Ontario' (a light cruiser) on a training cruise to rendezvous with the navies of Australia and New Zealand via Hawaii, Samoa and Fiji. The official reason for my wanting the cruise was to broaden my knowledge of life at sea. The tacit and real reason was that I wanted to verify the truth or falsity of the rumour that 'sailors have a sweetheart in every port'!

The Commanding Officer of the Big 'O' was commodore Hugh Pullen, who was promoted to Admiral after I left the ship, at Brisbane, Australia. Being the only 'pigeon' (fly-boy) on his ship, I was a bit of a novelty to him. The CO was kind to me and I was most impressed with him especially whenever he went ashore – dressed immaculately in white, the 'scrambled egg' on his cap, the pipes, the salutes etc. He had so much authority and commanded so much respect that I believed that he could walk on the ocean. He was indeed an 'officer and a gentleman'.

Photos by Ian Robertson

Shortly after that memorable cruise I was transferred from CJATC (Canadian Joint Air Training Center) Rivers, Manitoba, to RCAF Tactical Air Command, Edmonton, Alberta where, one evening, I read in the '*Edmonton Journal*' that Admiral Pullen was on a speaking engagement in the oil city. I immediately telephoned his hotel and left my neighbour's telephone number. Surprising, he not only returned my call but he also remembered me and did not mind the long wait while my friend fetched me – a lowly air force private. My chat with the Admiral was so inspiring that it motivated me to be an admiral – of some sort! Yet, despite my resolve, my attention did not shift from 'Queens' to 'Admirals' until I began receiving old age security benefits.

Colours

If a philatelic 'Shrink' were to ask me "What is the first thing that comes to your mind when I say the word 'admiral'?" my instant reply would be "colours"! The first time I saw real admiral-stamp colours was at the old Stanley Stamp Company at Hornby Street in Vancouver, about 35 years ago. They were selling a large Admiral collection, believed formed by a Major Hamilton White. There were stamps of every perceivable colour that can be named and some that can't. There were more colours and shades than a rainbow. I remember being asked, "Betcha never saw colours like these before, have you?" "Indeed not"! The colours were,

to me, only light and dark shades or a combination of the same basic colours, even though some were so intense and vivid that they were unforgettable. Unfortunately, as spec-tacular as the colours were, they are impossible to describe.

Despite the once-in-a-lifetime opportunity to buy some weird and wonderful coloured stamps at 'fire-sale' prices, compared with prices in today's market, I did not take advantage of the opportunity. At the time I just did not have the knowledge or the appreciation. Definitive issues depicting a monarch did not appeal to me. My priority was for large format commemoratives like our historical 'Jacques Cartier sighting land', the British classic, 'Saint George slaying the dragon', and, of course, the Spanish (gentlemen's all-time favourite) 'Naked Duchess' stamps.

I did not come across the subject of colours again until 1958. The occasion was the Adanac series in 'Maple Leaves' in which the term (very rare) 'pale sage green' was mentioned three times – twice in Part II and once in Part IV. Even though I had no idea what this colour



Sighting Land



Gentlemen's Favourite



Slaying the Dragon

was, the words 'pale sage green' stuck with me. It was the first time that I became aware of this colour. Another reason I remember this phrase was my curiosity...why did Adanac single out the pale sage green and not just 'sage green'? I reckoned that if there is a 'pale' there must also be a 'dark' as well, and if this pale sage green is very rare, the deep sage green must be very, very rare.

My mistake was that I did not follow-up on my curiosity. I was very young then and I was after queens, not stamp colours. It was also the final year of my tour of duty in France and I wanted to make the most of gai Paree (including the open-air stamp market). Looking back, I wish that I had, for I could have had a ball cleaning up on some of the French dealers as well as the dealers in Germany. Hindsight, of course is always 20/20.

After several years of trying to pinpoint this sage green by consulting with Admiral specialists, dealers, auctioneers and colour guides, I can say that I am only modestly conversant with the sage colour. I still have to refer to my home-made colour chart to refresh my 'colour memory' of sage green and olive bistre.

Should there be other members interested in pursuing this sage colour, these are my experiences. Normal colour vision is an asset. Daylight, but not direct sunlight, is better than artificial light to study colours. Mint stamps are better than used, as postmarks and soaking can distort and fade colours. It is less confusing to compare mint with mint, used with used, blocks with blocks and singles with singles. Colour guides are most useful when distinguishing colours within the same guide. Matching stamps with colours in the guide is not always satisfactory.

Although colours are a sight for sore eyes they can be very perplexing. This unique sage green is a classic example. Not only because there is a pale and deep sage green, there is also the olive bistre that is often mistaken for the sage. To make matters worse, both the Unitrade Specialised and the now defunct Canada Specialized catalogues list a sage green for the 7¢ and the 20¢. The latter is an entirely different colour. Gibbons, on the other hand, lists a pale sage green only for the 7¢. The only times I recall seeing the 7¢ deep sage green description have been in specialized auction catalogues. Is there an explanation? Will the real sage green please stand up?

**Editor's note: 'Admiral' is a popular brand of domestic refrigerator in Canada.*

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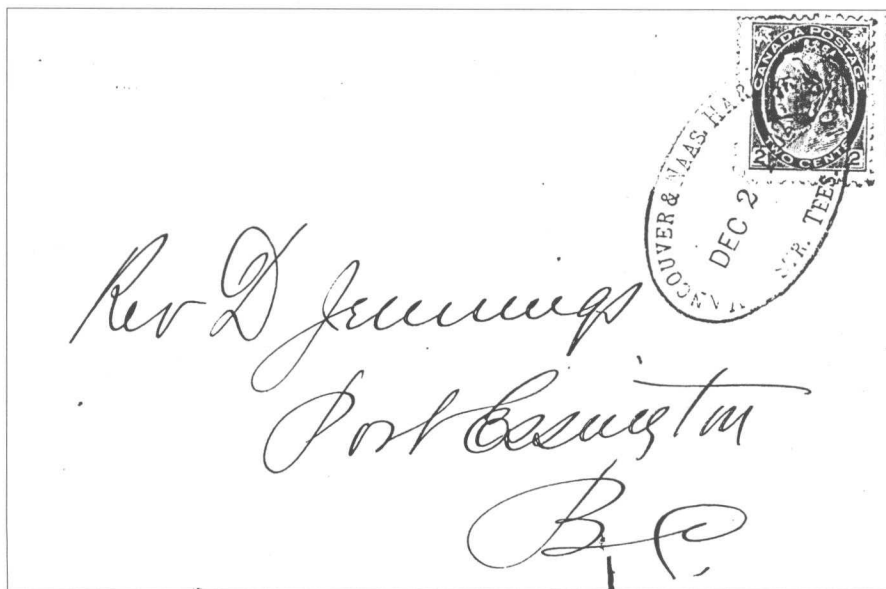
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EARLY RPO SHIP MARKINGS OF BRITISH COLUMBIA

Bill Topping

The Canadian Pacific Railway announced, on 12 January, 1901, that it intended to purchase the controlling interest in the Canadian Pacific Navigation Company. On 5 March, the deal was completed and James Troup was named as general manager. It would appear that one of the first moves made by Troup was to try to obtain the lucrative mail contracts for the routes formerly served by the CPN and to have the ships serving these routes established as quasi Railway Post Offices with the Purser serving as the mail clerk. It appears that he was successful, as the earliest reported R.P.O. marking from a C.P.R. ship is dated 9 September, 1901. At the same time the rival Union Steamship Company of British Columbia appears to have applied for similar R.P.O. status.

The first series of R.P.O. equipment provided to the C.P.R. and Union ships are similar in design and appear to have been issued by the Canadian Post Office Department. All markings are oval shaped and have the route at the top and the ship name or R.P.O. at the bottom. Those manufactured before 1907 have a single outer rim, while later hammers have a fluted rim and those issued after 1909 have a double outer oval. The following markings are known from the pre-1907 period.



Ludlow	Wording on hand stamp	Period
W-160	VANCOUVER & SKAGWAY / R.P.O.	1906-1907
S-14	VANCOUVER & NAAS HARB. / STR. TEES	1901-1908
S-16b	VANCOUVER & PORT NEVILLE, R.P.O. / STR. CASSIAR	1909-only,
S-16c	VANCOUVER & PORT NEVILLE, R.P.O. / STR. COMOX	1906-1908
S-24a	VANCOUVER & SKAGWAY, R.P.O. / STR. AMUR	1906-1911
S-24b	VANCOUVER & SKAGWAY, R.P.O. / STR. PRINCESS MAY	1904-1912

The earliest of these R.P.O. markings, reads 'VANCOUVER & NAAS HAR. R.P.O. / STR. TEES' and at least 20 copies of this marking have been reported, dated between September 1901 and February, 1904, when regular use seems to have ended. The problem is that the *STR. TEES* was rarely, if ever, used on the Vancouver to Naas Harbour route. Both CPN and CPR records clearly show that the *TEES* was assigned to the Victoria, Barkley Sound and Cape Scott route which also served Quatsino Sound. Throughout the period, the Naas Harbour route was served by the *QUEEN CITY* with the *AMUR* acting as relief ship. The *QUEEN CITY* made two trips a month, leaving Victoria on 1st and 15th and Vancouver on 2nd and 16th.

The cover overleaf was clearly dated by the Purser, 'DEC 2 1902' using the *TEES* R.P.O. date stamp, the back stamp shows a receiving date of 'PORT ESSINGTON/DE 5/02'. This indicates a delivery time of four days. Had the letter been mailed on the West Coast of Vancouver Island the four day delivery time would have been impossible and thus the letter had to have been handed to the Purser at Vancouver where it was date stamped. There are no reported markings for the *QUEEN CITY* prior to the proofing of an R.P.O. hammer on 6 March, 1909. Thus, although the R.P.O.

date stamp reads 'STR. TEES' it was probably used on the *QUEEN CITY* and never saw service on the *TEES*. Does this then mean that the R.P.O. date stamps used on the CPR ships were used on the route shown on the cancel and not necessarily on the ship indicated on the bottom line? A study of this cover and others from the same period indicates this may be the case.

The *PRINCESS MAY* marking, which reads 'Vancouver & Skagway R.P.O.', appears to have been correctly used, as the *PRINCESS MAY* served on the Skagway route throughout the period. Markings from the *PRINCESS MAY* (Ludlow S-24b) are fairly common, with at least two dozen reported. On the other hand, the *AMUR* served mainly on the Central Coast route to Rivers Inlet, but occasionally served as the relief ship to Alaska. R.P.O. markings from this ship are scarce with six being reported and only one, a post card written in 1907, can be identified with use in Alaska.

At the same time, markings from a number of CPR ships that served on the Northern British Columbia coast on a regular basis are unreported. These include *PRINCESS BEATRICE*, which served Alaska and the Queen Charlotte Island; the *DANUBE* and the *ISLANDER*, serving Alaska ports; the *QUEEN CITY* used to supply the Naas River canneries, and the *PRINCESS LOUISE*, serving the mid-coast to Rivers Inlet. The indication is that R.P.O. cancelling equipment, provided to the CPR, was used to indicate the route on which the mail was posted rather than to indicate the name of the ship serving on the route. This may explain why R.P.O. markings or other markings from some ships serving the North Coast are unreported.

The two Union Steamship markings, both reading 'Vancouver & Port Neville, R.P.O.' appear to have been used on the *CASSIAR* and the *COMOX*, which served on the inner B.C. coast as far north as Port Neville. The Union ships served the small logging camps and fish canneries, often making more than 50 stops along the route. Markings from these two ships are rare with two being reported for the *CASSIAR* and five for the *COMOX*. Since other Union ships rarely served the north coast it is likely that, unlike the CPR, the Union markings correctly show the route and the ship serving that route.

The preceding comments only apply to the early period of West Coast ship markings as the marks illustrated in the proof book for the post-1910 hammers usually contain the route served by the ship named on the date

stamp. A number of proof markings have yet to be reported used in mail and in almost all cases these proofs show a route which was not served by a ship shown on the proof strike.

Therefore, all the indications are that, prior to 1910, the R.P.O. hammers used on British Columbia coast show the name of the route from which the mail originated rather than the name of the ship on which it was posted.

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ST. JOHN'S MONEY ORDER OFFICE

Dean W. Mario

Money Order Office markings from Newfoundland are quite scarce. Only a handful of different types have been recorded, and few examples remain. The illustrated item (fig. 1) shows an unreported date of the 'MONEY ORDER OFFICE' oval type upon an unusual (and previously unreported) buff-coloured cover from the Money Order Department of the St. John's Post Office.

This marking type was first reported by N.D. Campbell, R.N.² Capt. Campbell reported a cover bearing a 14 November, 1903 date. Others have appeared since then (fig. 2) and a date of 17 August, 1903, is also known.³ Member Colin D. Lewis has illustrated elsewhere⁴ a 27 August, 1907, date on a postcard which appears to be the latest known usage so far. Further reports of

this marking, or any other Newfoundland 'M.O.O.' datestamps would be most appreciated.

'John Butt has noted only nine different types from St. John's and St. John's East from 1864-1949. See John Butt, 'The Postal Markings St. John's General Post Office and Sub Offices, 1840-1949: Ancillary Markings', BNA Topics, Vol. 50 no. 5 (1993), p.11. Also see a general examination of these markings in Douglas Murray's

Continued on page 206

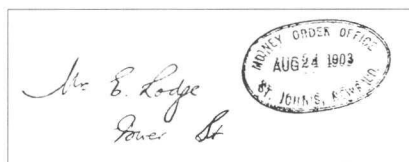
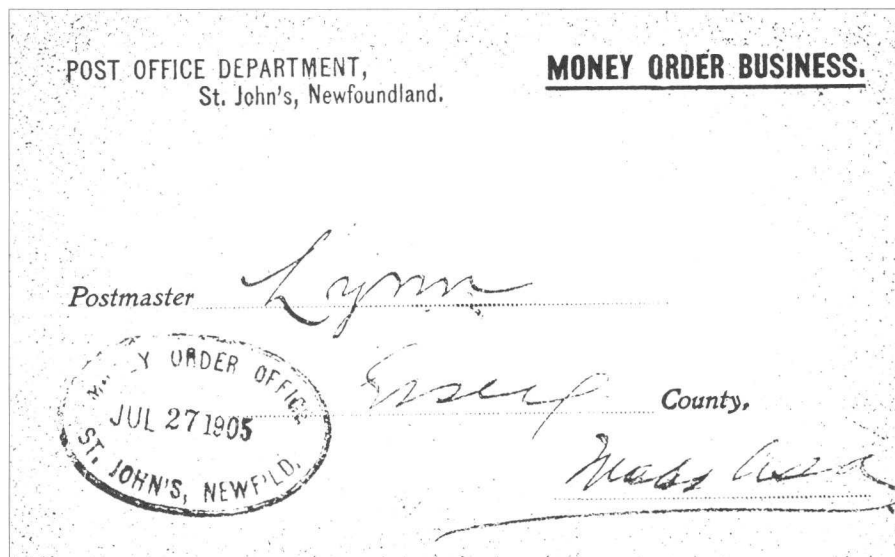


Figure 1 below, Figure 2 above



HOW TO BUILD A WORKING LIBRARY

R.B. Winmill

It is not infrequent that a request is received to build a working library. Advice cannot be given, however, unless several questions are answered.

Initially one must determine the purpose of the library. Is it to be used for academic and research purposes, if so, what research requirements are to be addressed? Is the research to be local postal history? Is it to be directed towards supporting an academic programme at a university? Precisely what is the purpose? In general, the more research oriented the function of the library, the more it must be oriented towards primary research materials such as PMG Reports and microfilms of documents, newspapers etc.

A collector will require a lesser degree of such material, if he seeks to write up an exhibit. If he is exhibiting only at local level or has a general interest only, he can rely solely on secondary sources such as periodicals and books.

However, other factors must be considered when building an appropriate library. Space is critical to many collectors, regardless of needs. Thus institutions and collectors alike may seek out documents, periodicals, books etc. on microfilm or microfiche. Research interests may even have to be narrowed to accommodate limitation of space. Given budgetary considerations at most institutions and certainly with respect to collectors, microfilm or microfiche may be the only possible answer because demand, combined with excessive rarity, results in high prices.

Having decided what the limit of the library is to be, particularly in relation to space and budget, it is time to commence developing the library as your individual tool.

How should one build the library? This depends on several factors. How urgently is the library needed? Can a balance be achieved between urgency and budget? In the experience of the author, who has been building libraries, largely for institutions, as part of his business, for 25 years, and to a far lesser extent for individuals, it is rarely the case that it must be developed immediately without regard to cost.

Typically the most cost effective means is to purchase a large library, usually on a private treaty basis, then plug the gaps by subsequent judicious purchase, either privately or at public auction. Very occasionally, some material will only be available as a photocopy. Another technique is to buy modest sized lots at auction, retain what is required and sell the balance either privately or at a subsequent auction. of course, ideally, one would wait until there is a glut of material of one description or another on the market and buy cheaply. This requires a certain amount of patience and money, so may not be practical. Often the best buys can be found abroad where demand is not so great as at home; however, a word of caution must be offered. Postal, bank and other charges frequently negate any putative savings. There is always the risk of loss or damage in transit. Moreover there are often taxes to be paid, such as Canada's notorious GST.

Purchasing privately, where possible, can often result in tax savings if one pays cash. The savings can be considerable, in some cases it is quite legal to avoid taxes in such a fashion.

The savings to be realised by patience, waiting for the right circumstances to arise, can be considerable. One library was assembled for only \$11,250, some \$22,500 below retail and/or average auction prices for such material. Even very popular items can be obtained at a substantial saving. For example, several auction lots of a desirable periodical came on the market from different estates and sources over an 18 month period. They fetched, \$1,500, \$1,200, \$1,000, \$1,000, \$850, \$600 and \$475 respectively. The astute purchaser of the latter two lots fared well.

Auction catalogues are an especially valuable tool for postal history and other research and are increasingly being recognised as such. As a consequence, demand for good houses and especially better sales is strong. Recently it has frequently been the case that the better sales can be more cheaply acquired by purchasing entire runs! Provided it can be facilitated in terms of space or can be marketed, this can be a very effective means of developing one's holding. The author once purchased a large holding of auction catalogues and periodicals for the sum of \$475, retaining all he

required and selling off the excess for several thousand dollars.

Retaining an agent to develop your library can often save a considerable sum because the agent will frequently be able to mesh the requirements of several clients and break up lots in the best interests of all concerned. of course you will usually fail to get all you want; however, an agent in whom you have confidence will treat all as fairly as possible so that ultimately you will realise your acquisition goals at a much more reasonable price.

This is but a brief approach to the subject of acquiring a library. It is by no means comprehensive but should provide a few useful suggestions to the neophyte bibliophile.

St. John's M.O.O. from page 204

'Newfoundland Money Order Offices', The Bull Moose, III, no. 3 (May 1994), pp. 103-104.

²See Palmer Moffat's 'Boxes and Ovals Update', in *The Newfie Newsletter*, ed. C.A. Stillions, no. 33 (Jan.-Feb. 1991), p. 8.

³Butt, p. 12.

⁴C.D. Lewis, 'Postal Use of St. John's Money Order Cancellor', *The Newfie Newsletter*, ed. John Butt, no. 64 (Jan.-Feb. 1997), p. 2.

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MARITIME MATTERS

Malcolm B. Montgomery

COMPULSORY REGISTRATION

The cover illustrated below was loaned to me by Art Leggett - I promised him at the time that I would do the necessary research and produce an article for one of the society journals.

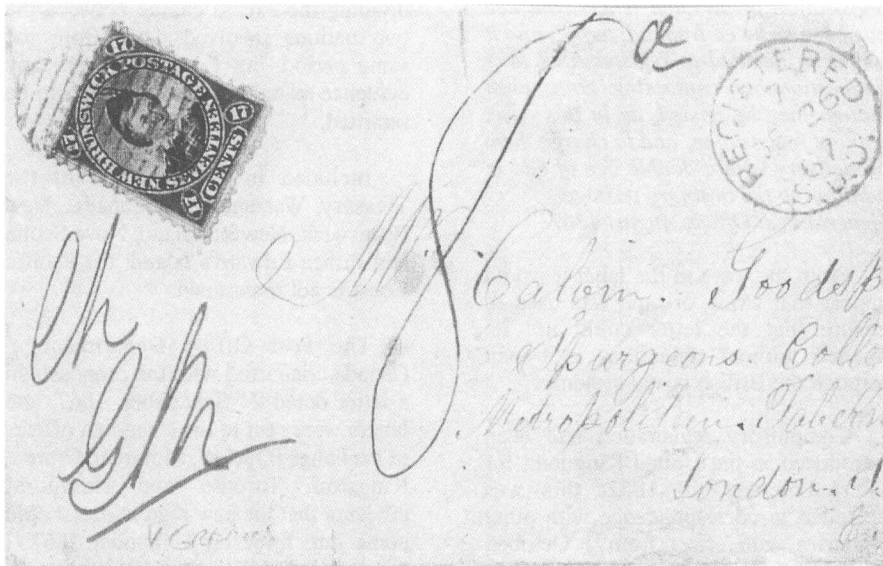
I did the research (mainly in the Post Office Archives at Mount Pleasant), and started drafting the article, only to find that Dr Michael Russell had provided a very comprehensive explanation for 'Maple Leaves', from notes provided by George Searles. I shall not repeat Michael's article here, it may be found in Volume 23, #5 and 6 (245 and 246).

Art Leggett's cover is special, in a number of respects: it was posted in New Brunswick, prepaid 17¢ for the

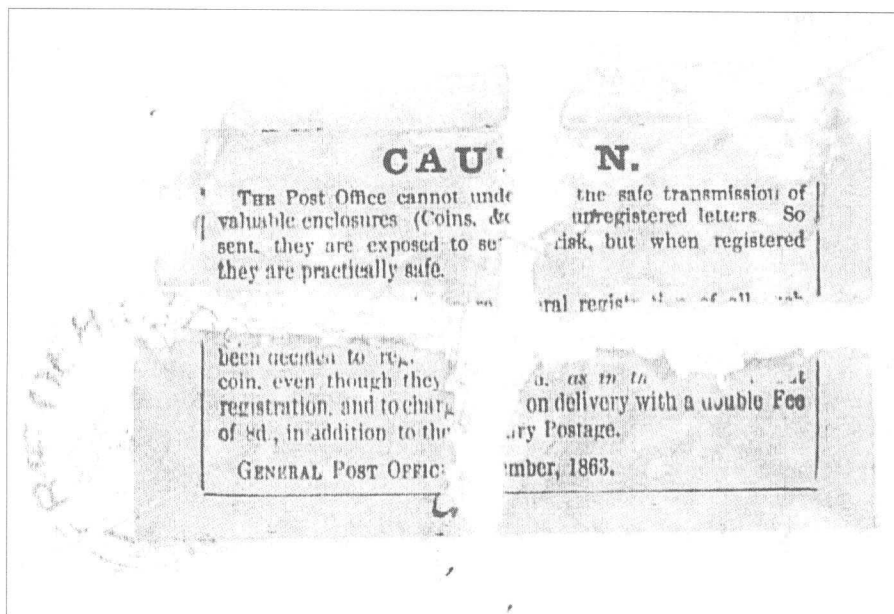
British Packet out of New York, this in itself is unusual, and the 17¢ stamp is rarely seen on cover. It was probably carried on the Cunard Line 'Persia', out of New York on 11 December, 1867, arriving Queenstown 22 December, 1867, thence to London. Posted on 4(?) December, 1867 (the Fredericton mark is not absolutely clear on my copy), the letter was compulsorily registered at the London Southern District Office on 26 December, and charged eight pence, twice the four pence fee - Happy Christmas for the addressee!

The label reads:

'CAUTION. The Post Office cannot undertake the safe transmission of valuable enclosures (Coins, &c) in unregistered letters. So sent they are



Fredericton, New Brunswick, to London, England, 4 December 1867.



exposed to serious risk, but when registered they are practically safe. As a step towards the more general registration of all such letters, the Fee has been reduced from 6d. to 4d., and it has been decided to register all letters unquestionably containing coin, even though they be posted, as in this case, without registration, and to charge them on delivery with a double Fee of 8d., in addition to the ordinary postage. General Post Office, August 1867.

From the tears in the label it would appear that string or tape was used to ensure that the letter could not be opened without detection, in transit through the British postal system.

Compulsory registration had been introduced in the United Kingdom, for internal letters, in 1862; this was extended to correspondence with other countries with effect from 1 October, 1867 (Treasury Warrant, 24 June 1867). The registration fee had been reduced

from sixpence to four pence on 1 February 1866 (Post Office Instruction #3, 22 January 1866). The proposal of dividing the excess charge between the two nations involved dates from the same period, but I have not seen any evidence as to how the sums were to be remitted.

Included in the schedule of the Treasury Warrant were Canada, New Brunswick, Newfoundland, Nova Scotia and Prince Edward's Island; the Pacific Coast is not mentioned.

The Post Office Department in Canada concurred with the proposals in a letter dated 24 September, 1867, and letters were sent to the Canadian offices of exchange (Quebec, Montreal, Ottawa, Kingston, Toronto and Hamilton) advising that the new regulations should come into force on 1 October 1867. I have no information on the reaction of the other BNA offices.

A NEWFOUNDLAND SHORT-PAID ITEM

Dean Mario



This item illustrates the unusual rectangular 'SHORT-PAID/Via Surface Means' auxiliary airmail marking from Newfoundland. The cover was sent from Corner Brook and is postmarked with a light RPO 'AU 1 194(1?)' CDS. This marking is often found on airmail covers in conjunction with airmail stamps but this is an exception.

In 1940 the correct airmail rate to the US, via New York, was 15¢ Because this

cover was short paid by 2¢ it was sent surface mail (the regular letter rate to the US was 5¢) rather than by airmail and incurring postage due. The item was also censored with tape and a censor's manuscript '41' is denoted on the reverse.

Reference:
Newfoundland Specialised Stamp Catalogue. 2nd edn. J. Walsh & J. Butt (1992)



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THE HUDSON'S BAY COMPANY'S DEAD LETTER OFFICE Letters Returned from New Caledonia as undelivered: 1832-1860 David Whiteley

The absorption of the North West Company by the Hudson's Bay Company in 1821 gave the HBC unrestricted access to vast lands west of the Rocky Mountains where, prior to 1821 the NWC had established a number of trading posts. To service the newly acquired territory the Company developed a series of overland routes from Montreal and York Factory to the two main trading posts in New Caledonia, Fort St. James in the North and Fort Vancouver in the South. For larger shipments of supplies and trade goods the Company used sailing ships departing from London every September and arriving on the West Coast of North America in March or April the following year. These Company ships also carried the year's mail for the various posts in New Caledonia. Over the years a significant quantity of this mail was returned to Hudson's Bay House as being undeliverable for a variety of reasons. Amongst the many documents now housed in the Hudson's Bay Archives in Winnipeg is a file of between 50 and 60 entire letters written by family members and sweethearts to their loved ones employed in the HBC's service on the west coast, all of which were returned to Hudson's Bay House, London, as 'Dead Letters' where they remained until discovered by researchers.

These letters are a sad reminder of the uncertainties of the times, the danger from both the elements and from attack

by hostile forces. Many of the letters have been endorsed as to the reason they were returned. The description of these letters that follows will illustrate the varied reasons why the letters were returned and why anxious relatives never heard from their loved ones again.

Letter #1: From Weymouth England to James Gordon Buck, Columbia River 1838, endorsed on the reverse "*James Gordon Buck has quitted the Service to be returned in the next Packet to the H.B. House*". (PAM HBC. E31/2/1 folio 31)

Letter #2: From Stranraer to John Crelly, Marriner on board the Barque Cowlitz, Care William Smith Esq. Hudson's Bay House, London, boxed Stranraer May 11 1845 d/s and red London May 13th, 1845 receiver rated 2d postage due in m/s and with a h/s. Endorsed on arrival Fort Victoria; "*Returned to England*". (PAM. HBC. E31/2/1 folio 78)

Letter #3: From Kincardine to Mr. Alex Duncan Columbia River in care of Will'm Smith Esq. 4, Fenchurch Street London. S/L KINCARDINE h/s. Additional ½d Scottish Road Tax h/s. rated 1s 2d postage to London. Two London receivers dated 7 & 9 November 1832. Red Company 'COL' cipher. (PAM. HBC. folio 98d.)

Letter #4: Letter from John Henry Hardy, Lighthouse Keeper Old Head of Kinsale Lighthouse, Kinsale, Ireland, to

his son Francis Hardy, Seaman on board the Brig *Lama* Columbia River, N. West Coast of South America, To the care of The Hudson's Bay Company House, Fenchurch Street, London. Kinsale May 19th, 1838 d/s. Boxed 'PAID TO KINSALE' h/s. rated 1/3, red square Paid May 20th 1838 London receiver. Red 'COL'. *cipher*. Endorsed on arrival 'Not in Columbia left H.B.C. service'. (PAM. HBC. E31/2/1 folio 121d.)

Letter #5: Letter from Mother, Isle of Lewis to Alexander Morrison, Labourer, Columbia River, care of Secr'ty H.Bay House, London. Postage to London paid with a 1d. red. Boxed Stornoway June 6th, 1845 d/s. Red London June 15th 1845 receiver, also London June 13th, 1845 receiver. On arrival Fort Victoria endorsed '*Left the Columbia District per Express, Spring 1846. J.L.*' (PAM. HBC. E31/2/1 folio 213d.)

Letter #6: Letter to William Johnston a Servant to the Hudson's Bay Company Inland or Elsewhere, York Factory, from London sent to Fort Vancouver. Endorsed '*Drowned in the*

Fraser River 1835'. No postal markings. (PAM. HBC. E31/2/1 folio 178d.)

Letter #7: Letter from Betsy Clouston, Stromness, Orkney Islands, to John Spence a carpenter Fort Vancouver, Columbia River. Care of William Smith Esquire, Hudson's Bay Company London. Boxed Stromness mileage b/s Boxed Kirkwell July 28th, 1843 d/s. Red circular Paid July 31st d/s & two red Paid London tombstones, 2nd August 1843 d/s. Postage stamp removed. (PAM. HBC. E31/2/1 folio 282d.)

Letter #8: Letter from Kincardine to James Thompson, Ship Carpenter—*Columbia*. To the Care of William Smith Esq. Hudson's Bay House, London. Boxed Kincardine August 22nd, 1842 d/s. Circular August 23rd. 1842 d/s. Endorsed with the Company '*COL*'. *cipher* in red. Stamp removed. On arrival endorsed '*Home per Cowlitz*'. (PAM. HBC. E31/2/1 folio 274.)

Letter #9 (*illustrated on page 212*): Letter from Mary Walsh to brother Thomas Walsh, Fort Victoria,

1998 CONVENTION AUCTION

**The 1998 Auction will be held on Saturday 12 September, 1998
at the Ivy Bush Royal Hotel, Carmarthen**

All lots should be sent to Colin Lewis, 62 Craiglwyd Road, Cockett, Swansea, SA2 0XA (Telephone: 01792 206518), to arrive not later than 31 March, 1998.

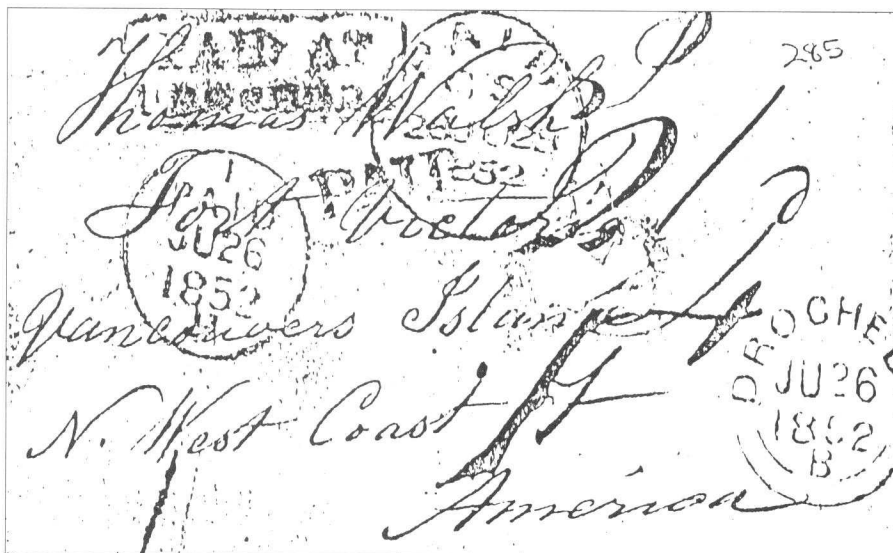
Only BNA material is acceptable and lots should be accompanied by a brief description and estimate. Any reserve should be clearly stated.

Single stamps and small lots should be mounted on card.

No responsibility can be accepted for loosely mounted or badly packed material.

Commission on sales will be charged to the vendor at 15% with a minimum charge of £1 per lot sold. Unsold lots will be charged to the owner at 50p per lot.

There is still no buyer's premium



Vancouver's Island, N. West Coast of America. Red boxed PAID AT DROGHEDA d/s. double split ring Drogheda July 26th, 1852 d/s. Drogheda

Paid July 26th, 1852 d/s. Also red paid July 28th, 1852 London receiver, rated 2/4d double letter rate by Cunard packet to Montreal then by Company mail to

WARDROP & Co LIMITED

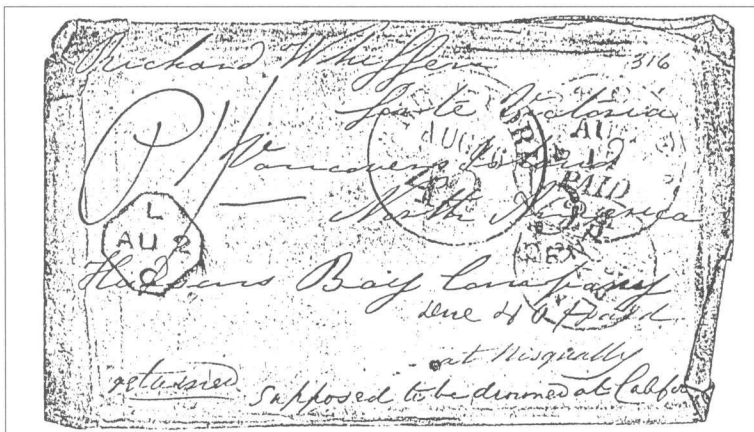
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West Coast. Red PAID h/s. (PAM. HBC. E31/2/1 folio 310.)

Letter #10 (illustrated above): Letter from Cecilia Welch, Bromley, Kent to her cousin Richard Whiffler, Forte Victoria, Vancouver's Island, North America, Hudson's Bay Company. 1/- postage paid to New York by Cunard Packet. (S.S. Niagara, dept. L'pool 3 August arrived

New York 16 August 1850). New York Exchange Office August 16th, 40¢ due accountancy stamp. Also red August 17th, Paid 24¢ accountancy mark. Sent through United States Post to the West Coast, received at Nisqually by H.B.C. messenger and endorsed 'Due 40¢ Paid'. Endorsed at Fort Victoria 'Returned Supposed to be drowned at California'. (PAM HBC. E3 1/2/1 folio 316)

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Annual subscription, due on 1 October 1997, £14.00, payable to the Society,
to: Dr John Gatecliff, Subscription Manager

The dollar equivalents are \$31 CAN (+ \$5.00 if airmail delivery required) and \$23 US (+ \$4.00 if airmail delivery required)

It would help the Society considerably if Canadian and US members pay in \$CAN / US via Wayne Curtis as we are liable to a bank handling charge of £6. Please make your cheque payable to Wayne, his address is PO Box 74 Stn A, Toronto, Canada M5W 1A2

Members who have not paid the current year's subscription by 30 April will be removed from the *Maple Leaves* circulation list.

CONVENTION 97

Some 70 members and spouses, including a strong contingent of old friends from Canada, the US and South Africa, converged on the Yorkshire spa town of Harrogate for the 51st Convention, to be welcomed by the President Frank Laycock and his wife Pat.

Delegates were treated to fine displays of Canada's first two issues, including stamps, covers and collateral material, by Lew Warren. A surprise item among the collateral material was a fully grown beaver, duly stuffed and mounted, which was wheeled in to be greatly admired. The treat was made possible by the efforts of members Joe Smith, Don Wilson and Bill Robinson who all collaborated to acquire the beast, pack him up and steer him past a doubting airport staff.



Our Furry visitor.

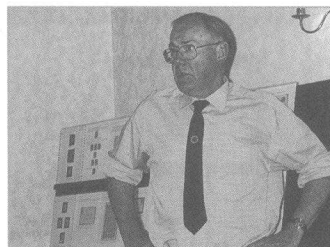
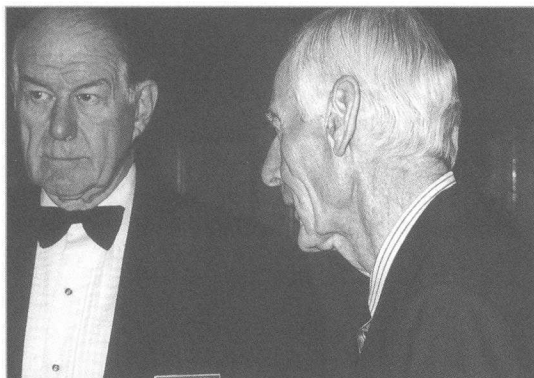
David Sessions showed that part of what may be the finest collection of BNA fakes and forgeries in existence which covered Vancouver Island, British Columbia and the bogus issues of BNA, many of the latter being due to the genius of S.A. Taylor. Charles Hollingsworth gave a display of Street cancels, the examples of postmarks

being interestingly highlighted with appropriate picture postcards. Horace Harrison showed his superb array of Money Letters (1802-55), which included several unique items. On Saturday morning, Colin Banfield showed part of his extensive 1897 Jubilee collection, which aroused much interest, but the 'daddy of them all' was the large gold medal collection of the Newfoundland Decimal Issue displayed by Bill Lea on the Friday evening.

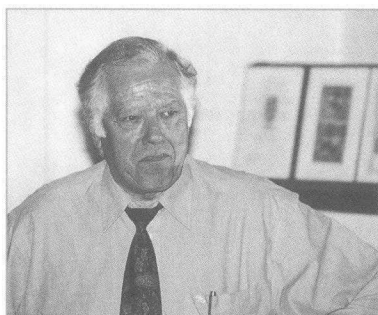
Competition entries were introduced, displayed and judged; the worthy winners will be found in the Secretary's report in the 'Society News' section of this issue.

Social events included a visit to nearby Harewood House and to the newly opened Royal Armoury at Leeds. Non-philatelic spouses went to the theatre on the Friday evening where Ken Dodd, a genuinely funny Liverpudlian, entertained the audience till well after midnight. At least that's what the ever-trusting other halves were told!

Saturday afternoon featured the annual auction where spirited bidding ensued, particularly for postal history items or material in really fine condition. The Convention was rounded off with the banquet at which the president's guests this year were James and Pat Grimwood-Taylor of Cavendish Auctions. At the close the newly installed President, Neil Prior, announced that next year's event will be held at the Royal Ivy Bush Hotel, Carmarthen, from 9-12 September when, once again, we hope to renew 'auld acquaintance' and make some new ones. **JH & DS**

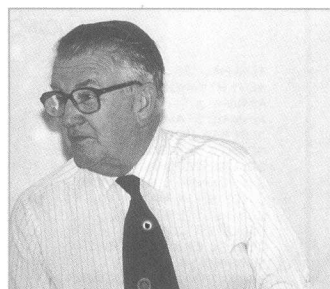


*Above: Ged Taylor.
Below: Dr. Charles
Hollingsworth*



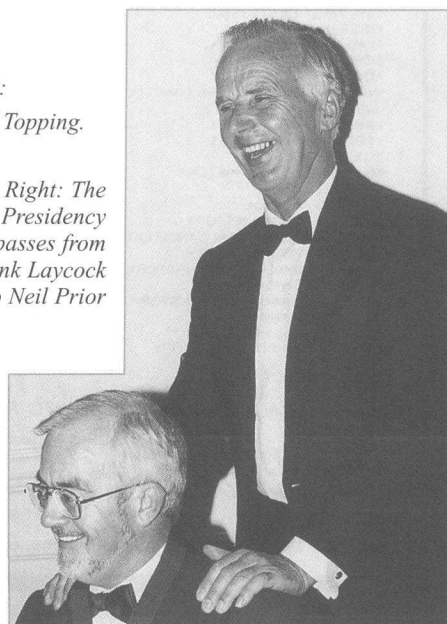
*Above:
Bill Robinson
and Hans
Reich.*

*Left:
Len Warren*



*Left:
Bill Topping.*

*Right: The
Presidency
passes from
Frank Laycock
to Neil Prior*





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CENTENNIAL (1967) ISSUE
CINDERELLA MATERIAL
DEAD LETTER OFFICE
DISASTER COVERS
DUPLEX CANCELLATIONS
EDWARD VII ISSUE
EXHIBITION & FAIR COVERS
FANCY NUMERAL & SPECIALTY CANCELLATIONS
1859 FIRST CENTS ISSUE
FIRST DAY COVERS
FLAG CANCELLATIONS
FOREIGN COVERS
FORGERIES
INTERNATIONAL MACHINE CANCELLATIONS
JUBILEE ISSUE
LARGE QUEEN ISSUE
LEGISLATIVE MARKINGS
LITERATURE
MANITOBA POSTAL HISTORY
MAP (1898) ISSUE
MAPLE LEAF ISSUE
MILITARY POSTAL HISTORY
MOON, MOTO & POCON CANCELLATIONS
NASCOPIE POSTAL HISTORY
NEW BRUNSWICK POSTAL HISTORY
NEW BRUNSWICK STAMPS
NEWFOUNDLAND POSTAL HISTORY
NEWFOUNDLAND STAMPS
N.W.T. POSTAL HISTORY
NOVA SCOTIA POSTAL HISTORY

NUMERAL ISSUE
OFFICIAL STAMPS
OFFICIALLY SEALED STAMPS
O.H.M.S. PERFIN
ONTARIO POSTAL HISTORY
PATRIOTIC COVERS & POSTCARDS
PENANCE ISSUES
PERFIN (PRIVATE)
PLATE BLOCKS
POSTAGE DUE ISSUES
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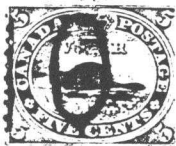
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LETTERS TO THE EDITOR

Derrick Avery

10(¢) POSTAGE DUE

Reading the article 'Ten and Ten' in the Jubilee issue of 'Maple Leaves' reminded me that I have a similar charge mark on a 5¢ Beaver of 1859.



As will be seen from the illustration, the figure '1' overlaps the perforations on the left hand side and I am wondering whether the postage due mark would be applied to a pair of 5c stamps to raise the 10¢ charge.

I hope this note will provide someone with food for thought.

Judith Edwards

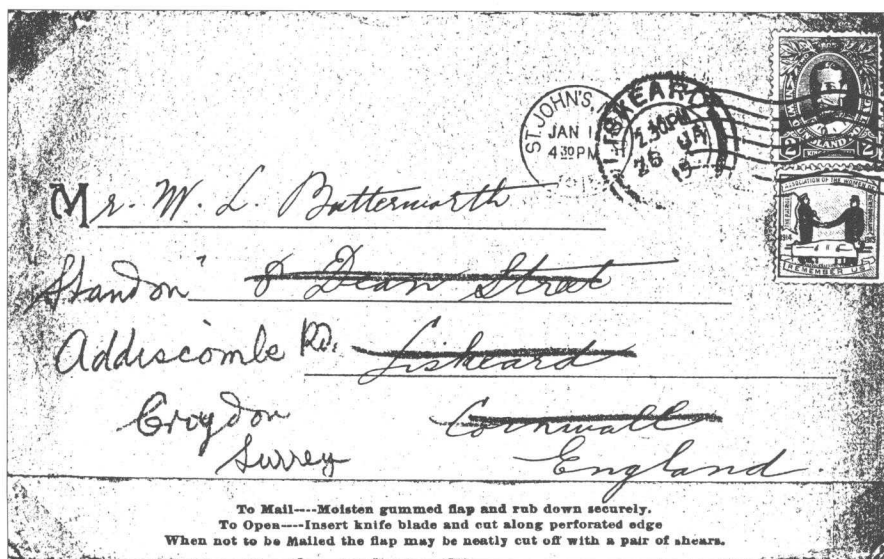
CHARITY STAMPS OF NEWFOUNDLAND 1915-1918

Dean Mario's article on the Patriotic Association of the Women of Newfoundland, in the last issue, posed some interesting questions.

I have six unused examples of the label and all have one side imperforate. They were, to my knowledge, printed by Ayre and Sons in St. John's in sheets of 50, obviously the outer edges of the sheet were imperforate. The numbers printed are not known but we are not talking large amounts.

An unused stamp is not that scarce, but one tied to a cover is and I show an example here.

A greater mystery though is the second label illustrated, this is salmon



pink in colour and rouletted on all sides. It is supposed to exist in green but I have never seen one, nor have I seen an example tied to card or cover.



Information on this latter label would be greatly appreciated.

Dean Mario

CONTENTS MISSING

This previously unrecorded auxiliary marking from the General Post Office in St. John's, Newfoundland, may be of some interest to members. Although on a philatelically inspired commemorative cover, the marking was seldom used. Their Majesties visited the Island in 1939, so this cover was no doubt used as a reminder. The unusual marking, however, gives it a bit more relevance in the eyes of the purists.

Derrick Avery

'DOTTY' SMALL QUEENS

With reference to the article on Large and Small Queen varieties by John Wannerton in the August issue, I will place the illustrations in what I believe to be the correct order.

Fig. 3 is cancelled with an 'R' in an oval, which was introduced in 1886 and can normally be found on Montreal and second Ottawa printings.

Early Montreal plates were laid down with the aid of a guide dot at the lower left corner of the design and, in this case, the transfer roller was rocked from bottom to top to impress the design into the printing plate.

Stamps from the left vertical row on these plates do not show a dot at the lower left corner and, very often, on stamps from other positions on the sheet, the guide dot is obscured by the stamp design. I think inspection of the third stamp might show a guide dot at the lower left corner and this may apply to the other stamps in the strip.

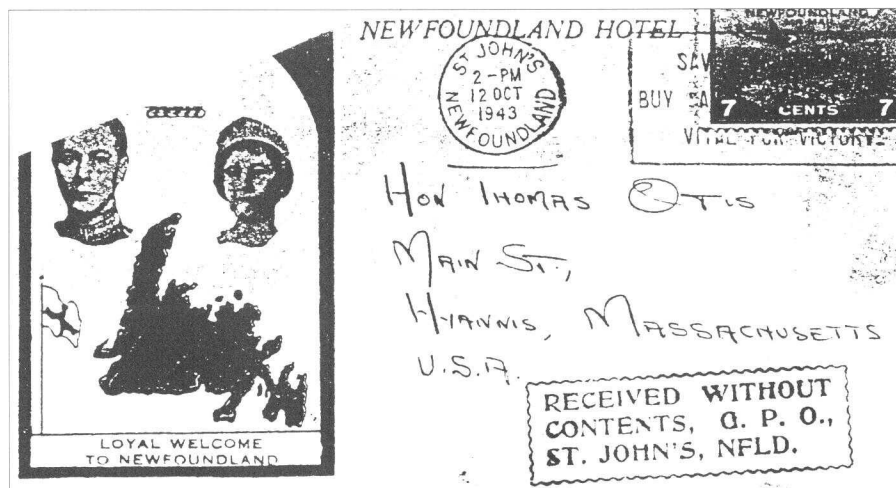


Fig. 2 is postmarked 1895 and appears to be a printing from one of the Ottawa plates, made in 1892 or later for the 1¢, 2¢ and 3¢ values. These plates were laid down, with the aid of horizontal guidelines, with a guide dot at the right centre of the design. In this case the transfer roller was rocked from centre to top and from centre to bottom to impress the design into the plate.

I think close inspection of the first stamp in the strip will reveal a guide dot at right centre between the vignette and the outer circle. If a guide dot is found at the left centre of the design then this would normally indicate a late Montreal plate made in 1886/7 for the 1¢, 2¢ and 3¢ and 5¢ values and used for late Montreal and second Ottawa printings.

Derrick Avery

INK JET MARKINGS

With reference to the article 'Recent Ink Jet Markings', by Dean Mario, in the April 97 issue, I suggest that figs. 10 to 12 are not 'stuttering' sprays.

The covers have been through the machine twice and, if my readings are correct, fig. 10 is dated 13.01.97 and 14.01.97, with different times; fig. 11 is timed 04:56 and 09:24 on 14.01.97; fig 12 is timed 02:06 and 08:55 on 07.01.97.

In the August issue (p131) the true fig. 14 to the original article is illustrated, showing the incorrect year date '00, for '97'. I would point out that the ink jet date 01 01 00 does not agree with the meter mark date of 7.1 '97. It may be that the ink jet date is a correction mark similar to the date corrections found on our own Royal mail postings.

Hans Reiche

THE 10¢ CONSORT

Recently Jim Watt showed me a photograph of a 10¢ Consort with the well known flaw on the right side of the right frame, opposite the 'S' in 'Cents'.

Looking at the photo, one notices a clear re-entry at the bottom of the 'S', plus some slightly protruding lines on the inside oval just above the 'S'. This re-entry has not previously been reported, as far as can be established. At the same time, one can see a break in the vertical shading lines to the right of the 'S'. The photo, in dark brown, will not reproduce well so a sketch has been prepared to show this variety.

The flaw is that described by Major G. A. E. Chapman as: E. Ornament, a marginal splash against frame level with bottom band.



SOCIETY NEWS

From the President

I am honoured to have been elected President of the Society for the coming twelve months.

I have been fortunate enough to attend 16 Conventions since Cambridge, in 1976, and I can truthfully say that each one has been an extremely enjoyable philatelic feast and, it goes without saying, a great success.

It is with very great pleasure, therefore, that I invite you to The Ivy Bush Royal Hotel in Carmarthen from Wednesday 9 to Saturday 12 September, 1998, for our 52nd Annual Convention. This will be the first occasion the CPS has ventured into South Wales. Carmarthen is a small, lively market town and, to quote the hotel brochure, "the gateway to the Golden West". The hotel, a favourite haunt of Lord Nelson and Lady Hamilton, has quoted very competitive rates for the event.

Booking forms will, as usual, be included with the April *'Maple Leaves'* and I hope that the provisional programme will tempt you to come along. At the time of writing, the programme includes Registered Mail (Leigh Hogg); Large Queens (Stan Lum); Yukon Airways (Bill Topping); Rural Mail Delivery (Sandy Mackie) and The Welsh Connection (mini displays by some Welsh members). A session will also be devoted to short displays by members attending.

Colin Lewis has agreed to act as Auction Manager and his advert appears on page 211. Don't delay, sort your material out **NOW!**

The two afternoon social events have yet to be finalised, more detail will appear in the April issue. In the meantime, don't forget to enter the dates 9-12 (or even 13) September in your brand new 1998 diaries.

From The Secretary Annual General Meeting

The following is a summary of the main points from the 1997 AGM. Copies of the minutes are available from the Secretary on receipt of a stamped addressed envelope.

President Frank Laycock welcomed those present and thanked those who had helped run the Convention. A minute's silence was observed in memory of Dr. M. L. Baron, Mr. A. L. Harris, Mr. J. P. Lundberg, Dr. M. M. Russell, Mr. A. R. Walker, Mr. R. Lowe and Mr. A. B. Auckland (ex-member 55) who had died during the previous year.

*Summaries of the
Officers' Reports follow.*

Chairman Arthur Jones – The life of the society depends on its officers and members should be appreciative of their efforts. There appears to be a rising interest in Section meetings.

Secretary Tom Almond – Membership has risen by 10 to 465 over the year which is very encouraging. The new version of the Handbook will include the Society Rules. Thank you to all the officers and members who supported me throughout a very enjoyable five years in office.

Subscription Manager John Gatecliff

– 94 members had not paid at the end of 1996, 14 were eventually removed from the roll.

Librarian Colin Banfield

– An increase in activity resulted in 22 books being borrowed which is very gratifying. He wishes to relinquish the post of Librarian as soon as possible after a considerable time in office. He will of course continue to fill the post until a replacement is found

Editor David Sessions

– Offers his thanks to all contributors for their support. The letter pages are always popular and sensible contributions are always welcome. It is too late to include E-mail addresses in the forthcoming Handbook. In future they will be included in the Maple Leaves lists of membership changes and added to the subsequent Handbook.

The time will come when a new Editor must be found and it will be in the society's interest for the change to be made in an orderly fashion. It is essential that someone who is prepared to take on the job in due course is found and eased into the post.

Packet Secretary Hugh Johnson

– The past year has been very successful with 9 circuits now operating. 16 packets have been circulated and sales have been reasonable. Precancel and Newfoundland circuits have been introduced. There is always a great need for more material, particularly from the Mari-times.

Covermart Secretary Malcolm Jones

– Results for 1996-97 were similar to the previous year. Over 100 lists have been circulated, containing almost 3000

items available to members. A return of £100 has been made to the Treasurer for society funds. The priorities are to maintain the service and extend the circuit to more members.

Handbooks Manager Derrick Scoot

– 14 books and 29 binders were sold in the year. The latest binders were purchased at an increased price which will be passed on to members.

Advertising Manager Brian Hargreaves

– Income from display advertisements has been buoyant during the year and we have had several ads from new contacts. After many years without an increase, a decision has been taken to raise the display rates to £30 for a whole page and £16 for a half page. Classified ads from members remain sparse.

Publicity Manager John Hillson

– News of the Perth Convention and local meetings was published in British stamp magazines and ABPS News. Members should send him information on CPSGB meetings that have taken place or are planned.

Treasurer John Hilison

– Unfortunately Direct Debit now attracts a quarterly 5p charge from the bank. An additional 20p pa will be collected from DD payers with effect from October 1998. This is the cost of a second class stamp and it ensures that a member will receive the discount for early payment. Annual charges remain unchanged at:

£14 subscription for 1997/98 with a £2 discount for payment before 1 January; Life Membership, 20 times the annual subscription with a concession of 50% for members over 65; unlimited Corporate Membership is no longer offered.

The following nominations were proposed, seconded and approved by the meeting:

President: Mr. G. N. Prior

Vice President: 1998/1999

Mr. L. Taylor

Vice President: 1999/2000 **Vacant**

Secretary: Mrs. J. Edwards

Treasurer: Mr. N. J. A. Hillson

Committee Member: Scotland.

Mr. J. C. McClaren

Committee Member: North.

Miss J. Sanderson

Committee Member: South.

Dr. D. Sanderson

Auditor: Mr. L. Taylor

The officers appointed by the Committee are listed inside the back cover of *Maple Leaves*.

Mr. Banfield announced that the Fellows would be making no recommendations for Fellowship and that the Founders Trophy had not been awarded this year.

Mr. Banfield reported that the London Section would meet from October to May on the third Monday of the month in his London office. Mrs Jane Moubray FRPSL would be giving a display to the section on 17 November.

Dr. Sanderson reported that the Wessex Group meets three or four times a year in members' homes. Members should contact her to confirm dates of meetings.

Mr. Hillson reported that the South Scotland / North England group met three times a year in Crawford.

Mr. Prior reported that the South West Group continued to hold its annual

meeting at the Bristol Federation's annual convention in Portishead. The next meeting will be on the second Sunday in August, 1998.

Mr. Avery reported that the Notts. and Derby Group planned to hold a meeting in 1998.

The Publicity Manager pleaded for all group leaders to send him details of meetings that are planned or take place. He will arrange for these to be publicised in the Philatelic Press.

The incoming President, Mr. Prior, reported that the 1998 Convention would take place between 9 and 12 September, 1998, at the Ivy Bush Royal Hotel, Carmarthen.

Competition and trophy winners were as follows:

Class 1a

1st. PEI 3d Stamps, 1861-72.

M. R. Cusworth. Awarded The Stanley Godden Trophy

Class 2

1st. To One Decimal Place, Canada 1859 Issue.

M. B. Montgomery

Awarded the Henderson Quaiche

2nd. Canadian Siberian Exhibition.

W. G. Robinson.

Awarded the Admiral Cup

Class 3

1st. W.W.II Patriotic Covers.

T. E. Almond

Awarded the Bunny Cup

2nd. Canadian Airlines.

H. R. Johnson

Best Research Articles in Maple Leaves

Hudson's Bay Company.

D. H. Whiteley

Awarded the Aikens Trophy

Local Groups

The London Group has a full programme of monthly meetings through till May. It started in October with a 'New Acquisitions' night and in November the President of the 'Royal' gave a display to members.

The Scots met at Crawford in October with Canadian material and members' 'other interests', which included an interesting show of Canada-related stamps issued by other countries, given by Bill McVey. The next meeting is scheduled for 4 April.

The Wessex Group also had its first meeting of the season in October with a display of Dr Dorothy Sanderson's Transatlantic Mail entry in the San Francisco International being the highlight of the evening. Next meeting will be on 22 January.

Display in Birmingham

Alan Spencer is presenting a display 'Canada Through the Ages' to the Birmingham PS on Wednesday 25 February. An invitation is extended to members in the West Midlands to go along and make it a 'Canadian Evening'. The venue is the Birmingham & Midland Institute in Margaret St. and kick off is at 6.30 p. m.

FORTHCOMING EVENTS

1998

Jan 19 London Group

Jan 22 Wessex Group

Feb 16 London Group

Feb 25-March 1 STAMPEX, London, Business Design Centre, Islington, 52 Upper Street, London

Mar 16 London Group

Apr 4 SC. Scotland Group, Crawford

Apr 20 London Group

Apr 23-26 STAMP '98 Wembley

May 19 London Group

Aug 9 S.W. Group, Portishead

Sep 9-12 CPS of GB Convention, Ivy Bush Royal Hotel, Carmarthen

Nov 21-22 ABPS Exhibition, Hove

Overseas

May 12-21 ISRAEL '98, Tel Aviv

Sep 4-13 PORTUGAL '98, Lisbon

Oct 8-10 BNAPEX, Orlando, USA

Oct 20-25 ILSAPEX '98, Johannesburg

Oct 23-Nov 1 ITALY '98, Milan

1999

Mar 20-29 AUSTRALIA '99 Melbourne

Apr 27-May 4 IBRA '99, Nuremberg

Jun 26-July 4 PHILEXFRANCE '99 Paris

Aug 21-30 CHINA '99 Beijing

Oct 5-10 BULGARIA '99 Sofia

2000

May 22-28 STAMP SHOW 2000, Earl's Court, London

May 30-June 4 WIPA 2000, Vienna

Aug 11-20 INDONESIA 2000 Bandung

Oct 7-15 ESPANA 2000, Madrid

Nov 18-19 GLASGOW 2000 Scottish Exhibition and Craft Centre

Details of London Group from Colin Banfield 0181 281 0442 (home) or 0171 407 3693 (office); Wessex Group from Dr Dorothy Sanderson 01794 523 924; S&C Scotland from John Hillson 01461 205656. Contact for West of Scotland is Bill McVey 0141 637 6853 and for S.W. Group, Neil Prior 01656 740520.

AMENDMENTS TO MEMBERSHIP

to 15 November 1998

New members

- 2772 Carter, R.A. 1, Lindsworth Road, King's Norton, Birmingham, B30 3NH
2773 Clark, R 17 Orchard Close, Wenvoe, Cardiff, CF5 6BW
2774 Unwin, Alec The Company of Stamps, P0 Box 1686, WA 98009-1686, USA
2775 Pawluck, W. S. P0 Box 396, Station 'M', Calgary, AB, Canada, T2P 2J1

Resigned

- 2380 Clark, Mrs. B.A.
517 Orkin, Mrs. S. F.
2641 Moss, B.J.
2756 The Lord Spens

Deceased

- 1157 Ludlow, L.M.

Change of Address

- 1448 Bell, Mrs M. J. change postcode to S017 2RF
2656 Library of Congress., ACINU section, 101 Independence Ave SE, Washington, DC 20540-4171, USA
2644 Mansfield, P 37 Thorley Hill, Bishops Stortford, Herts, CM23 3NE
637 Harris, M. A. 42 The Street, Puttenham, Guildford, Surrey, GU3 1AR
2457 Gartland, T. E. Flat 39 Metropole Court, Minehead, Somerset, TM4 SQR
2691 Morrow, T. A. 3747 Dezell Drive, Prince George, BC. Canada, V2M 1A1
2203 Winmill, R. B. add pos.tcode N6A 1G4
2561 Lunn, R. 27 Mill Bank Road, Nasonworth, NB. Canada E3C 2C5

Change of Interest

- 2277 Bunt, J. P. PH(C), RPO(N)
2719 Coutts., Forename CECIL, not CYCIL

Revised Total 463

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Maple Leaves

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ESTABLISHED 1918

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April 1998

Whole No. 267

EDITORIAL

Competition entry form and booking form are enclosed with this issue. As always, we ask you to get your forms completed and returned to the appropriate officer as soon as possible. As you will see from the booking form, your reservation must be received by 31 July if you wish to take advantage of the special Convention rate.

The millenium International, Stamp 2000 in London, may seem a while off but a tremendous amount of preparatory work goes on well in advance. Members considering entry may be encouraged by the fact that the Society is donating a trophy for the best BNA exhibit, so there's the chance of a prize as well as a coveted medal. The trophy will be a five inch diameter quaich (that's a two-handed Scottish drinking vessel).

Our old friend Dick Malott advises that the long-awaited catalogue 'The Airmails of Canada and Newfoundland' is now available. At 552 pages it contains all the basic information you might need on aero and astrophilately of the area. The cost is \$50 CAN plus \$5 postage, send your cheque (payable to Richard K. Malott) to Dick and he will do the rest. A review will appear in the next issue.

We have now seen the new book published as a tribute to the late Allan Steinhart. It is a fine mixture of tributes, anecdotes and a number of Allan's articles, some not previously published. Anyone who had serious dealings with Allan will find much to enjoy.

Continued on page 257

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Part 2 – Proofs

The Yellow Peril

There are some mighty fine articles in our Journals. Insofar as Admirals are concerned the two that impressed me most were those by A.E. Stephenson and 'Adanac'. The tell-tale illustrations in Stephenson's report told me at a glance that the profile of the King is a composite portrait taken from two photographs. The photo by W. and D. Downie showed the King in the uniform of a Field Marshall of the Army and the picture by Walter Barrette showed the King in a uniform of an Admiral of the Fleet.

Although 'An Approach to the Admirals' by 'Adanac' has few illustrations it is, to me, a fine introduction to these issues. I had to read the seven-part series a few times to get the picture. These notes are based partly on this 'Approach', partly on my experiences thus far in collecting these stamps, and partly on the stamps shown at the Bournemouth Convention in 1995. My purpose is to elaborate on some of the aspects mentioned by 'Adanac' and to present a brief pictorial overview of some of my favourite Admiral stamps to would-be collectors.

Admirals are fascinating but extremely complex stamps. It seems that the more I learn about them, the less I know. While drafting these notes I have encountered frustrating questions that boggle the mind (mine!). I have listed some of these points at the end.

If Admiral proofs were more plentiful they could be a very interesting study. Unlike other issues, Large Queens for example, there are no Admiral plate proofs in private collections. The closest

Photos by Ian Robertson

things to plate proofs I have are two sets of imperforate pairs of the later issue – 4¢, 5¢ violet, 7¢ red brown, 8¢, 10¢ bistre brown, 50¢ and \$1. Because these imperfs were not sold over the post office counters, I placed one set in my proof section annotated 'plate proofs in colour of issue'. The other set is with the regular 1¢, 2¢ and 3¢ imperfs, but only because they are listed in the catalogues as imperf stamps.

Die proofs (quantity unknown), on the other hand, are in collectors' hands; infrequently sold in auctions and rarely seen in dealers' lists. Their scarcity and high prices have put die proofs beyond the reach of some collectors. This unfavourable situation, however, was improved remarkably on 13 September 1990, when Christie's Robson Lowe sold the American Bank Note Company Archive's British North American proofs. There were no less than 18 lots in the Admiral section and one lot in the Air Post – War Tax section. The first four lots were: 1876 – artist's preliminary models, consisting of a series of photographs of the King from which the chosen design was selected; 1877 – 20¢ stamp-size composite models; 1878 – 2¢ and 20¢ stamp-size photographic models and lot 1879 – a 1¢ stamp-size die proof on glazed card. The remaining lots (1880-1893 and 2114) were die proofs of the regular and war tax stamps. According to the catalogue descriptions, a total of 186 proofs were offered. The following is a breakdown:

1¢ green 1, 1¢ yellow 14, 2¢ carmine 4, 2¢ green 14, 3¢ carmine 1, 4¢ olive bistre 16, 5¢ blue 4, 5¢ violet 14, 5¢ green 1, 7¢ yellow ochre 1, 7¢ red brown 14, 7¢

orange 2, 8¢ blue 14, 10¢ plum 1, 10¢ bistre brown 13, 20¢ olive green 15, 50¢ grey black 14, 50¢ dull blue 4, \$1 orange 11, 6¢ carmine 13 (*unissued*), 2¢ carmine War Tax 1, 1T¢ carmine Die I 1, 1T¢ carmine Die II 11, 1T¢ brown Die II 2.


As the average size of the lots was slightly more than a dozen proofs, a good portion of the lots was probably bought by the trade. Recently, a dealer offered me a selection from this sale – priced from \$500 to \$2,500 each. Prior to the Christie auction the lowest-priced proof was about \$1,000.

Just as the availability of die proofs is interesting, so is their production. In a nutshell, those elements of the design that were common to all the stamps (the upper part) were engraved on a master die. After approval the die was hardened


so that a transfer roll could be made from it, this was in turn hardened so that it could be used to lay down a large part of the die for each of the values. The stems of the leaves, the numerals and numeral boxes, the denomination words, the lines of shading and the remainder of the frame were then engraved on the die of each denomination.

The die for the 2¢ was the first to be completed. Two proofs of this die were sent to the Post Office Department. After approval, they were submitted to the King for his acceptance. Once the proofs were accepted, the American Bank Note Company in New York proceeded to engrave the dies for the other six values.

All the dies for the original seven values – the first issue of the Admirals





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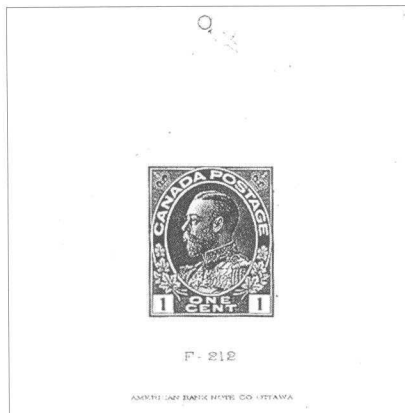
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consisted of the same seven values as in the previous Edward definitive series – were engraved in New York. After each die was completed, two proofs were taken and sent to Ottawa for approval. When approved and initialled by the Deputy Postmaster General and the Company's representative in Ottawa, one was retained by the Department and the other was returned to New York. Thereupon the die was numbered, the Company's imprint added to it and the die itself was sent to Ottawa to be hardened. These New York dies have an 'F' die number and a 23½mm imprint, both below the subject.

Early in 1912, the Ottawa Branch of the American Bank Note Company, with the transfer rolls currently in use, laid down a duplicate set of dies of the seven denominations. The measurements of these dies were different from those engraved in New York – the imprint was longer – 25mm – and of a slightly larger type, they were not given an identifying number and they were never hardened. As better proofs were obtained from unhardened dies, these extra dies were used to provide sample proofs to show quality of workmanship. Proofs from unhardened dies were also used as trial colour proofs.

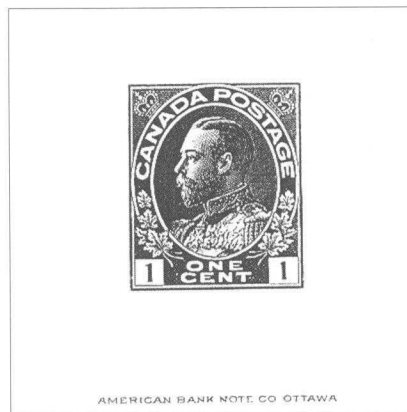
As part of the hardening process, a hole is bored near the top of the die. A die proof which shows this punch mark was, in all probability, made after the die had been hardened and when it shows no such mark or die number it was made before the die was hardened.

This method of identifying a proof pulled from a hardened die is simple enough but, as in life, nothing is that simple or straightforward – least of all Admirals. The 2¢ die is a remarkable



F-212 1¢ black New York die, hardened. Die sinkage 62 x 62mm, 23.5mm imprint. Note hardening hole.

exception. It had to be hardened before a transfer roll could be made from it. Yet, the 2¢ proof does not show any sign of a hardening hole. A possible explanation is that in the process of hardening the first Admiral die – the 2¢ (and perhaps dies of the previous issue) – loops of wire or specially designed



1912 1¢ green Ottawa die, unhardened. Die sinkage 60 x 73mm, 25mm imprint.

clamps were fastened to the die so that it could be removed from the hardening furnace while still hot. In subsequent hardening procedures, a hole and even two holes were bored near the top centre or the top corners on some of the War Tax dies. Seemingly, the holes were to accommodate hooks or similar tools to remove the die from the hot furnace.

In 1915 a war tax of 1¢ was imposed on every letter and post card and a 2¢ tax on cheques, promissory notes, receipts etc. For this purpose the manufacturers in Ottawa, using the transfer rolls currently available, laid down two dies; one for the 1¢ and the other for the 2¢ on which the words 'WAR TAX' were superimposed upon the regular design. These were the first dies of the Admiral issue to be engraved in Ottawa. Later in the year it was decided to issue a single

stamp combining the war tax and the letter rate of 2¢. The manufacturers, following the same method and using the transfer rolls cut for the war tax, laid down a die for the new 1T¢ stamp - Die I. It served to produce a small number of plates before it became necessary to engrave a replacement die - Die II.

In 1918, when the use of ordinary postage stamps for all war tax purposes was permitted, it was decided to issue a regular 3¢ stamp. The manufacturers submitted to the Department a model, in duplicate, of the new stamp prepared from a die of the 2¢, in brown, on which the appropriate changes were made in white to convert it to 3¢. After the models were approved on 19 April, 1918, one was retained by the the Department and the other sent to New York where it was received on 25 April,



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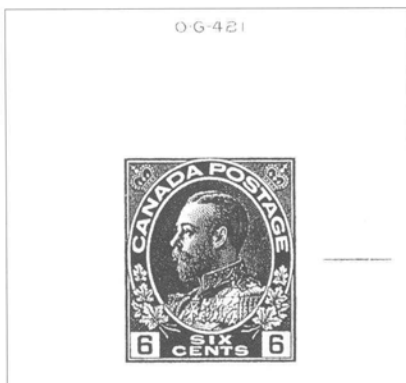
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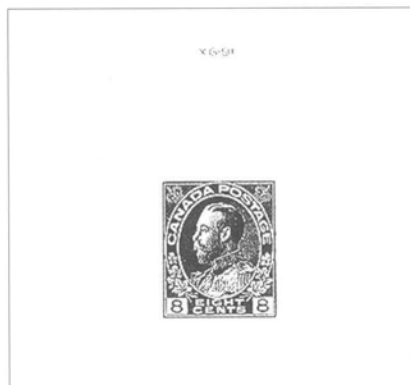
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1918. Soon after, in May 1918, the master die (mentioned earlier) arrived in Ottawa for the purpose of engraving the die for the new 3c stamp.

Three new values were later engraved in Ottawa: The 4¢ in 1922; the \$1 in 1923 and the 8¢ in 1925. A die was



1921 O-G-421. 6¢ original die in black
Die sinkage 55 x 58mm, no imprint.
Unissued.

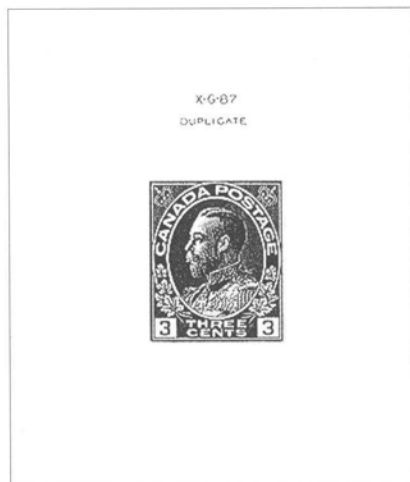


1924 in colour of issue, X-G-91 set
19.5mm above subject. Die sinkage
76 x 77mm, no imprint.

also engraved for the 6¢ and a model was prepared for the 13¢.

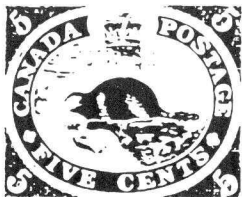
Of the Ottawa engraved dies, there are either no die numbers: an 'OG' (Original Georgian); an 'XG' (Extra Georgian); or an 'XG DUPLICATE' die number. These markings are above the subject and there is no imprint.

'Adanac's' discussion of coils begins in the August 1958 Maple Leaves. Also in this number, and much



1924 X-G-87. 3c carmine. Die sinkage
75 x 73mm, no imprint. The word
'DUPLICATE' is set immediately
below the die number, 7.5mm above the
subject.

to my delight, there is a 'Clippings from B.N.A. Magazines' (contributed by R.J. Duncan) titled 'Proofs of the 1911-1925 Issue Canada' by George C. Marler. This clipping is of tremendous interest because it explains the very same points that baffled me, it deals with those black proofs which I inquired about on page 302 of the August 1980 Maple Leaves (No. 179). Marler confirms that these black proofs are not colour trials as listed in the Essay Proof Catalogue.



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Furthermore, he fixes the time period to be the latter part of 1924 and the early part of 1925 when these proofs were produced (my guess was around 1930).

Since these black Admiral proofs, as

well as the proofs of the other issues, were in the same presentation booklet described in MLs 179, I wonder if all the proofs of the various issues were made at the same time.



Set of 1930 black die proofs, with both dies of the 1¢, War Tax, and the 2¢ + 1Tc

THE PEOPLE ON THE STAMPS – JOHN A. MACDONALD

Dr. Alan Salmon

*All things counter, original, spare, strange;
Whatever is fickle, freckled (who knows how?)*

With swift, slow; sweet, sour; adazzle, dim;

*He farthers-forth whose beauty is past change: Praise Him
Pied Beauty*

Gerald Manley Hopkins

We now enter a tumultuous time in Canada's story – the provinces moving towards Confederation, two revolutions, the NW Mounted Police, the Canadian Pacific Railway, the Fenian invasions and then the formation of a strong, wide-ranging Dominion of Canada. John Alexander Macdonald, a man of many parts and moods, was the dominant influence in Canada during this period and he was the first Prime Minister of the Dominion. He is honoured on three stamps of Canada (SG 266, 272, 693, USC 141, 147, 586). The first portrayal was on the 1¢ orange of 1927, in the set issued to commemorate the 60th anniversary of Confederation. His latest appearance was in 1973 in the 'Caricature' definitive series, shown below.



He was born in Glasgow, Scotland, in 1815 and was brought by his parents to Kingston, Upper Canada, at the age of five. He received a good general education in Kingston, then joined a local law firm in 1830. He quickly showed outstanding ability, opening his own law firm in Kingston in 1835. In the revolution of 1837-38 he served as a private in the militia; after this incident he defended several of the rebels, thus achieving some notoriety. He took on several such difficult or sensational cases, losing as many as he won but gaining public attention in both Upper and Lower Canada.

Business Interests

In 1839 he was appointed solicitor to the Commercial Bank of the Midland District of Upper Canada with a place on its Board. His work now concentrated on corporate law, gaining for his firm the representation of other large financial institutions and work from Casimir Gzowski's company. He acted as an agent for British investors in Canadian land and property, dealing himself in properties in Kingston, Guelph and Toronto. Some of his speculative deals were large, as much as 4,000 hectares at a time. Here was an ambitious, daring young entrepreneur – eventually he was a director of a dozen Canadian and two British companies. Like his law cases, not all his business deals were successful, but he always

remained solvent, on occasions just solvent, and managed to have some income from his various interests.

He also had personal problems, and great sadness. Macdonald married his cousin in 1843, after two years his wife became almost continuously ill. They had two children, the first died as an infant; his wife died in 1857. In 1867 he married again, a daughter was born in 1869, sadly brain-damaged; she never became normal. Such blows did not help him to control his considerable capacity for drink. This, at times, would lead to him not being in total command of his faculties during important negotiations.

Widening horizons

Even as a teenager he had shown a keen interest in public affairs, playing a significant part in the affairs of Kingston. By 1843 he was regarded as one of the leading lights in the community – a good lawyer, an energetic businessman and a well-regarded citizen. That year he was elected to the Kingston Town Council as a Conservative. The following year he was elected to the Parliament of the United Province in the new capital of Montreal; from 1841 to 1843 the capital had been Kingston. He stood for a strong British connection, development of Canada's resources, pragmatic politics and the interests of Kingston.

He was always a strong supporter of his constituency's development, which also enhanced his own commercial interests. He was rewarded by being elected by Kingston for 30 years, first to the Provincial then to the Dominion Parliament, a strange, tall, spare figure with deep, melancholy eyes and a nose purpled by drink. He was unusual in an age of beards, in being clean-shaven. He described himself as 'a rum un' to look at but a 'rare un to go.'

He first served as a Cabinet minister in 1847, the post was short-lived as the conservative government resigned in 1848. Macdonald was in opposition until 1854 when he was appointed attorney-general for Canada West in an Anglo / French coalition government of Conservatives and Liberals. He held this position, almost continuously, until 1867. He was a competent administrator, although sometimes unavailable when he had had a drop too much; and wise in his choice of deputies, to whom he delegated freely and supported when necessary. Also, notwithstanding his drinking, he was a prodigious worker.

Leadership

In 1856 he became the leader of the Canada West' section of the coalition government, having forced the previous leader out; he was now co-Premier with the French, Canada East leader. The latter resigned in 1851 and Macdonald became co-Premier with Georges Etienne Cartier (SG 312, USC 190), the head of the Cabinet's Canada East section. That year Queen Victoria chose Ottawa as the future capital of the Province (SG 587, USC 442).

Macdonald was an energetic, hands-on leader; he was his party's main fundraiser, strategist and campaigner. He used his charm, bawdy jokes and conviviality to get party members to follow his lead. He introduced D'Arcy McGee to the Cabinet to widen its appeal. He believed in French-English co-operation and the union of East and West Canada to be an economic necessity.

At this time he was uninterested in the vast lands to the west of Canada, in 1865 he stated he was willing 'to leave that whole country a wilderness for the next fifty years.' By keeping control of

the dispensation of official positions he managed to strengthen loyalty to the Party and to himself. A major fault was that when he succumbed to the bottle his party faltered.

During the 1850s his government laid the basis for a public social and welfare system, arranged for a permanent seat for Parliament in Ottawa² and promoted measures to aid business to ensure economic growth. The organisation of the civil service was improved by the appointment of a permanent, non-political, head for each government agency. Macdonald took responsibility upon himself for the post of adjutant-general of the militia during sensitive periods – in 1861, the first year of the American Civil War, and in 1865-67, during the Fenian raids.

Confederation

Macdonald's first major movement

towards a federal system was for both political and practical reasons. In June, 1864 a committee of the legislature, chaired by George Brown (SG 626, USC 484), proposed a federal union of either East and West Canada or of all the BNA provinces. Macdonald was initially against the proposal, fearing it would weaken the central government, but he realised that it had great political support. He noted: 'I then had the option either of forming a Coalition Government or of handing over the administration of affairs to the Grit (Reform Party) party for the next ten years.' He also realised that confederation could lead to greater internal harmony and would give the union greater financial credit abroad.

From then on he was the mainspring of the move towards confederation, insisting it should be a union of all the provinces. He was the lead speaker at

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the Charlottetown Conference of September, 1864; this meeting had originally been convened to discuss a union of Nova Scotia, New Brunswick and Prince Edward Island, but Viscount Monck, the Governor General of BNA, arranged for the Canadian delegation to be invited. There quickly followed the Quebec Conference, in October, to which Newfoundland was also invited. McGee, a member of the Canadian delegation, said Macdonald was the author of 50 of the 72 resolutions agreed at Quebec.

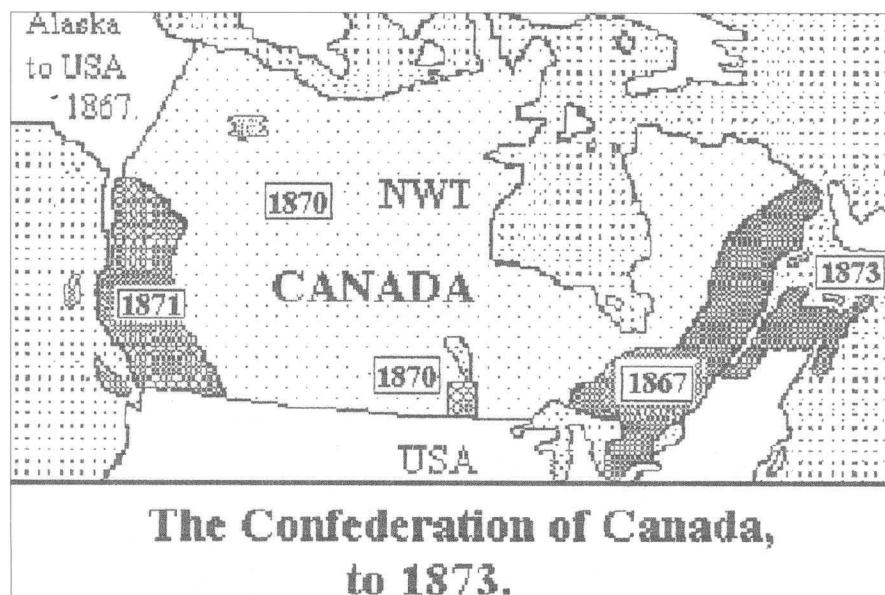
Events were spurred on by the uncertainties of the American Civil War, by the Fenian raids and by encouragement from the British government. Eventually, in 1866-67, delegations from Canada, Nova Scotia and New Brunswick met in London (SG 573, USC 4418) where Macdonald acted as chairman. A Canadian member proposed that the union be a Dominion,

as in Psalm 72: 'He shall have dominion from sea to sea'. Those last four words became the motto of the new Dominion. The result was the BNA Bill which was signed on 29 March 1867; it became effective on 1 July of that year (SG 270 USC 145). Macdonald remarried whilst in London, his knighthood was also announced on 1 July. In London people remarked upon his likeness to Disraeli.

In May the Governor General had invited Macdonald to become Prime Minister when Confederation became effective. The first national election was held in the late summer of 1867. Macdonald's Conservative party won easily; he became the first elected Prime Minister of the Dominion of Canada. Its population was 3,500,000; today the population is over 30,000,000.

Consolidation

Macdonald chose to lead the Depart-



ment of Justice, as well as being Prime Minister. His government was nominally a coalition of Conservatives and Liberals, gradually the Cabinet became totally Conservative, standing for the union of the English and French peoples and of all the provinces, the Liberals became the opposition. A prominent Liberal exclaimed: 'Ah, John A., John A., how I love you. How I wish I could trust you!'

During the next six years the Dominion was extended enormously (SG 1014, USC 891). The transfer of the great area of Rupert's Land was arranged in 1869, after six months of negotiation by Cartier in London; £300,000 was paid to the HBC for relinquishing its Charter. The actual transfer, in 1870, was not without trouble and strife, and mismanagement by Macdonald, as we shall see in the

tragic story of Louis Riel (SG 667, USC 515). From this acquisition the 'postage stamp province' as it was nicknamed, of Manitoba was formed that year (SG 647, USC 505); the North-Western Territory³ (SG 648, USC 506) was transferred by Britain at the same time.

British Columbia was the next colony to enter the Dominion, in 1871 (SG 685, USC 552); Macdonald looked after the politics with Cartier responsible, again, for the detailed negotiations. One of the concessions Cartier agreed was the construction of a railroad through the Rockies connecting to the Canadian railway system. When the 'last spike' of the Canadian Pacific Railway was driven in at Craigellachie in the Rockies, in 1885, there was a continuous railroad from Vancouver to Halifax.



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Prince Edward Island joined the Dominion in 1873 (SG 757, USC 618) on the promise of economic aid and '...a continuous communication with the mainland'; the latter degenerated into a regular ferry service (SG 406, USC 273) with the mainland.

Out and Back

Besides the sad fates of his children and his first wife, Macdonald had financial problems. His partnership in Kingston had failed, leaving him with large debts; a partnership he had formed in Toronto was not prospering. He had spent a lot of his own money supporting Conservative election candidates and his salary as Prime Minister and Minister of Justice was only \$5,000. His friends, led by Gzowski, helped by forming a private investment fund from which Macdonald could draw the income. By 1872 the fund amounted to \$67,000.

In the elections of 1872 he had led his party to only a narrow victory, this setback was partly due to Macdonald's part in negotiations with Britain and the USA which left the Canadian electorate feeling too little had been achieved for Canada. This was not Macdonald's fault, Britain wished to remain friendly with the USA as the Franco-Prussian War had made her nervous about the possibility of war in Europe.

However it was the 'Pacific Scandal' of 1873 that led to the downfall of the government; telegrams published in Liberal newspapers showed that Macdonald and Cartier had accepted large sums of money for election funds. Such funding was illegal, but well-established in Canadian elections. The

damning fact was the supplier of the funds was Sir Hugh Allan of Allan Line fame, with whom Cabinet members were discussing the CPR contract. The Conservatives hoped they would be able to weather the storm, but party members defected; Macdonald fell into one of his bouts of despondency, he was drinking heavily, and the government fell. He was cleared of corruption but the charge of impropriety stuck. The new, Liberal government was led by Alexander Mackenzie (SG 445, USC 319).

In the general election of 1878 the Conservatives were, surprisingly, returned with a large majority. Macdonald had been electioneering for the previous two years, this, combined with the economic depression, with which the Liberals had not been able to cope, and their unpopular temperance laws, led to the return of, as the papers described him, the 'old chieftain'. In his electioneering he promised completion of the transcontinental railway and settlement of the west.

In 1880 there was a move northwards, when the Arctic Islands were transferred from Britain to Canada (SG 970, USC 847). From about this time Macdonald began to suffer bouts of illness, with increasing regularity. In 1885 there was a crisis in Saskatchewan, partly due to neglect of the District by the central government. Again Riel was involved, this time with Gabriel Dumont (SG 1146, USC 1049). There was a rising of the Métis; Macdonald killed two birds with one stone – he used the CPR to transport the military rapidly to the region to quell the rebellion, then pushed through funding which he would not have got otherwise, to complete the CPR on the grounds that the CPR was

obviously a vital, national need. In the summer of 1886 he made his first visit to the west, on the CPR.

Conclusion

In the elections of 1887 he was again returned to power. Now most of his experienced colleagues had died or retired. John Thompson (SG 476, USC 349), who had joined the Cabinet in 1885, became Macdonald's first lieutenant. Another election was held in 1891, once again Macdonald won, on a patriotic programme – he saw Britain as a 'shaky old Mother' but remarked 'I am a British subject and British born, and a British subject I hope to die.' Shortly after Parliament opened in 1891 Macdonald had a slight stroke, he went back to work, resulting in a severe stroke, he died a week later. John Abbott (SG 444, USC 318) became Prime Minister but he resigned after one year due to ill health, he was succeeded by John Thompson.

John Macdonald was never entirely respectable in the eyes of Victorian Canada but he was the dominant personality in the country's political life for nearly half a century. His unflagging industry, his fertile mind and his capacity for getting out of his own and the nation's troubles, led to the Canada

we know today. Sir John Thompson truly said: 'He was the father and the founder of his country.'

Footnotes

¹ *At the formation of the United Province in 1841, the colony of Lower Canada became Canada East and Upper Canada became Canada West. Nevertheless the old names were, and are, as much used as the new names; the latter disappeared with the creation of Quebec and Ontario at Confederation in 1867.*

² *Parliament moved to Ottawa in 1865.*

³ *The North-Western Territory, a British possession, originally included parts of the present-day Northwest Territories, of Saskatchewan, of British Columbia and of Alberta and the Yukon. By 1869, still a British possession, it now also included those parts of Rupert's Land which were not to be in the new Province of Manitoba, but some of its land had been transferred to the colony of British Columbia. In 1870, on joining Canada, it became the North-West Territories. With many further boundary changes we eventually have the Northwest Territories of today.*

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Registered Postal Cards Horace W. Harrison, FCPS

Canada's first postal card was issued in early June of 1871 and the earliest reported postmark, (ERP) is 7 June, 1871. Strangely enough, no registered postal cards have been recorded before the issue of the Registered Letter Stamps in December of 1875. Somewhere in Canada's legal records there must exist a filed Notice on a postal card between June of 1871 and December of 1875.

However, with the issue of the Registered Letter Stamps in very late 1875, (ERP is 7 December, 1875) the first Canada postal card, (Webb P10, is known used as a registered legal notice, (Figure 1). These are very scarce.

The second Canada postal card is distinguished from P1 by the omission of 'and Ottawa' from the imprint centred at the bottom of the card within the border, (it is also slightly larger than P1). It is known used to the United States from Windsor, Ontario, across the river from Detroit, addressed to St. Louis, Mo and franked with a 5¢ Registered Letter Stamp, the proper fee for registered mail to the U.S. (Figure 2). Such usage is very rare.

EARLY USAGES

All of this activity in postal cards was preceded by the bi-lateral agreement between the two countries, effective 1 July, 1873, to accept each other's postal cards, provided each was franked with



Figure 1: Intra-city usage at Toronto, Registered Letter Stamp tied by the afternoon Local Carrier Delivery datestamp.

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an additional 1¢ adhesive stamp. (Figures 3 & 4)

Those from Canada to the United States are quite scarce, properly franked and in the correct time period. Those from the United States to Canada, properly franked and in the correct period, are rare. Even rarer are those from Canada to the United States improperly franked and thus charged postage due. Less than four months after they were first issued, the Montreal Type Foundry attempted to save 2¢ on a letter to the U.S. by adding a 3¢ adhesive to the newly issued postal card and mailing it to New York. The paid letter rate was 6¢ and the unpaid letter rate was 10¢. No credit was allowed by the USPOD for any partial payment, so this card was marked '10' in black ink, to indicate

postage due, and delivered to the addressee who had to pay 10¢ to receive it (Figure 5).

An unusual case is shown as Figure 6. This is Webb No. P1, mailed to Buffalo from London, Ontario, 9 January, 1874, during the 2¢ prepaid treaty rate period. Underpaid 1¢ as a postal card, it was charged the unpaid letter rate of 10¢ by both countries, the large handstamp being that of the Canadian POD and the smaller one in a circle being that of the USPOD.

An even more unusual case is shown as Figure 7. Scott UX 1, to which was added a 1¢ Small Queen adhesive and mailed in Montreal 5 November, 1874 with preprinted address. This was during the 2¢ treaty rate period, but half

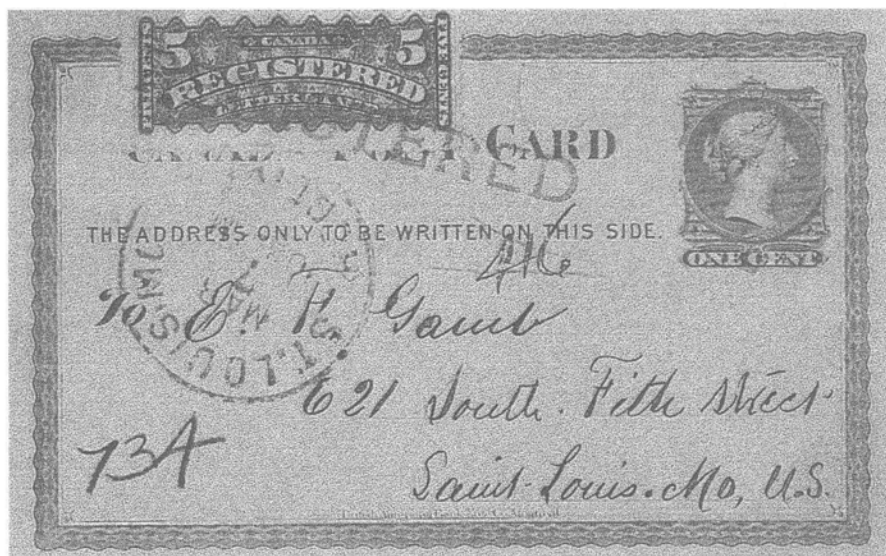


Figure 2: Cross-border usage from Windsor, Ontario to St. Louis, Mo. with the receiving stamp on the face, as required by regulation for the handling of postal cards, so as not to interfere with the message. Registered letter No. 416 assigned at Windsor; No. 734 assigned at St. Louis.



Figure 3: 1¢ Small Queen added to pay the rate to the United States; Ottawa, Ontario, PM, AU 20, 73, to New York City.

the postage being paid by each country was not acceptable and the Canada POD

applied the 'Due 10' handstamp.

On 1 January, 1875, Canada and the

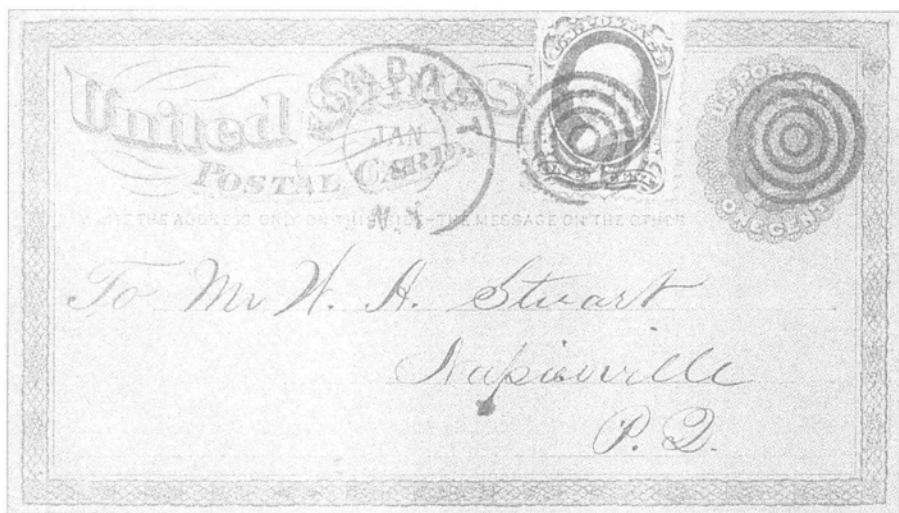


Figure 4: 1¢ Bank Note added to pay the rate to Canada; Rondout, N.Y. 8 January, (1874) to Napierville, Quebec.



Figure 5: Webb P1, mailed 22 September, and received by the addressee on 30 September, 1871, prior to the bi-lateral treaty of 1 July, 1873. 4¢ postage underpaid the letter rate by 2¢ so an unpaid letter rate of 10¢ was charged.

U.S. initiated the new bi-lateral treaty which allows the exchange of postal cards at the 1¢ rate. This was so

successful in speeding mail delivery and handling problems that the agreement was extended to all mail on 1 February,

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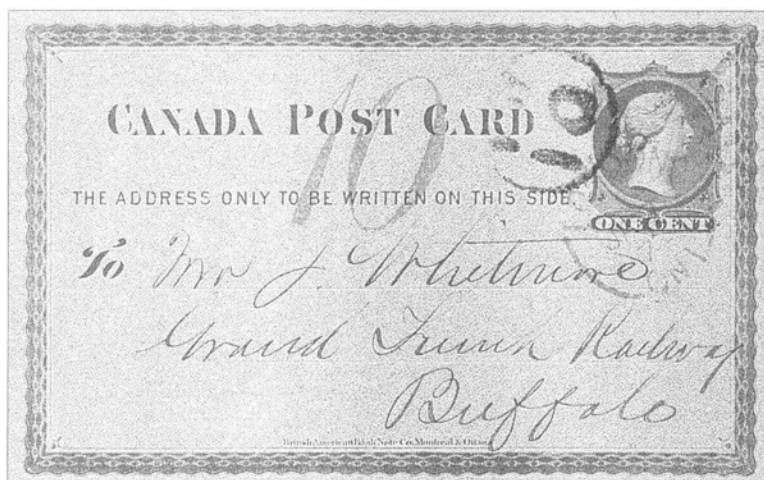


Figure 6: Webb P1 cancelled with the London, Ont. Numeral 6 duplex on 9 January, 1874, during the 2¢ bi-lateral treaty rate period. Marked 10¢ due by both PODs.

1875. Today, it costs 14¢ more to mail a letter to Canada than to a U.S. address, but only 7¢ more to mail a letter in Canada to the U.S. than to a Canadian address. As of 5 February, 1996, with

the Canadian \$ at 0.69 of the U.S.\$, it costs over 9¢ more in U.S. money to mail a letter from the U.S. to Canada than it does to mail a letter from Canada

Continued on page 248



Figure 7: D. Wilcox & Co. had to pay 10¢ more than they expected when their 1¢ card was returned from Canada. If the letter which enclosed the postal card was only franked with a 3¢ U.S. stamp, then the Canadian firm had to pay 10¢ to receive it.

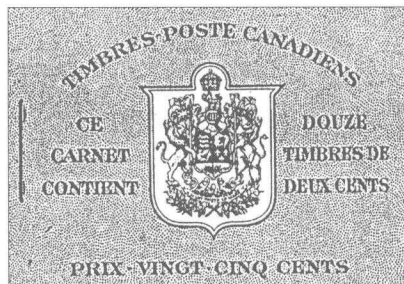
BOOK REVIEWS

**CANADIAN STAMP BOOKLETS:
DOTTED COVER DIES 1935-55**, by
Peter Harris. 36 textual A4 pages,
plastic comb bound, published by
Eastern Publications, 11 North Parade,
Lowestoft, Suffolk, England, NR32
4PA. Price £9.90 including UK postage.

Discerning collectors will know that, for many years Peter Harris, from his outpost on the East Anglian coast, has dealt mainly in modern Canadian stamps and his regular clients will no doubt be aware of his speciality – booklets.

General collectors will be well aware that booklets come in a variety of covers these days, more a matter of marketing than of philatelic significance, but back in the thirties and forties any changes usually came about for good reason (other than profit that is). More specialised collectors will have noted cover types and rate changes, but how many are aware of the different types of ostensibly similar covers? Take the cover illustrated, which is described as type 2, and bear in mind that type 2A looks similar but has text 63mm wide instead of 57mm. Type 2 can be divided between English and French as can type 2A, but can you differentiate between the nine English sub-types and twelve French? The secret is in the pattern of dots that form the background to the cover. Fortunately one doesn't need to consider all the dots; in this instance just those in the loop of the P of POSTAGE or POSTE will do. And type 2A? Four sub-types each in English and French.

Six major types of cover are considered, each has its share of sub-



types and then, of course, there is a multiplicity of types of back cover.

Peter Harris has studied this particular aspect of the booklets since 1971 and the results have been splendidly condensed into a compact study that consists largely of a series of very clear photocopies of the various types, with drawings of dot formation in the critical areas.

Your reviewer commented to Peter that soon we could be specialising in the staples used in the booklets (the various sizes are included in the study). Came the response: "There are round ones and flat ones, smooth ones and corrugated ones, thick ones and thin ones: different materials used too, as well as various sizes of course! Enough to make a few pages of display!" O.K., so who's going to be first?

But seriously, this is a tremendous study, with years of work compressed into a relatively small space. It may not appeal to the general collector but any self-respecting collector of booklets will have to have this book on his shelves next to Bill McCann's booklet catalogue.

DFS

CANADIAN MILITARY POSTAL MARKINGS, by W.J. Bailey and E.R. Toop, edited by W.J. Bailey 2 vols., 1996, Charles G. Firby Publications, 6695 Highland Road, Suite #107, Waterford, MI 48327. U.S.A., Price \$150 CAN per set.

The authors are well known to students of Canadian Military postal history through numerous previous books and articles. Their keen interest in all sorts of Canadian military postal markings has been reflected in several books on the subject – starting with a paper-backed pamphlet in 1978. The two current volumes contain all reported markings - from the 1886 split-circle of the Military District No.4 Brigade Camp, to the current markings of Canadian Forces Bases and UN Peacekeeping Forces. Doubtless additional markings will be discovered in future, but these books should provide a definitive listing for years to come.

A simple, logical numbering system allows one to find markings by locating the chapter number, and then looking in sequence. For example, the markings in chapter number have the prefix M1-. This is followed by a sequential number starting with 1 for the Aldershot Camp split-circle, and ending with 14 for the Yukon Field Force oval orderly room marking. Orderly Room and other collateral markings have been included for the sake of completeness.

Chapter 13, which lists the military post office markings in Canada during World War 2, is the largest group and may cause some confusion. The markings initially listed start with M13-1 for M.P.O.101 at St. Thomas, Ontario (Page 234), and end with M13-494 for M.P.O.1317 at Calgary, Alberta (Page

332). These are all in order by M.P.O. number and date. Items noted after compilation of this initial listing have been added – commencing with M13-495, a roller for M.P.O. 101, and ending with M13-667, a MOTO for M.P.O. 1317 (Page 367). If one is aware of this, and checks for these added entries, there should be no difficulty.

There are numerous photographs of personnel and covers and layout is well designed. Production by Don Bowen of Calgary is well done. Clear reproductions of all types of markings are included, and the compilation is thorough.

Generalized rarity factors are used – ranging from 'A' for common markings to 'E' where ten or less examples have been reported. Markings known only from the Post Office Proof Books are shown with a* while a 'U' shows that the marking is known on other documents, but postal use has not been reported. This system provides a guide to relative rarity, but cannot be used directly to assess a monetary value for an item. There are too many variables.

These volumes are strongly recommended to anyone interested in collecting or researching the military postal markings of Canada. **W.G.R.**

Continued from page 246

to the U.S., and that's only for a half-ounce letter from the U.S.

Reference: The Postal History of the Post Card in Canada, 1878-1911, by Allan L. Steinhart. Published Mission Press, Toronto, 1979. pp5-13 ISBN 0-9690207-0-8.

LETTERS TO THE EDITOR

David Whiteley

FOREIGN EXCHANGE CONTROL

I was interested to read Chris Miller's article in the October issue, the subject has recently given rise to much discussion on this side of the pond. I have done some intensive research and had drafted an article. Before it could be published, Chris Ryan obtained access to the Bank of Nova Scotia Archives from which we were able to get a banker's view of the FECB. The new information created more problems and a need for more research. As a matter of interest the National Archive has about 50 files which make reference to the FECB.

There is one point I would make concerning the number of institutions allowed mailing privileges under FECB regulations. Chris believed about 300 were granted this privilege; when all branches of Banks, Trust Companies

and Express Companies are taken into account the total number of users was nearer 5,000. There were 3,300 branches of chartered banks alone.

Dean Mario

RARE NEWSPAPER RATE POSTCARD?

This curious picture postcard, from St. John's on 29 June 1907 (a Saturday) to a Mlle Raymonde in Meze, France (near Montpellier on the Golfe du Lion), appears to have been sent using the Newfoundland newspaper rate of ½¢. The foreign postcard rate was 2¢ at the time and there are no postage due markings! There is no evidence of any other stamps having been attached on the viewside or the reverse so this postcard, at this rate, is highly unusual.

Editor's note: The card is somewhat reminiscent of cards sent by Mme Bedard et al to foreign parts around the





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turn of the century, stamped ½¢ on the picture side. I had assumed these to be philatelic and to have slipped through the system. There is no message on the card illustrated and the address is merely 'Mademoiselle Raymonde, Meze'. Perhaps postcard collectors were exchanging cards on the cheap if they could get away with it!

John Hillson

'DOTTY' SMALL QUEENS

Could I take issue with my old friend Derrick Avery over his explanation of the way Small Queen plates were made? The early plates, when printed, showed a lower left position dot in all but the first column. The reason for this is that the position dots are not the guides for the stamps immediately above them, but for those to the left. That is why the 'missing' column of dots will be found in the right hand selvedge. As the printed sheet is the mirror image of the plate, one can perhaps see the relationship of the guide dots to the subjects more clearly.

Regarding the 1892 plates, I know of no evidence that these were laid down from the centre. In fact there is strong evidence that the same practice was followed as before, that is they were laid down in columns from the bottom left of the plate. If this were not so the latent entries from the two cents value, which were caused by starting half a stamp too high in both cases, could not have existed in the positions occupied, and at least one of them, if not both, comes from an 1892 plate.

Finally, guide dots from about 1880 on are found either at 3 o'clock or, less often, at 9 o'clock on the rims of the vignette, usually hidden by the design. This is rather earlier than Derrick mentions in his interesting letter.

David Padgham

ROULETTED SMALL QUEEN!

The 5¢ grey Small Queen illustrated, postmarked SHELLMOUTH / MAN / MY 1/94, shows a roulette separation gauging 5½, exactly matching that used on United States Revenues from 1898; the example shown is Scott R163.



It seems improbable that trial separations were carried out in Canada and have not been previously noted by philatelists, and equally so that such a variety would be created by a faker as it does not resemble any known rarity. Can any SQ specialists show other examples, or suggest an origin? Please drop the Editor a line.

Jack Anderton

7¢ SAGE GREEN

With reference to the Yellow Peril's 'Sweetheart' article in the January issue, I used to buy the 7c sage green in bundles of 100* from a Canadian dealer; mainly the pale sage green (which was not recognised in Canada). You could tell used copies by the dates and the mint by buying blocks from Stanley Gibbons' bulk supply department at a discount!

I am sure Hans Reiche would be able to tell the Yellow Peril all about them, he told me!

**Editor's note: This was a long time ago, Jack is one of only two surviving CPS members with a double digit membership number!*

Nigel Harris

HELP!

I wonder if readers of 'Maple Leaves' are able to shed light on the items illustrated.

- (1) An unaddressed postcard with 1¢ Admiral and Quebec postmark, the latter was described by the vendor as faked. Is it a fake and why?
- (2) Cover opposite with 'First Canadian Rocket Flight' stamps. When and where did this flight take place? How much mail was carried?

Editor's note: The postmark in (1) is 20mm in diameter; does it match any known Quebec postmark of the period? In (2), in case the illustration is not clear, the stamps carry the date May 1936.

'Mac' McConnell

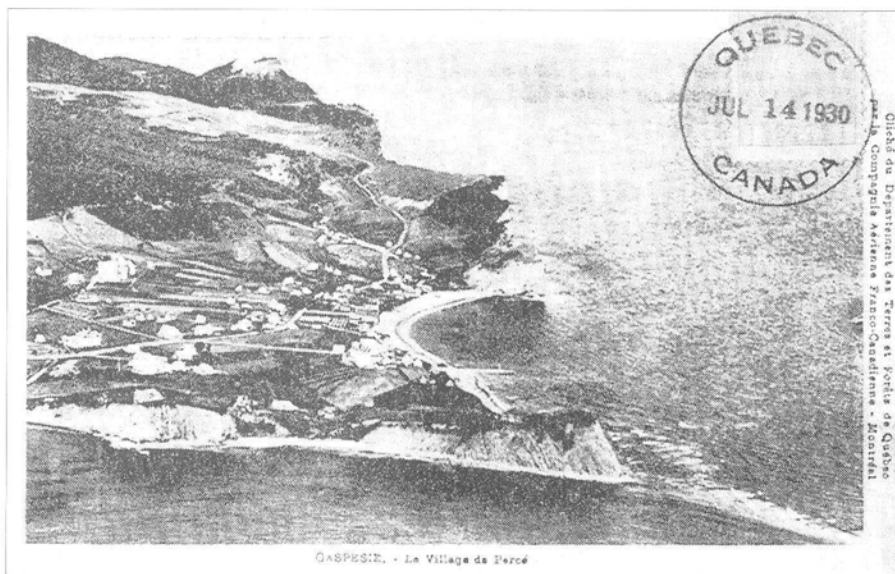
'OFFICIALLY SEALED'

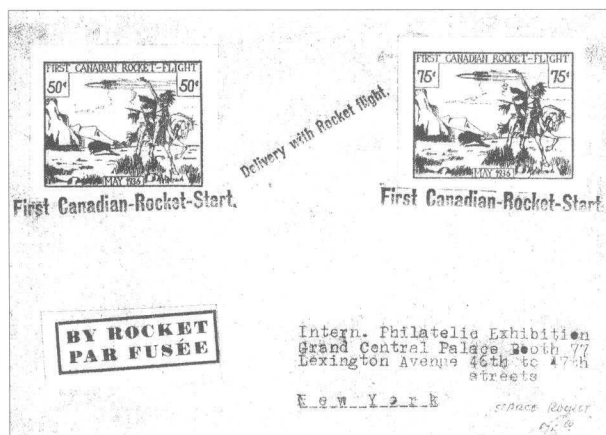
The January issue arrived and my heart

gave a leap as I looked at the illustrations in Trelle Morrow's 'A-four, A-five and A-six' article; what a beauty that New Zealand cover is!

I cannot make out the place or date of the NZ postmark but I believe the cover was carried on a ship leaving Auckland on 2 November 1914 (possibly the 'Niagara', I am not sure).

Now, the letter is addressed to Beyrout, Syria, which was then in Turkey. Britain declared war on Turkey about 5 November 1914. Both Canada and NZ followed within a few days. When the letter was posted, NZ was already at war with Germany but not yet against Turkey. This is why the NZ censor showed an interest but did not stop the letter. By the time it reached Vancouver, on 20 November, the situation had changed and Canada was at war with Turkey so the letter was stopped, as allowed under UPU





conventions. The manuscript 'Not Transmissible' is undoubtedly a Canadian endorsement.

The letter would then have been sent from Vancouver (21 Nov) to Ottawa, although sealed it could, under the War Measures Act, be opened for examination (Steinhart – 'Civil Censorship in Canada during WWI').

The use of three 'Officially Sealed' labels is, in my view, in lieu of a censor sealing strip, for these did not come into use until later. This practice has, I think, not previously been recorded.

The subsequent release by Ottawa (16 Mar 1915) and its arrival back in NZ (24 Apr) completes a very interesting story.

Len Belle

PLEASE ADJUST YOUR ADDRESS...

I thought I would take this opportunity of congratulating you on the recent issues of 'Maple Leaves'. I have found

the articles most interesting and wide ranging in their subjects. I am looking forward to the Yellow Peril's further comments on Admirals - he is always interesting and thought-provoking.

Readers might be amused by the little story attaching to the card illustrated. Early last year I had to return an auction lot to Canada because it had been wrongly described. On 23 April, 1997, the firm concerned sent me a post card acknowledging receipt of the lot. I did not receive this until the end of June 1997 – the illustration of the picture side explains the delay.

The card was one of the 'Victorian Vignettes' series, which illustrate various Victorian covers of Canada. In this case the cover was addressed to Germany and, at some stage, the picture side of the card was taken as the address side; the card was duly sent to Germany, hence the German 'addressee unknown' label. Incidentally, the address side of the card received the usual pink phosphor sorting markings – so much for modern technology!



By the way, this is the third card of this series that I have seen and all have seemed highly philatelic.

Dean Mario

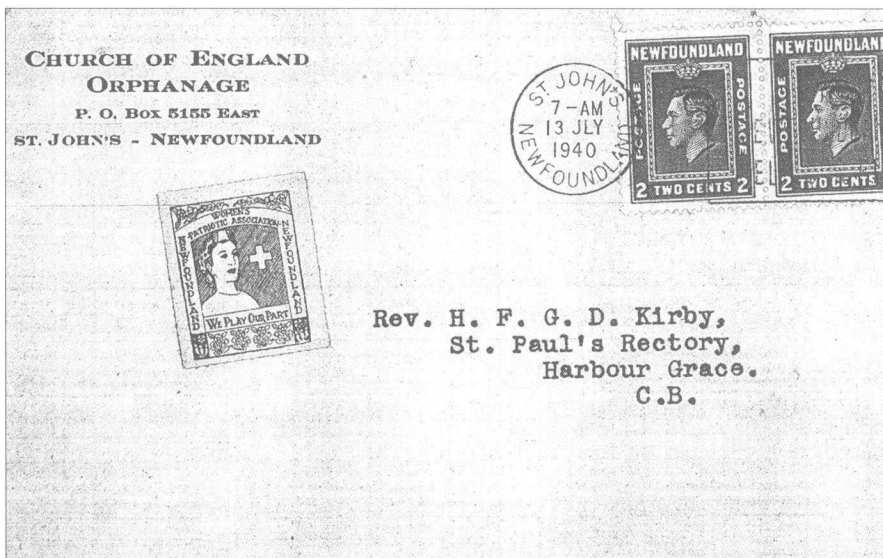
Women's Patriotic Association of Newfoundland

I am grateful for Judith Edwards' response concerning the Great War Newfoundland Charity Stamps (Jan.'98, ML). I may be able to reciprocate and provide some more information on the other Newfld. label she had illustrated in her response.

After the Great War ended, the Patriotic Association of the Women of Newfoundland quickly turned its energies towards child welfare and set up much-needed milk stations for babies, a children's hospital at

Waterford Hall (converted from a Naval and Military Convalescent Hospital previously established in 1917), as well as other charitable efforts. The organization disbanded in 1921.

The 're-organized' Women's Patriotic Association began in 1939 at the outbreak of the Second World War. It was under the direction of Lady Eileen Walwyn, the wife of the Governor, with headquarters at the Hearn Building. Its aims were similar to those in the First World War: to provide comforts for men and women overseas, and to assist needy persons in the outports. Meals and recreation services were provided in the Royal Navy Club, the Recruits Club and the Caribou Hut. It has been estimated that over 5 million men and women were helped by the WPA during



this period. After the war, the Association continued to assist the people of Newfoundland with clothing and hospital supplies. In 1948 the Association was disbanded with excess funds being donated to the Red Cross.¹

Illustrated here is a cover with one of Judith's salmon-pink rouletted labels. Unfortunately it isn't tied. I have seen another (untied) on a 1941 cover. I have never seen the label in green either and would be very interested if such did exist.

¹Reference: *Encyclopedia of Newfld. and Labrador*, Vol. V. C.F. Poole, Editor-in-Chief (1994).

Horace Harrison

BARGAIN BASEMENT

The card illustrated was recently added to my postal stationery collection. I found the prices interesting, perhaps other readers will too!

WHOLESALE PRICES.			
Which we will sell the following at.		All stamps are in fine condition.	
Canada Jubilee		Issue preceding Jubilee	
1c, per 100	\$ 70	1c, per 100	\$ 40
2c "	1 40	5c "	20
3c "	20	6c "	1 60
5c "	4 00	8c "	25
*6c 10	3 40	10c "	4 50
*9c 10	1 20	15c "	3 60
1c 10	1 75	20c, per 10	60
1898 Issue with Maple Leaves (4)			
1c, per 100	\$ 80	per 1000	\$ 7 50
1c "	20	"	1 90
2c "	33	"	3 00
3c "	10	"	90
5c "	1 00	"	9 00
6c "	5 00	"	49 00
8c "	1 75	"	10 50
10c "	9 00		
1898 Issue, with Figures in Corners.			
1c, per 100	\$ 40	per 1000	\$ 3 90
1c "	10	"	90
2c "	15	"	1 30
3c "	08	"	70
6c "	4 00	"	39 00
8c "	1 90	"	17 50
10c "	5 50		
Purple Envelopes (error) per 10			
2c on 3c Envelopes, surcharged, per 10			
Map stamps, Lavender used per 100			
Map stamps, four shades, assorted, lavender, light and dark green and blue, per 100			
Special prices on large quantities for any of above			
MARKS STAMP CO.,			
169-171 McCaul St.		Toronto, Canada.	
Postage prepaid by us.		April 28th, '99.	

SOCIETY NEWS

From the President

Included with this issue you will find the Booking Form and Competition Entry Form for September's Convention in Carmarthen. Please note the final booking date. Accommodation at the Ivy Bush Royal Hotel cannot be guaranteed after 31 July. Send your form in **NOW**.

If anyone wishes to have an additional break before or after the Convention, the hotel has agreed to honour the same tariff, which is a considerable discount on their normal charge for Dinner, Bed & Breakfast. Bed & Breakfast only will be £45 single and £60 double/twin. Any such bookings will have to be arranged direct with the hotel, mentioning the Society, but after confirmation of your booking.

The visits on Thursday and Friday will be to Swansea Marina and Tenby. At the Marina, there is free entry to Swansea Maritime & Industrial Museum and to Swansea Museum, whilst Swansea's shopping precinct is only a short walk away. Tenby is a walled seaside town with a recorded history of over 1000 years, with many Georgian and Victorian buildings etc. From the small harbour, weather permitting, a short boat trip to Caldey Island is an option. Caldey, a private island, is the home of a community of Reformed Cistercian Monks, who make their own perfumes, chocolates, cheeses.

I hope that the above, together with the programme of philatelic activities, will persuade **YOU** to come to Carmarthen. The regulars know what to expect but, if you haven't been to Convention before, please make the

effort. I'm sure you'll find it worthwhile, and you can be assured of a warm and friendly welcome.

September

Wednesday 9th

Evening: 'The Welsh Connection' – display by Welsh members

Thursday 10th

Morning: Members displays - up to 15 sheets / 10 minutes

Evening: The Rural Mail Delivery Service - Sandy Mackie

Friday 11th

Morning: 'My Fling with Large Queens' - something for the ladies - Stan Lum.

Yukon Airways, its Stamps and Flights - Bill Topping

Evening: 'Registered Mail in the Leaf and Numeral Era' - Leigh Hogg

Saturday 12th

Morning: AGM and Competitions

Afternoon: Auction

Evening: Banquet and Awards presentation.

ANNUAL GENERAL MEETING

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting to be held at the Ivy Bush Royal Hotel, Carmarthen, on Saturday 12 September 1998, commencing at 9a.m. In accordance with Rule 18, nominations are sought for the following posts:

President

Three Vice-Presidents

Secretary

Treasurer

Three Committee Members, one from each region

The retiring Committee members are Mr. Banfield (South) and Mr. Taylor (Scotland).

Nominations and any proposed amendments to the rules should be sent to the Secretary before 12 June 1998.

FELLOWSHIP

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

Outstanding research in the Postal History and / or Philately of British North America:

or

Outstanding service in the advancement of the interests of the Society

Nominations are sought for submission to the Fellowship subcommittee in accordance with Fellowship Rule No. 2. Such nominations must be on a prescribed form which is available from the Secretary. Nominations must be submitted to the Secretary before 12 July 1998.

From the Auction Manager

There have been one or two queries concerning reserves. In order to avoid any misconceptions, I confirm that, in accordance with the long-standing tradition of Cavendish Philatelic Auctions, there is a notional reserve of 70-75% of the estimate placed on each lot in order to protect the vendor. Reserves set by the vendor above this level will, of course, be honoured.

Continued from page 255

As most UK members will know, the British Library has moved to 96 Euston Road and with it the Philatelic Collections. All the collections were transferred in December and the collections were re-opened to students on 2 February.

FORTHCOMING EVENTS

1998

Apr 4 S.C. Scotland Group, Crawford
Apr 20 London Group
Apr 23-26 STAMP '98 Wembley
May 19 London Group
Aug 9 S.W. Group, Portishead
Sep 9-12 CPS of GB Convention, Ivy Bush Royal Hotel, Carmarthen
Oct 29-31 London International Stamp and Cover Show, Horticultural Halls, London
Nov 21-22 ABPS Exhibition, Hove

Overseas

May 12-21 ISRAEL '98, Tel Aviv
Sep 4-13 PORTUGAL '98, Lisbon
Oct 8-10 BNAPEX, Orlando, USA
Oct 20-25 ILSAPEX '98, Johannesburg
Oct 23-Nov 1 ITALY '98, Milan

1999

Mar 19-24 AUSTRALIA '99 Melbourne
Apr 27-May IBRA '99, Nuremberg
July 2-11 PHILEXFRANCE '99 Paris
Aug 21-30 CHINA '99 Beijing
Oct 5-10 BULGARIA '99 Sofia

2000

May 22-28 STAMP SHOW 2000, Earl's Court, London
May 30-June 4 WIPA 2000, Vienna
Aug 11-20 INDONESIA 2000 Bandung
Oct 7-15 ESPANA 2000, Madrid
Nov 18-19 GLASGOW 2000 Scottish Exhibition and Craft Centre

Details of London Group from Colin Banfield 0181 281 0442 (home) or 0171 407 3693 (office); Wessex Group from Dr Dorothy Sanderson 01794 523 924; S&C Scotland from John Hillson 01461 205656. Contact for West of Scotland is Bill McVey 0141 637 6853 and for S.W. Group, Neil Prior 01656 740520.

BALANCE SHEET AS AT 30 SEPTEMBER 1997

Assets

Cash Balances:	Robert Fleming	£8841.89	
	Royal Bank of Scotland	<u>2581.67</u>	<u>£11423.56</u>
Investments at cost:			
	General Fund £950.92 3.5% Treasury Stock 1999/04	812.50	
	Life Membership Fund £1398.77 6.75% Treasury		
	Stock 2004	1330.00	
	Smythies Memorial Fund £631.08 ditto	<u>600.00</u>	2742.50
	Handbooks Stock		750.77
	Stock of Society Ties		190.97
	Convention Sales of Books & Ties; unpresented cheques**		284.40
	Library Books as valued		4159.03
	Harrogate Auction Catalogue/ Suspense Account		417.00
			<u>£19968.23</u>

Liabilities

General Fund Balance at 30.9.96	9030.67	
Deficit for the year*	<u>343.69</u>	<u>£8686.98</u>
Provision for Income Tax 1996/7*		131.29
Life Membership Fund		1443.39
Library Fund		4159.03
Provision for Crown Hotel Bill		402.85
Administrative Expenses presented after 30.9.97		90.24
Subscriptions prepaid		934.39
Smythies Memorial Fund		600.00
Smythies Memorial Fund Accrued Interest		398.22
Harrogate Auction Receipts / Suspense Account		3121.84
		<u>£19968.23</u>

*Deficit due partly to provision for future tax which has not been taken into account previously, and partly due to the heavier than normal costs of the jubilee issue of 'Maple Leaves' and one other issue during the period. As the expected surplus of about £300 + from the auction is yet to be taken into account it will be seen that expenditure and income is broadly in balance.

** These cheques were received on Oct. 1 when they were banked.

INCOME AND EXPENDITURE ACCOUNT TO YEAR ENDED 30 SEPTEMBER 1997

Income

Subscriptions for year	£4764.84	
Maple Leaves Advertising Revenue	837.00	
Maple Leaves Sale of back numbers	5.00	5606.84
Bank Interest and Dividends - General	328.44	
Life Members Fund Income	72.22	400.66
Handbooks Surplus	129.31	
less 1995/6 Prepayments	63.25	66.06
Tie Sales Surplus		3.68
Covermart Sales Surplus	100.00	
Exchange Packet Surplus	140.00	240.00
1995/6 Auction surplus		1036.89
Matured Investment Capital Gain		147.76
Deficit for year*		343.69
		<u>£7845.58</u>

Expenditure

Maple Leaves Printing and Distribution	6284.39
Administrative Expenses	377.59
Publicity expenditure	34.54
ABPS Fee	133.80
Insurance	74.88
Library - book and binders donated	82.53
Printing & Stationery	30.50
Income Tax paid for year to 30 Sept '96	121.87
Harrogate Convention - net expenses	658.97
Bank Charges Direct Debit Admin	46.51
	<u>£7845.58</u>

* See Notes under Balance Sheet

**Bogus local posts of Canada and similar sought,
also contact welcomed with holders of
serious collections of same.**

David Sessions,
31 Eastergate Green, Rustington, Littlehampton,
West Sussex BN16 3EN

AMENDMENTS TO MEMBERSHIP to 15 March 1998

New Members

2776 Verge, C.J.G. PO Box 2788, Station D, Ottawa, ON, Canada K1P 5W8

Resigned

2230 Dingenthal, H.F.

1196 Vancouver Public Library

Deceased

860 Cook, A.P.

2684 Bett, I.R.

Change of Address

2561 Lunn, R. 27 Mill Bank Road, Nasonworth N.B. Canada, E3C 2C5

1846 Lazenby, N.B. 38 Joyce Close, Cranbrook, Kent, TN17 3LZ

1478 Guile, C.R. PO Box 180, Port Hope, ON, Canada L1A 3W3

2327 Armitage, D. 2 Shut Lane, Ashwells Meadow, Earls Colne, Colchester, Essex, C06 2RE

2700 Smith, REevd. J.H. Flat 4, 14A Cropton Road, Formby, Merseyside, L37 4AD

Change of Interest

2327 Armitage, D. B,C,O,PD,PS,SD.

Amendments to Handbook

1049 Horne Brien not Brian

2297 McCleave J. Graham, not John G

2775 Pawluk not Pawluck

2388 Arfken, G.B. amend zip code to 33759-1532

1817 Wedgwood, M. amend interest from P & H to PH

1448 Bell, Mrs. M.J. Postcode should read SO17 1RF

2524 Pilkington, J.C. amend 'ances' to 'Lanes'

2218 Playter G. Add 'South' after 'St'

2611 Warr, K. Substitute 'Nr Wicken' for 'Upware' and 'Ely' for 'Nr Ely'

2566 Williams, E.L. delete two 1s before name and one before address, insert membership number

2774 Unwin, A. Delete 'The Company of Stamps'

2203 Winmill, R.B. insert address Director of Research, R.B. Winmill Associates, 169 Dundas St., Suite 46, London, ON, Canada, N6A 1G4

2088 Griffin, R.D. postcode change to BS35 2YJ

E-mail addresses

2045 Morin, Cimon cmorin@archives.ca.

2701 Whiteley, D. DHW@Gatewest.net

2305 Harris, N. nigel.harris1@virgin.net

2088 Griffin, R.D. robert.griffin@virgin.net

2083 Searle, G.P. GP.Searle@xtra.co.nz

Revised Total 460

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 1997/8

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G.N.Prior, 20 Heol Y Sheet, North Cornelly, Bridgend, Glamorgan, CF33 4EY

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(Covermart) T.M. Jones, 14 Tullis Close, Sutton Courtenay, Nr. Abingdon, Oxon, OX14 4BD

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For further information or a membership application form, please write to the Secretary:

R.F. Narbonne
216 Mailey Drive
Carleton Place, Ontario
Canada K7C 3X9

HANDBOOKS FOR SALE

April 1998

Prices include inland postage unless otherwise stated

Opusculum	<i>Philatelic Research Foundation</i>	£25.50
Maple Leaves Binders (post and packing extra)		£7.50
Slogan Postal Markings 1920-1930		£10.50
Slogan Postal Markings 1931-1940		£8.50
Slogan Postal Markings 1941-1953		£10.50
Slogan Postal Markings 1912-1953		£9.50
Mail by Rail	Gillam	£11.00
Postage Rates of North Atlantic Mails 1635-1867	Montgomery	£19.00
Territorial Saskatchewan. Westhaver-Thompson Collection	Gray	£21.00
Territorial Alberta. Westhaver-Thompson Collection	Spencer	£21.00
The Canadian Postal Acts & Post Offices 1878	Symonds	£15.00
Canadian Flag Cancels 1896-1919	Lingard	£17.00
Canada Constant Pre-Cancel Varieties	Reiche	£5.00
A Large Queens Report	Reiche	£3.00
Canadian Posted Letter Guide 1851-1902	Firby	£11.50
Q.V. 1898 Numeral Issue	Reiche	£15.00
Strike, Courier & Local Post, QE II	Covert	£7.50
Yukon Airways Exploration Co. Ltd	Topping	£9.00
Canadian Permit Postage Stamp Catalogue	Staecker	£10.50
Major Toop Collection, Military Postal History, Vol II	Narbonne	£15.00
Survey of Canadian Definitive Stamps 1972-94	Schmidt	£12.50
Canada Posted Official First Day Cover, Catalogue	Chung-Narbonne	£7.50

SEE PREVIOUS MAPLE LEAVES FOR DETAILS OF OTHER TITLES

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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN



Maple Leaves

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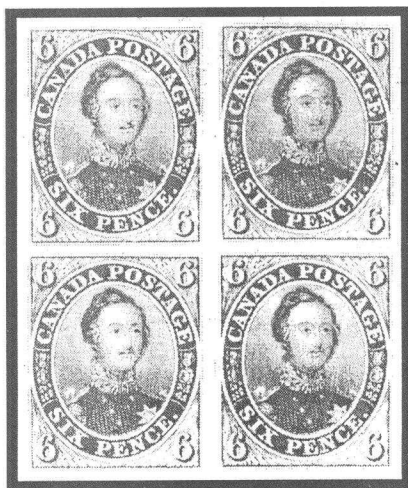
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June 1998

Whole No. 268

EDITORIAL

Your Executive met in mid-April. Much ground was covered and one point is addressed in this issue.

It was felt that the present Committee is too large and that streamlining it would not run counter to democratic principles. Accordingly a proposed rule change will be found in the 'Society News' section of this issue, which will effectively reduce the regional committee members from three per region to one. The Society's officers will continue to serve on the Committee as hitherto. It is also proposed that outgoing officers be invited to join the Committee for a limited period in order to maintain continuity and retain their expertise.

As a member of the ABPS, the Society will be taking a table at the

biennial show, this year being held at Hove (21/2 November). It is hoped that members within easy travelling distance will visit the show and offer an hour or two to help at the Society table.

Looking further ahead, we also plan a presence at MIDPEX 99, another show that is held every two years. This will be at Tile Hill, Coventry (3 July 1999) and again we shall be seeking local support. With this show particularly in mind, we propose to experiment with a part-colour issue of 'Maple Leaves' for June 1999, bearing in mind that the Journal is probably our most potent advertising opportunity.

In order to maximise the impact it is proposed to feature an attractive and interesting cover on each colour page,

with a write-up of about 250 words. Your Editor has one or two possibilities in mind but if you would like to feature one of your covers, please contact him. Remember, the cover needs to be colourful and warrant the short write-up, a colour photograph (not photocopy) will also be required. As space is strictly limited, do not go to the trouble of photographing your cover without prior reference to the Editor. Inclusion cannot be guaranteed of course though it is hoped that any covers that miss the cut could be featured in a subsequent black and white issue.


It must be stressed that this is a one-off as the inclusion of colour is still disproportionately expensive, however we would like to hear from owners of suitable candidates - the cover does not

have to be a classic, just eye catching and interesting.


Rocket Mail

In the April issue (p252/3), Nigel Harris sought information on a rocket mail flight of 1936.

The flight (or rather non-flight) is documented on pp449/50 of the new Airmail Catalogue reviewed on p293. The planned launch of a rocket, carrying mail to Canada, was to be made during the Third International Philatelic Exhibition (TIPEX 1936) at the Grand Central Palace, New York. The trajectory was to be from the U.S., over the Niagara Falls and into Canada. The launch did not take place.





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A SWEETHEART IN EVERY PORT

Part 3 – 'OG-106'

The Yellow Peril

Photos by Ian Robertson



OG-106

AMERICAN BANK NOTE CO. OTTAWA

My most exciting, most thought-provoking, most valuable but least expensive proof is the War Tax 1T¢, carmine Die II proof – OG-106. It was unnoticed in a mixed lot of proofs I bought from a New York auction some ten years ago. This little gem was featured on my table at every show I participated in for five years and was priced at only 1,000 lousy dollars, yet nobody wanted it. The reason(s) could well be that it was the lone proof left in stock, it was unrecorded (not listed in

The Essay Proof Catalogue), the price too high for a war tax item, or it was the seller. Whatever the reason, I am overjoyed that it did not sell.

The following excerpt (Marler, pages 434-436) is the only information I found on this proof and until I learn more about it, I shall label it as a 'cross between an Ottawa and a New York die'. It carries an 'OG' die number which is usually found above the subject of the Ottawa engraved dies and a typical New

York size imprint – 23½mm. Both identifying number and imprint are below the design.

At this late date one can only speculate upon the reasons why the manufacturers, as early as February 1916, were working on the preparation of a new die, but the failure of the transfer rolls to lay down plates that did not need to be retouched extensively seems to the author the most logical explanation of their decision to engrave a new die. As will be said at a later point, it is a fact that many of the plates engraved in December 1915 and January 1916 needed to be re-worked. It is difficult nearly sixty-five years later to reconstruct exactly the course followed in the preparation of the new die. It would appear, however, that the first step was the engraving of what the manufacturers called a 'skeleton die' which, as will be seen from Figure WT3.5, consisted of:

- i. *The King's head and shoulders, without, however, the usual background of horizontal and diagonal lines;*
- ii. *The numeral boxes each with its figure '2';*
- iii. *The words 'TWO CENTS';*
- iv. *The surcharge 1T¢ like but not exactly the same as on Die O-G-100; and*
- v. *The outline of the oval band in which the words 'CANADA POSTAGE' were to appear.*

Though given the identification O-G-106 this die was never hardened and consequently could not be used and in fact was not used to make a transfer roll. Indeed, it would seem



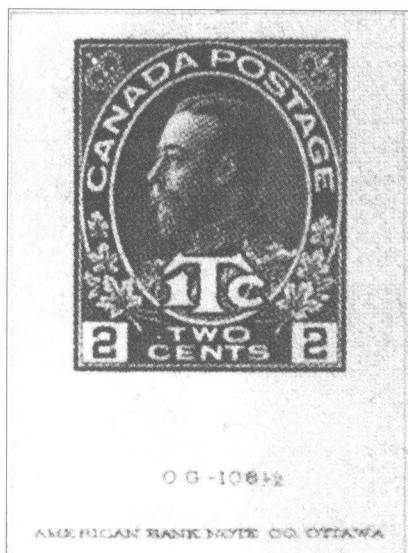
Marler's Figure WT3.5

to have served no other purpose than as a model for the engraving of another die.

That another die was engraved is, of course, well known. Using, no doubt, the transfer roll 528 that had in December 1915 been cut specially for war tax, the manufacturers engraved a die measuring 64 x 88mm which though embodying the principal features of Die I included a number of minor but significant changes. This die was identified as O-G-106½ (Figure WT3.6), is now known as Die II and was hardened on February 21st, 1916, after which it was used to make a transfer roll on February 28th, 1916.

Specifications of die proof 106.

Colour	Rose
Die sinkage	61mm x 72mm
Width	18mm x 22mm
Die Number	OG 106, 8mm below subject
Imprint	23½mm AMERICAN BANK NOTE CO. OTTAWA
	10½mm below subject (distance is from bottom frame line to top of lettering).



Marler's Figure WT3.6

Analysis of Marler's study of OG 106 and the picture of OG 106½ has led me to the conclusion that our most notable collector-author of the Admirals may not have seen the finished 106. Furthermore, he could be 'right on' about 106 being the model used to engrave 106½ as both dies have 'OG' die numbers (and imprints) below the subject. One of the stipulations of the contract between the Post Office Department and the American Bank Note Company was that, regardless of where a die was engraved, it had to be hardened in Ottawa. If my understanding is correct then it is conceivable that OG 106 was cut in New York. If this were the case, my questions are: Why wasn't a New York 'F' die number used and why was the '½' added to the 106? If OG 106 was never, could not be and was not hardened to make a transfer roll, how was the transition

from model to the engraving of another die made?

Other questions:

Since proofs from unhardened dies were used to show samples of workmanship and colour trials, are these proofs scarcer than those pulled from hardened dies?

What is the significance of the letter 'F' in the 'F' die numbers?

The individual quantity of the BABNCo proofs in the Christie sale is intriguing. For instance, of the 5¢ proofs there were four blue ones compared to 14 proofs in violet.

Was it the result of the retouching and the redrawing of the spandrel lines?

Similarly, of the 10¢ proofs, there was only one in plum, 13 in bistre brown and none in blue. Will the answer ever be found?

Credit has to be given to past president, Arthur E. Jones, CBE, for providing the setting which led to the rediscovery and awareness of OG 106. It had been lying undisturbed, unappreciated and unwanted in my 'Stamps for Show-display' box since the spring of 1990. It was not until the badminton star assured me that he was more than prepared to risk the chance that I would be medically fit to show some stamps at the Bournemouth Convention that I started to scrutinize my stock. After the roundup of the proofs was finished I discovered that I have two 1T¢ carmine, Die II proofs, one plain and the other with die number and imprint. That was how the rediscovery was made and the fun began. Had Mr. Jones not taken the risk – and indeed it was a very big risk, based on my medical background, die proof OG 106 would still be in hibernation. I owe you one, Arthur!

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**DEALERS IN
FINE STAMPS
SINCE 1924**

Following the article on Exchange Control in the October issue, it was felt that a note on the archive held at the Public Records Office might be of interest to students of the subject

HISTORY OF THE POSTAL AND TELEGRAPH CENSORSHIP DEPARTMENT 1938-1946

Chris Miller

In 1996 the Civil Censorship Study Group was permitted to produce a limited run of copies of the official archive held under the above name at the Public Record Office in Kew, London.

The two volumes run to nearly 1,100 pages and deal with the development of censorship and the liaison between the various parties and authorities involved.

The index is comprehensive and enables postal historians to concentrate on areas of their interest. For Canada there are 32 headings and sub-headings, many of which have a number of entries. The Appendices also cover the legislation and the agreements between the various censors.

One substantial section is entitled 'CENSORSHIPS IN THE BRITISH EMPIRE (a) *Censorships in the Dominions, India and Burma.*' Sub section (3) deals with Canada. For those able to visit the Public Record Office, the paragraphs in this section start at 1177 and finish at 1185. The document, which is in two volumes, can be found under reference DEFE 1/333 and DEFE 1/334, the following extract is reproduced by kind permission of the Public Record Office.

A quotation from the first paragraph on Canada will give some of the flavour of the history.

1177. Establishment and Organisation of Censorship

Censorship in Canada was authorised by Order in Council dated 1st September 1939, and Postal and Telegraph Censorship started on 3rd September. Foreign Exchange Control Censorship (conducted in a rough and ready manner by Frontier Post Office officials) was established in December 1939. An I. R. B. Branch was set up in June 1942, a Testing Department was organised in February 1943, and Travellers' Censorship was introduced in May 1943. Canadian Censorship ceased on 15th August 1945. The Headquarters of both the Post and Telegraph Censorship was at Ottawa...

(IRB is the Information and Records Branch)

The censorship department always maintained good relations with the post office which was hardly surprising as most key positions were filled from Post Office personnel. To avoid undue delay of mail, the local District Directors often disregarded censorship regulations which, for instance, required the routing of mail to neutral countries via Ottawa. In view of this the United States Censorship extended the inspection of Canadian mail.

On Canada's entry into the war, censorship was only initially carried out

on mails to neutral countries. There was no mail to enemy countries and mail to the British Empire or the United States of America was not examined.

In January 1941 the Foreign Exchange Control Board formally requested the examination of mail to and from the United States on their behalf. This was carried out by Post Office officials at 21 offices of exchange adjacent to the U.S. frontiers.

Mail between Canada and the United Kingdom was, by agreement, examined in the U.K.

The examination of passengers entering and leaving Canada was introduced in May 1943 although this applied to Atlantic coast ports only, to avoid embarrassing the Russians who were almost the sole entrants on the Pacific Coast. Any documents carried by travellers were censored at the 21 stations mentioned above. This

examination ceased in December 1944 as little of value had emerged.

Stations mentioned in the History are Ottawa (head Office), Halifax, St. John, Montreal, and Vancouver.

Footnote

The writer of this article is undertaking the collation of the book on World War II British Empire Censorship which will cover the Americas. This includes not only Canada and Newfoundland but also the West Indies and the Falkland Islands.

The book will contain the full text of the Official History and as full an account of Foreign Exchange Control as is possible. Any member who can help or who wishes to become involved can write to Chris Miller at 161 Upper Woodcote Road, Caversham, Reading, Berkshire, R04 7JR, England.

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EARLY RPO SHIP MARKINGS OF B.C. (2)

Vancouver and Victoria B.C. RPO

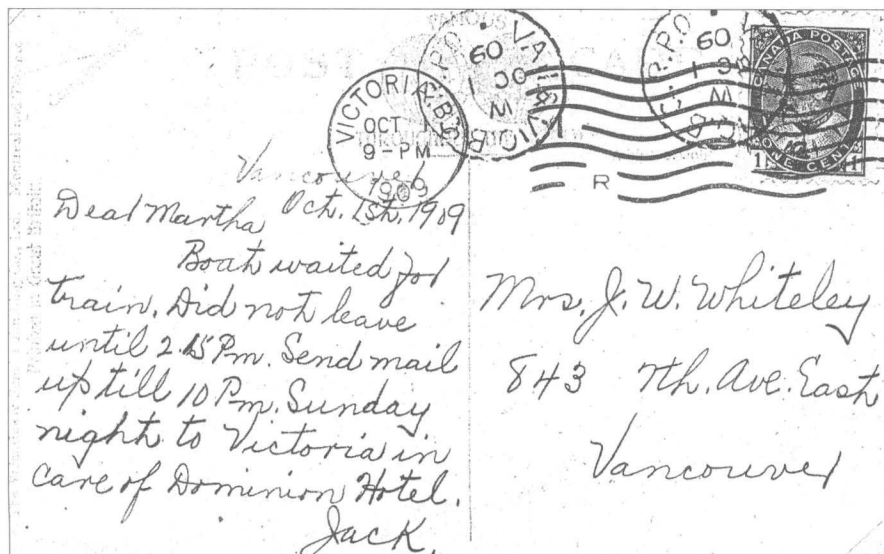
Bill Topping

One of the things that is often overlooked by postal historians is the messages on the post cards they so proudly display. This was the case with the post card shown below. It was purchased for the two fairly good strikes of the **VAN. & VIC. B.C. R.P.O.** (Ludlow W-160J), a relatively elusive R.P.O. marking, and not for the message which is of much greater significance to the postal historian.

It is well known that an R.P.O. mail clerk was assigned to a Canadian Pacific Railways ship serving the Vancouver to Victoria route and that the mail was only processed on the west (Vancouver to Victoria) trip. By far the best known of the ships serving the route was the *PRINCESS VICTORIA* and it has always been assumed that the R.P.O. was on the

midnight sailing of the *PRINCESS VICTORIA* from Vancouver to Victoria. Both these assumptions are now shown to be incorrect. In 1909, the Triangle Route (Vancouver, Seattle, Victoria) was served by three ships, namely: *PRINCESS VICTORIA*, *PRINCESS CHARLOTTE*, and *CHARMER*. The 'midnight' (11:00p.m.) boat from Vancouver went to Seattle and the ship did not arrive in Victoria until 1:30p.m. the next afternoon.

The ship sailing directly from Vancouver to Victoria was the *CHARMER*, leaving Vancouver at 1:00p.m. daily and arriving at Victoria at 7:00p.m. Although scheduled to leave following the arrival of the C.P.R. train from the east, which was due at noon, the departure was often delayed because



of the late arrival of the train. According to the message on the post card the train was late on 1 October, 1909 and the *CHARMER* did not leave until 2:15p.m. The card appears to have been mailed on the ship and cancelled by the R.P.O. clerk. It was further cancelled in Victoria at 9p.m. which would fit with the arrival time of the *CHARMER*. Thus, by combining the message on the post card with the C.P.R. time table for 1909, it is clear that the **VAN & VIC. B.C. R.P.O.** was on the day boat to Victoria, namely the *CHARMER*.

No proof strike is reported for the first **VAN. & VIC. R.P.O.** (W-160J)

SS. "CHARMER"	
Lv. Vancouver.....	1.00 p. m. daily
Ar. Victoria.....	7.00 p. m. "
Lv. Victoria.....	12.30 a. m. "
Ar Vancouver.....	7.30 a. m. "

Extract from CPR time table, 1909

marking but it appears to have come into use in January 1903 with the earliest reported marking dated 19 February, 1903. A second hammer (W-160K) reading 'VICT.' rather than 'VIC'. was proofed on 3 July, 1908 but to date no strikes from this hammer have been reported. The R.P.O. appears to have been withdrawn in 1911, following the arrival of the *PRINCESS ADELAIDE* and the *PRINCESS ALICE*, which took over the night service on the Triangle Route, and the removal of the *CHARMER* from the Vancouver to Victoria service. The latest reported usage for W-160J is April 4, 1911.

Acknowledgment

The above article and its predecessor in the January issue first appeared in the Newsletter of the B.C. Postal History Research Group, of which the author is Editor.



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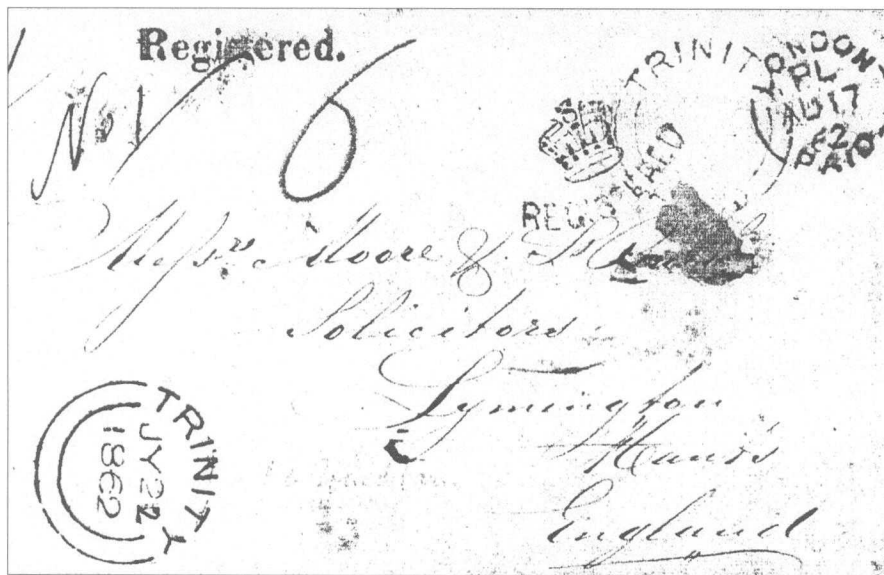
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MARITIME MATTERS

Malcolm B. Montgomery



Trinity, Newfoundland to Lymington, England 22 July 1862. Illustration courtesy of Martin Willcocks.

This is the first early Newfoundland registered cover I have seen - I believe that this may be the only one recorded. So scarce, indeed, that one eminent philatelist doubted its authenticity. I'm no expert, but I've seen it, and I have handled a few thousand other transatlantic covers; it feels good to me. The letter was posted at Trinity on 22 July 1862, and arrived at London on 17 August 1862, on its way to Lymington in Hampshire. The arrival date matches the Cunard Line 'Asia', rather than the Allan Line, suggesting a route via Halifax (thanks to Hubbard and Winter). The letter was pre-paid sixpence Sterling (there seems to have been little distinction between Sterling and

Currency on stampless mail out of Newfoundland; the registration fee was not marked, I assume it was sixpence Sterling (1 April 1858, but I have no record of the authority). There are two registration marks, a straight line, unrecorded and not known by Martin Willcocks to be British (therefore assumed to be Newfoundland), and a more familiar London 'crown registered'. The cover bears one other, mark: 'No.1.' - too much to hope that this was the first? Or do you know better? Please write.

The above article first appeared in Newsletter 58 of the (BNAPS) Transatlantic Mail Study Group.



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Our friends in BNAPS have shown much interest recently in the early perforating machines, as witness the articles in the December issue of Topics. Here we see how it was possible for engineers of the time to obtain the precision required

HOW TO MAKE ROTARY PERFORATING WHEELS

Julian Goldberg

The purpose of this article is to try to show how engineers may have been able to construct pairs of rotary perforating wheels to any required measurement specification both accurately and easily about 140 years ago. The fundamental question of how they were able to do it has been on the minds of many philatelic perforation students for some time because this appears to be a difficult thing to do from scratch. The answer as to how they did it will allow us to go from philatelic theory to engineering practice.

When drawing a layout sketch for constructing perforating wheels to specification, it is most probable that the engineers first had to draw a reference wheel on which to base the required wheels by related proportions. The reference wheel would have been larger than the required wheels in order to include them. The reference wheel would have had very simple measurements that could easily have been drawn on a wheel, such as $\frac{1}{8}$ in. or 0.125in. between pins or holes. The number of pins or holes on the reference wheel would have had to have been the same as for the required wheels. This is important because the number of pins or holes can only be a whole number and not a fraction.

The following are important perforating wheel (i.e. circle) equations:

(1) $a \times b = c$ or $c / b = a$

where:

'a' represents the distance between pins

or holes on a perforating wheel

'b' represents the number of pins or holes on a wheel

'c' represents the circumference of a wheel

(2) $c / p = d$ or $d \times p = c$

where:

'd' represents the diameter of wheel

'p' represents the constant of pi as 22/7 or 3.1415927

For required wheel with pins:

(3) $d - (2 \times l) = sd$

where:

'l' represents the length of a pin

'sd' represents the smaller diameter where the pin connects to the wheel

Radius (r) equals half the diameter (d)
so for required wheel with pins:

(4) $r - l = sr$

where:

'sr' represents the smaller radius where the pin connects to the wheel.

If one were given the specifications of constructing required perforating wheels with a 2.5in. or $2\frac{1}{2}$ in. diameter and 120 pins or holes and the pins were 0.1875in. or $\frac{3}{16}$ in. in length, the following would be calculated:

For reference wheel (#1) equation (1) gives:

0.125in. \times 120 = 15.0in. circumference,
'a' being the distance suggested in paragraph 2

equation (2) gives

$15.0\text{in.} / 3.1415927 = 4.7746483\text{in.}$ or
4.78in. diameter (radius therefore
2.39in.)

For required wheel with holes (#2),
given diameter (d) is 2.5in. then radius
(r) is 1.25in.

For required wheel with pins (#2a),
equation (4) gives:

$1.25\text{in.} - 0.1875\text{in.} = 1.0625\text{in.}$ or $1\frac{1}{16}\text{in.}$
small radius and then 2.125in. or $2\frac{1}{8}\text{in.}$
small diameter (sd)

As a result, a reference wheel (#1)
with a radius of 2.39in. or a diameter of
4.78in. will first be drawn, with 120
points, $\frac{1}{16}\text{in.}$ between each point, on the
wheel's circumference of 15.0in. Each
of these points will be joined by a line to
the centre point of the wheel to radiate

like spokes. Then, the required wheels
(#2 and #2a) will be drawn inside the
reference wheel (#1) with a radius of
1.25in. or a diameter of 2.5in. for the
wheel with the holes (#2) and a small
radius of 1.0625in. or a small diameter
of 2.125in. for the wheel with the pins
(#2a). The lines drawn from the
reference wheel (#1) will already mark
off the hole and pin spacings for the
required wheels (#2 and #2a). The wheel
with the pins (#2a) has the same radius
or diameter size as the wheel with the
holes (#2a) when measured from pin tip
to pin tip but the small radius or
diameter will help mark the point at
which the $\frac{3}{16}\text{in.}$ (0.1875in.) length pins
are connected at their bases to the pin
wheel (#2a) when this is taken into
account. The above information is used
to make 'Diagram A' which is the sketch
which would be drawn in order to base

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and construct the required wheels (#2 and 2a) directly from the reference wheel (#1).

Therefore, it is possible to construct fairly readily, perforating wheels to any specifications, using the above equations.

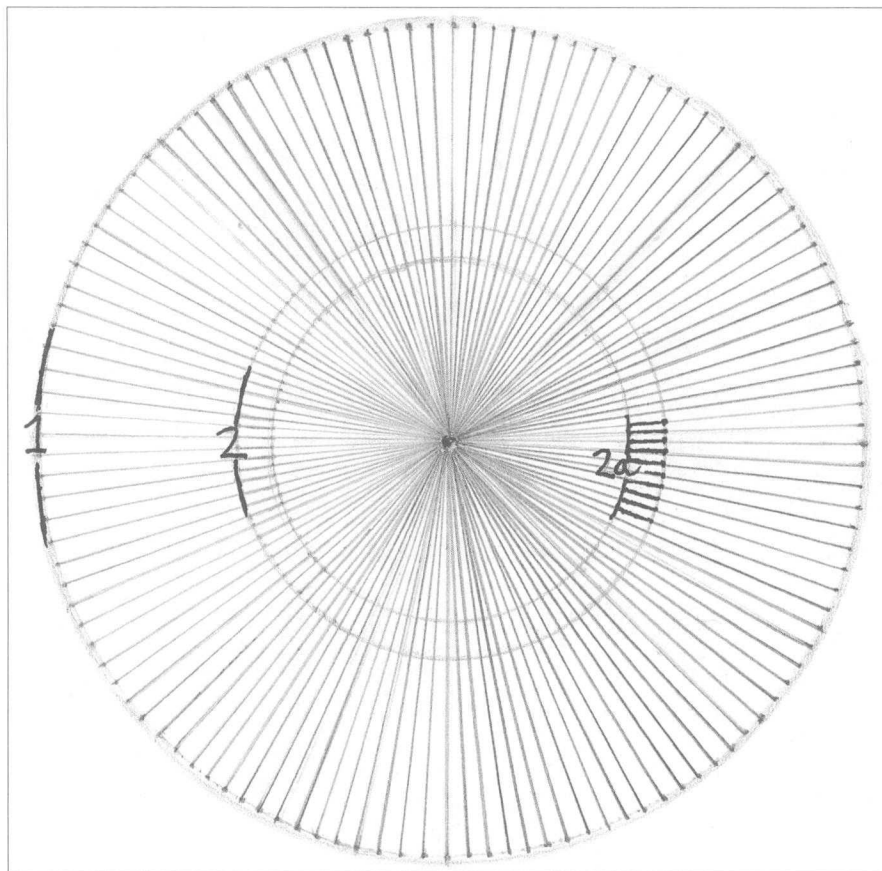


Diagram A

Reference Wheel (#1) Required Hole Wheel (#2) Required Pin Wheel (#2a)

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ANOTHER CANLOAN OFFICER CDN.177, Major A.M. Millar, MC Bill Robinson

Kim Dodwell wrote an article about one of these Officers – CDN 504, Lieut. J.H.Fransham, in the January 1995 'Maple Leaves'. He ended by commenting – "It would be interesting to know if other members have more CANLOAN material in their collections."

At the time, I wrote to him regarding Major Millar, and he replied – "Yours was the only reply I received."

Major Alexander M. Millar had an interesting career in the Canadian and British Armies during World War II. He enlisted as K52387, Private A.M.Millar, in the First Battalion, Seaforth Highlanders of Canada, Vancouver, B.C. The unit proceeded overseas in December, 1939, as part of the 2nd Brigade of the First Canadian Infantry Division. A unit photograph in the Vancouver 'Province' of 24 December 1939 shows a keen looking moustached soldier of medium height.

A cover from his wife, dated 2

January 1940 (Fig.1) shows that he was then still a private soldier. He had previously served with the RCMP and this background served him in good stead, as another cover dated 13 August 1940 (Fig.2) shows him as a sergeant in 'B' Company of the Seaforths. He was apparently soon recognized as officer material - as a cover dated 24 September 1940 is re-addressed to No.3 Holding Unit, Borden(sic), Hants. A backstamp on a cover to his wife dated 5 May 1941 (Fig. 3) shows him still a Sergeant in 'C' Company of No.3 CIHU, while on 10 November 1941 he was a lieutenant with the Canadian Training School.

A cover sent to him on 6 February 1942 at the Canadian Training School bears both a rubber stamp and m/s 'S.O.S.TO CANADA', and the m/s notation 'Brockville OCTU, Ont. 16/3/42'. He apparently served there as an instructor for almost a year, was promoted to Captain, and then volunteered for the CANLOAN programme for junior officers to serve

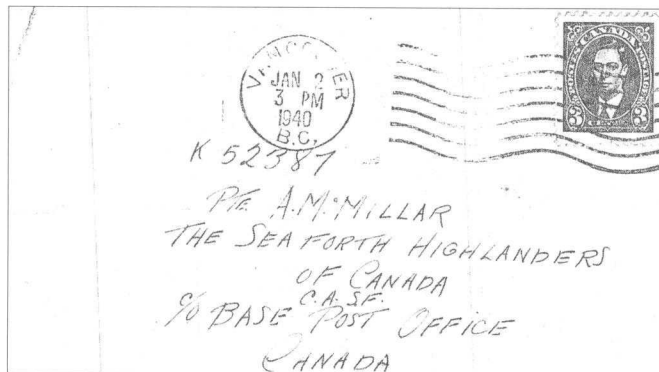


Figure 1

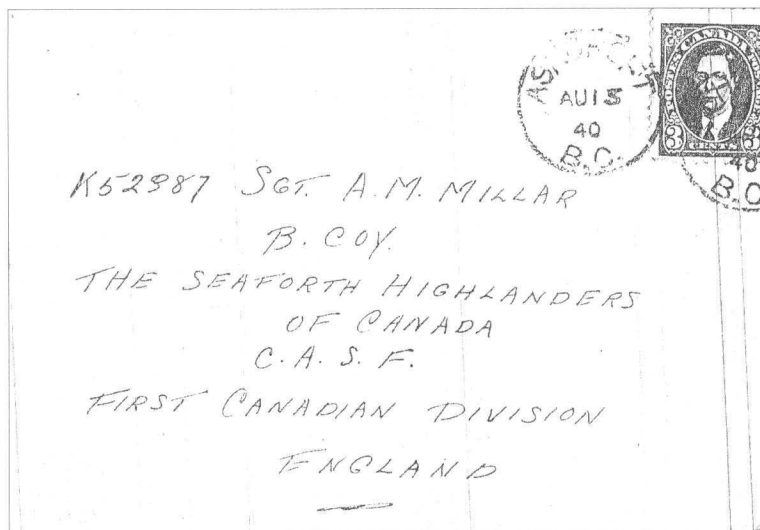


Figure 2

with the British army. This group of 697 Canadian Infantry and Ordnance Officers gathered at Sussex Military Camp during March 1944. A cover from Vancouver dated 5 April 1944 was sent to A-34 S.O.T.C. (Special Officers' Training Centre), Sussex Military Camp, Sussex, N.B., and re-addressed care of the Officer i/c Records, Canadian Army Overseas, as Millar had left Sussex Camp on 5 April 1944 in charge of the 93-member third flight of CANLOAN officers.

This flight sailed from Halifax on 7 April on the S.S. Cavina, a 7,000 ton ship carrying a cargo of bananas, and arrived at the Port of Leith, Scotland, on 24 April. The officers were wined and dined in Edinburgh, and then proceeded to various British units. Millar was posted to the 2nd Battalion, Glasgow Highlanders, a Territorial Army Unit. A cover dated 17 May 1944 was originally addressed c/o the Officer i/c Records, Canadian Army (Overseas), and re-

ceived a m/s label – '2 Btn. Glasgow High., A.P.O. England'.

This unit was part of the 46th Brigade of the 15th Scottish Division, which landed in France soon after 'D' Day. Their first major operation was 'EPSOM' – also referred to as the battle of the Odon – which commenced on 26 June 1944. Millar was soon promoted to major as a company commander, and was awarded the Military Cross. He was wounded along with five other CANLOAN officers of the battalion on



Figure 3

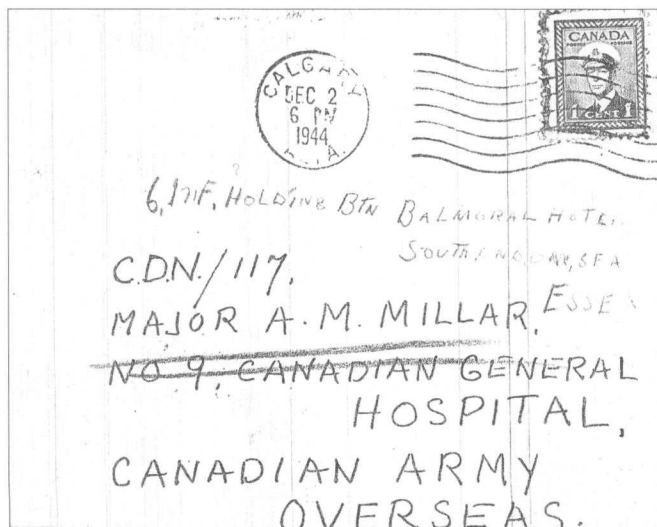
24 September, during Operation MARKET GARDEN – the attempt to seize the Rhine bridges. A cover from his wife dated 12 September 1944 (Fig. 4) was re-addressed 'c/o No.9 Canadian General Hospital' by F.P.O.350 of the

15th Scottish Division on 10 October 1944. A cover from London dated 12 October gives his address as 'c/o Canadian Base Hospital, Horsham, Sussex.



Figure 4 (above)

(below) Figure 5



Following release from hospital, he was posted to No.3 Infantry Depot at Kinke Barracks, Colchester, Essex. Sometime in November this Depot was closed, and the Officers there were transferred to No.6 Infantry Holding Battalion at Southend-on-Sea, Essex, (Fig. 5). Major Millar was put in charge of the CANLOAN officers residing there. A cover from his banker in London, dated 9 January, 1945, shows him still there. During the spring of 1945 he appears to have moved to No.16 Infantry Holding Battalion, Clacton-on-Sea, Essex, then to Draft RPBOP, c/o APO, England, and on to 'C' Sub-unit, No. 34 Reinforcement Unit, 101 Reinforcement Group, British Liberation Army. From there he was posted to the 2nd Battalion, Seaforth Highlanders – as shown by a cover from Vancouver dated 4 June, 1945 (Fig. 6).

The final much-readdressed cover from his wife was returned to Vancouver following Millar's return to Canada. It is known that he returned to police work following the war, but little else has surfaced concerning his later career.

Like Mr. Dodwell, I would be very interested in hearing from any reader who can add anything to the postal history of CANLOAN.

Readers interested in learning more about this obscure portion of Canadian military history should consult 'Code Word CANLOAN', by Wilfred I. Smith, published in 1992 by Dundurn Press, Toronto and Oxford. Dr. Smith was a CANLOAN officer, and was Dominion Archivist from 1968 to 1984.



Figure 6

**Postal History is always fascinating but often impersonal.
Here we read of a family connection with a well-known episode –
the Canadian Siberian Expeditionary Force-1918/19**

THE MISSING LINK RETURNS

Joe Smith

You may recall the delightful article written by Stan Lum in *Maple Leaves* of Jan 1997. Although not as prompt as I had hoped, with work taking me away from home for extended periods, I can now present a response to his story.

One has to go back some 35 years to Toronto where, as a lad, I was introduced to a couple of PPCs that my uncle (Ken Haigh) and my father (J. Crogan Smith) were discussing. The cards were from a family correspondence they had managed to save. I only vaguely recall the card sent to my aunt Evelyn, as it was kept by her husband (Ken). Over the years father retained the cards addressed to himself and his younger sister. In whose safe keeping from 1918-1960s these had been stored is a mystery to me. Uncle Ken passed away in 1972 while I was in Australia. My father passed away in July 1995. A few years prior to this he gave me his two cards. I knew of at least one other card belonging to this group. Where could it be? I always sensed it had to be in a collector's hands. Why do I say this? Well, uncle Ken was an avid stamp collector and part time dealer as well as being employed by Geo. Wegg & Co., so logic said it had to still be extant. My uncle sold a lot of his material both in Canada and at Bournemouth in the UK. Aunt Evelyn who, by the way, is still living could not recall its whereabouts; nor could her children. What to do? I put a few verbal feelers out with no luck. I even considered an article or ad to see if anything would develop.

Thinking to myself that uncle Ken and Stan Lum had been contemporaries in the 1960s and early 70s I would ask him, first chance I got, if he could shed any light on the matter. CAPEX '96 provided an opportunity. When I put the query to Stan he seemed a little perplexed and I left it at that. Three months later, he sent me a note with two photocopies. Aha, here was the item I had been after, plus the unexpected bonus of a second card written to my father's mother (my grandmother Jennie Smith nee Crogan). I was unaware of the existence of this last card. Alas it bears no postal markings but is obviously part of a series of Christmas greetings sent by great uncle Ralph (my father's mother's brother) to his family back in Toronto.

In September of 1996 I was busy travelling to China, working on an oilfield project. Before the year was out Stan and I came to a mutual agreement to transfer ownership of the cards to me. I had already done some research via military records and talked to uncle Ralph's only surviving daughter (Marion Eby). Some six or seven years ago Marion sent me a number of old photographs she had that pertained to my uncle's military adventures. I have now had these made into slides and prints.

I have also slowly acquired some collateral material such as the ships he travelled on, with one exception, that being the vessel plying between

Vladivostok and Tsuruga, Japan. I suspect the name of this ship is TSURUGA. Perhaps someone can tell me the vessel(s) operating between these two ports during August 1919.

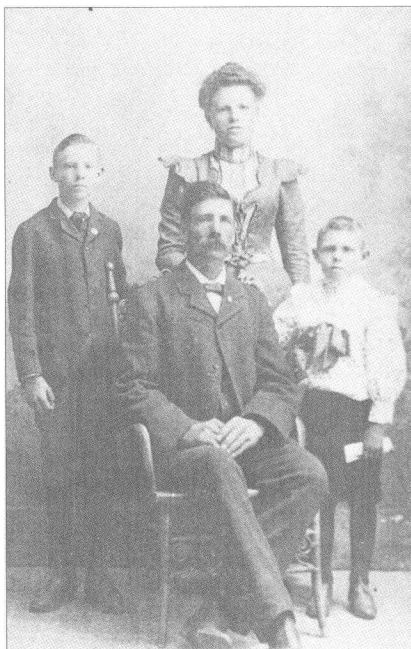


Figure 1

From figure 1 you can get a feel for two of the characters in this tale. On the left, standing, is Joseph Ralph Grogan at about age 12. Next to him is his elder sister Jennie Grogan (my father's mother, who passed away while her brother was overseas). The younger boy is Jimmy who died before reaching age 14. Seated is my great grandfather Robert Grogan. At the time of the Great War he was a wood and coal merchant in Toronto.

My Uncle Ralph was born at Bruce, in Bruce county Ontario, 17 March



Figure 2

1888. To the best of my knowledge they had a farm there. At what point they moved to Toronto and commenced GROGAN'S COAL Co. I do not know. When my uncle joined the Canadian Forces on the 13 March 1916 he was already married and by the time he departed for Siberia he had two children -Bruce & Marion. My uncle had a life time passion for horses and sporting activities such as hunting and fishing. This may explain his military career starting with an attachment to 'B' Section 2nd Field Ambulance Depot and Mobile Veterinary Section CEF in Toronto. From his records it appears he was always stationed in and around Toronto. Eventually he was promoted to Sergeant. His regimental number was 527716. His departure to Siberia was chronicled in one of the Toronto newspapers, as illustrated in figure 2.



In the next episode:

THE GREAT ADVENTURE BEGINS

SHRUNKEN HEADS

Susan So

It is hardly a surprising truism that to the collector, oddity is often more interesting and desirable than normality. In the world of stamps, one can usually find oddities to suit any taste; ink smudges, paper creases, misperfs, colour shifts, and shift prints, to name but a few, are sometimes called freaks, printer's waste or errors. Such varieties command substantial premiums. While the above oddities result from mishaps that occur during the course of stamp production, peculiarities can also come about as a result of deliberate tampering. Some enterprising souls have even gone to the trouble of creating their own forgeries, fakes, counterfeits or cinderellas for fun and, often, for larceny. These varieties are also highly prized by specialists.

I recently had occasion to hunt for some such oddities that I had long forgotten about until coming across an attention grabbing newspaper article captioned 'GROTESQUERY - Love me, love my shrunken heads'¹. The article dealt with collecting shrunken human heads, a fascinating, if macabre, hobby. Shrunken heads generally are relics from an era during which headhunting was not particularly unusual or unlawful. For example, the Jivaro Indians of eastern Ecuador had the habit of depriving their enemies of their heads and then adjusting the sizes of the removed heads for motives of revenge, punishment, and spiritual renewal – truly an example of adding insult to injury. The typical shrunken head is larger than a tennis ball and smaller than a softball.

As with stamps, there are also fake shrunken heads, made from goats or

monkeys, that are passed off as the 'real thing' (human) which have become, in and of themselves, collectible items. Readers may be interested to know that there is a booming trade in these shrunken heads and that such heads, particularly the genuine ones, typically fetch between \$2,000 and \$3,500 apiece.



Figure 1. Normal size Victoria Numeral issue of 1898 together with the trio of shrunken heads. The cartoon is probably from a trade journal advertising the 1/2¢ stamp.

The parallel to the stamp world is interesting for the Jivaro Indians are not the only ones with shrunken heads – Canada has some too. Compared to the Jivaro shrunken heads, mine – reduced 1/2¢ stamps of the Victoria Numeral Issue of 1898 – are rather modest in their impact upon observers. Nevertheless, here is the story of the Canadian shrunken heads as told to me by the original owner of the trio of these shrunken stamps (Fig. 1) who had obtained them from the doyen and visionary philatelic pioneer Fred Jarrett.

Mr. Jarrett had the stamps shrunk by a chemist sometime in the thirties. They were not made to deceive or to be sold to anyone, but rather they were mounted in Christmas cards (Fig. 2) and mailed out for fun to tease other collectors like Vinnie Green and Walter Bayley. Evidently, these musketeers (Jarrett, Green, and Bayley) were forever playing jokes of this type on one another.

In choosing a stamp to shrink, Fred used the 1/2¢ because it was the lowest denomination stamp and he wanted to make it even smaller. He did not use the 1/2¢ QV Leaf because it was, and is, a more highly catalogued stamp.

In 1959, the original owner of the trio sold them together with a cartoon (Fig. 1) to a forgery collector whose collection was auctioned off about seven years ago. Being interested in forgeries, I instructed my agent to buy one or both

2¢ LQ forgeries depending on price. If the forgeries exceeded my bids, then try for the 'shrunk head' lot – but in no circumstances to exceed my bids. As it turned out, my agent bought the shrunk heads for a quarter of the price of one LQ forgery and I am happier with the shrunk heads than I would have been with the forgeries.

I have examined my shrunk heads and can report these brief observations. In Fig. 1, the two stamps that are about half size have a washed out appearance and the paper seems thinner. In contrast, the smallest stamp is about a third the size of the normal. It is slightly distorted on the right hand side, is very dark, and the paper is very thick.

I wonder if any member received one of these Christmas cards; stamp collecting circles were undoubtedly more interesting and collegial in former

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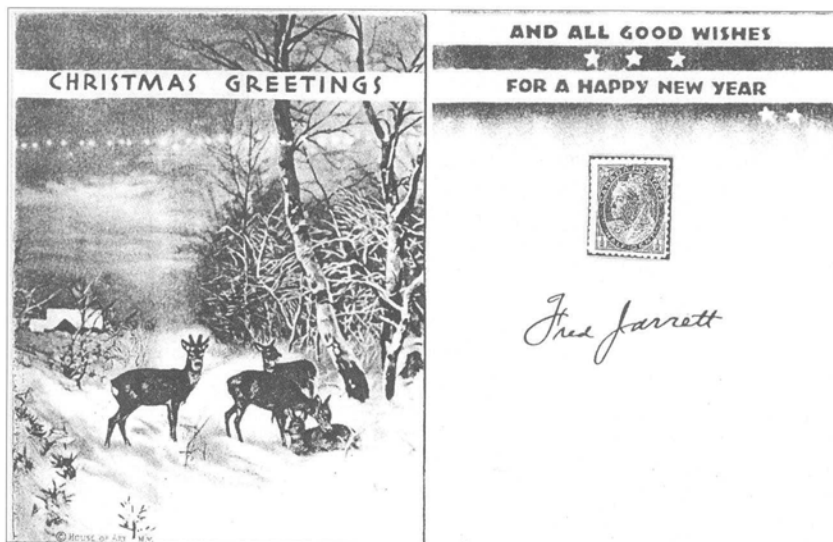


Figure 2. Christmas card with shrunken head as sent to L.A. Davenport (dealer).

times. The modern trend towards stamp collecting as a commercially focussed enterprise rather than an interesting hobby, makes such pranks all the more rare and certainly suspect. However, sad as change may be, I am happy to report, since I have always wanted to visit Ecuador, that their headhunting practice has been outlawed since the 1920s.

'Susan Bourette. 'The (Toronto) Globe and Mail (9 March 1996) D2: Just in case you're interested, the following is the 'how to shrink a head recipe' (see Stephen Smith, 'Weirder than Taxidermy,' Toronto Life, April 1996.98-104 at 104):

- i) Try to take the head as close to death as possible
- ii) Cut the head right up the back of the neck
- iii) Peel the face off the head
- iv) Turn the face inside out and scrape it

- v) Sew the back of the neck, the eyes, and the lips shut
- vi) Boil (v) in a pot of berry-cured water until (v) has shrunken to desired size
- vii) Remove (vi) from water
- viii) Heat pebbles or hot sand and put them in at the neck and shake them until the skin becomes like leather
- ix) Rub charcoal and berries onto (viii) to keep it moisturised and to prevent cracking
- x) Hang (ix) over a fire and let it smoke all night
- xi) Trim hair to taste

Sorry, I can't offer a 'how to shrink a stamp recipe'!

Editor's note: Who said philately is boring?

AIR MAIL RATES TO FOREIGN DESTINATIONS 1930-1940

David Whiteley

The proliferation of domestic air mail services in the 1920s in many countries was closely followed by the development of air mail services between those postal administrations able to offer reciprocal services. Canada, because of the vast distances and inaccessibility of many communities had, during the 1920s, developed an impressive network of air services both inter-urban and to remote communities. Many of these pioneer companies carried mail with the sanction and blessing of the Post Master General. The semi-official routes were, however, not listed in the official Post Office Guides, nor were any special air mail rates published, although many of these private companies charged for their services, with or without the sanction of the P.M.G., and issued their own stamps (semi-officials) to reflect the surcharge.

The first official acknowledgement of Governmental air mail service was the issue of the first special air mail stamp on 21 September, 1928 (Scott #C1). This stamp was issued for use in conjunction with the first regular daily air mail services between Toronto and Montreal (5 May, 1928)¹ and between Montreal and Albany N.Y. (1 October, 1928).² Even though special stamps had been issued and a number of regular air mail routes established, both within Canada and to the United States, during 1929 and 1930, the Post Office Guide does not include any reference to the availability of air mail service until the Guide of 1932. This lists a daily service, except Sundays, between Albany and

New York and a similar service between Winnipeg and Pembina (3 February, 1931),³ with onward transmission by United States Post Office air mail service to destination. The 1932 Post Office Guide contains the first comprehensive listing of air mail rates and regulations for transmission of mail to overseas destinations. The rates quoted cover all fees, including air mail service for those parts of the route where air mail service was available. Registration was available at the usual fee (10¢). The regulations stated that all letters to be sent by air mail must be pre-paid with either special air mail stamps or ordinary stamps, in which case the letter was to be endorsed 'VIA AIR MAIL'. The rates as published in the 1932 Guide were as follows:

The Official Post Office Guide 1932 (p.87)

1. Canada, Great Britain, Northern Ireland, Irish Free State, Newfoundland & Places in North America, not mentioned in groups 2 & 4
.....6¢ 1st oz. & then 5¢ per oz.
2. United States & Bermuda
.....8¢ 1st oz. & then 13¢ per oz.
3. Europe, except places mentioned in Group 1
.....10¢ per oz. or part thereof
4. West Indies, Mexico, Cuba, Central America, Asia, Africa & Australasia
.....15¢ per oz. or part thereof
5. South America
.....45¢ per oz. or part thereof.

Even though rates to overseas



Figure 1

destinations do not appear to have been published in the Official Guides it appears that, at least by 1929, the United States Post Office 15¢ rate to Central American destinations was known to the

Canadian postal authorities.⁴ This is exemplified by an air mail cover (fig. 1), dated Montreal 18 May 1929, franked 15¢ and addressed to Belize, British Honduras, endorsed 'Via Air Mail from



Figure 2

Florida', then endorsed with a purple two line hand stamp 'Received Miami. Fla. too/late for Air Mail dispatch'. On the back there is a Miami 21 May transit and a Belize 23 May, 1929, receiver. Another example is a cover (fig.2), from Oliver B.C. dated 1 November, 1931 to Maracaibo, Venezuela rated 45¢, part of the postage being paid with a 5¢ air mail stamp (Scott #C1), thus obviating the necessity for the endorsement 'Via Air Mail'.

By 1933 important changes had been made to the rate structure but no further regular connecting flights between Canadian and United States points were listed, although a flight between Toronto and Buffalo and Toronto-Detroit had been inaugurated

(15 July, 1929), Toronto-St. John's, Newfoundland, (11 November, 1930), and Halifax-St. John- Bangor, Maine (3 August, 1931).⁵ The overseas rates, as published in the 1933 Guide, were as follows:

The Official Post Office Guide 1933 (p.87)

1. Canada, Great Britain, Northern Ireland, Irish Free State, Newfoundland & North America, except places mentioned in groups 2, 3 & 4
.....6¢ 1st oz. then 5¢ per oz.
2. United States & Bermuda
.....8¢ 1st oz. then 13¢ per oz.
3. Europe, except places mentioned in Group 1
.....10¢ per oz.



Figure 3

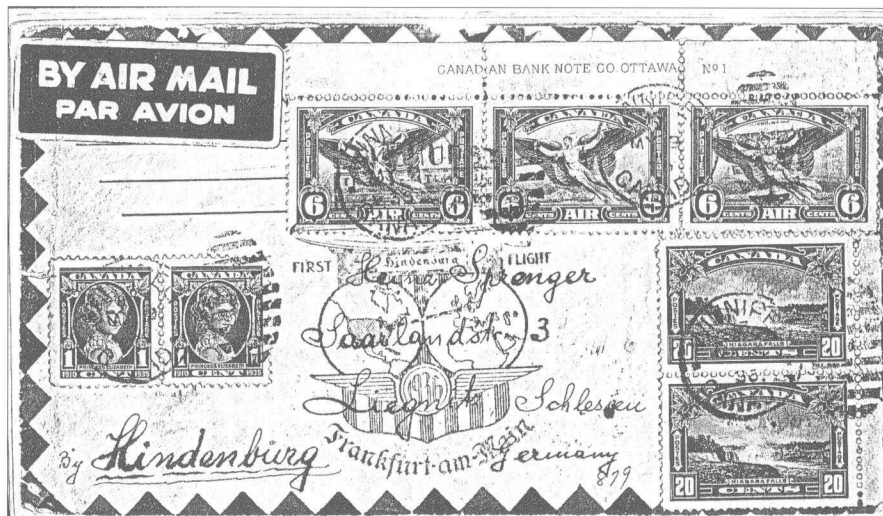


Figure 4

4. West Indies, British Guiana, Mexico, Cuba, Central America, Asia, & Australasia15¢ per 1/2oz
5. South America except British Guiana45¢ per 1/2oz.

The 1934 Guide continued to list only the two regularly scheduled routes referred to in the 1932 and 1933 Guides, between Canadian and American points for onward transmission by United States Post Office air mail service, although other connections had been made by the Canadian Post Office; London-Buffalo (11 February, 1933) and Montreal-Chicago (15 July, 1933)⁶. There were no major changes in the postal rates quoted in the official Guides for 1934 or 1935, except that on 1 October, 1935, a daily service, Monday to Saturday between Vancouver and Seattle, Washington, was inaugurated. This was reflected in the the Guide for 1936/37 which also noted that the Winnipeg-Pembina service would

operate on Sundays too. A registered air mail cover from Edmonton (fig. 3), dated 25 October, 1937, rated 16¢, went by surface mail to Winnipeg where it arrived on 27 October. It was then flown to Pembina for onward air mail service to Boston, where it arrived on 28 October, 1937. The following rates to overseas destinations were published in the 1936-1937 edition of the Guide.

The Official Post Office Guide 1936-1937 (p.8)

1. Canada, Great Britain, Northern Ireland, Irish Free State, Newfoundland or any place in North America not mentioned in Groups 2 & 46¢ 1st oz. then 5¢ per oz.
2. United States & Bermuda6¢ per oz.
3. Europe except places mentioned in Group 110¢ per oz.
4. West Indies, British Guiana, Mexico, Cuba, Central America, Asia & Africa25¢ per 1/2oz.

5. Australasia.....35¢ per ½oz.
6. South America
 - (a) Columbia, Ecuador, Venezuela,
Dutch Guiana & French Guiana
.....50¢ per ½oz.
 - (b) Argentina, Bolivia, Brazil,
Chile, Paraguay, Peru and Uruguay
.....75¢ per ½oz.

The restructured rates for destinations in the Americas were established at the IV Congress of the Postal Union of the Americas and Spain held at Panama City, commencing 1 December, 1936, where the delegates spent considerable time discussing air mail rates and regulations which had first been discussed at the Madrid Congress in 1931.⁷

Whilst Canada, in conjunction with other countries, was developing its overseas connections, aeronautical engineers and researchers were investigating the possibility of commercial passenger services, especially over long distances. Several different options were being developed along two main streams - fixed wing and dirigibles. The leading exponents of the latter, which to many seemed to offer the best options for luxury and speed, were the Germans, who had been operating commercial inter-urban Zeppelin flights within Germany since 1910. These commercial airship services had been pioneered by Count Von Zeppelin, who died in 1917. It was from his technology that the Americans, British, French and Italians attempted to develop their own commercial long distance airships, with disastrous results. The two most famous German airships, the *Graf Zeppelin* and the *Hindenburg*, were designed and built at the Zeppelin works by Hugo Eckener, Count Zeppelin's successor. By 1930 the *Graf Zeppelin* was beginning to offer

travellers fast luxury service to South America. The first of these air ships the *Graf Zeppelin*, made its inaugural pan-American round-trip flight from Europe in May of 1930. On 6 May, 1936 the *Hindenburg* left Frankfurt on its maiden flight across the North Atlantic to Lakehurst, New Jersey arriving on 9 May. The return flight departed Lakehurst on 11 May and arrived Frankfurt on 14 May, 1936. No rates were published in the Canadian Post Office Guide for mail carried by the German dirigible service although these airships did carry mail. A notice in the 'Winnipeg Free Press' of 8 May, 1936, stated that the PMG had made special arrangements to have mail despatched by all scheduled sailings of the *Hindenburg* flown to New York. The rate was 60¢ per half ounce. An air mail cover (fig. 4), dated Winnipeg 9 May, 1936, rated 60¢, was endorsed 'by Hindenburg' and carries all the correct cachets, including the purple double globe 'First Hindenburg Flight Frankfurt-am-Main' logo and the correct D-LZ 129 Frankfurt-am-Main 14 May 36 receiver.⁸ Average time between Frankfurt and New York was two and a half days and between New York and Frankfurt just over two days. Meanwhile both the British and Americans, after tragic disasters, abandoned airships and concentrated on the development of sea-planes for their long distance trans-oceanic flights. On 25 November, 1935, The United States Post office inaugurated its trans-Pacific air-post clipper service from San Francisco. Rates for destinations served by the clipper service did not appear, however, in the Canadian Post Office Guide until the publication of the 1938-1939 Guide. Figure 5 is an example of a cover from Vancouver to Hong Kong dated 2 October, 1939, rated 90¢ and

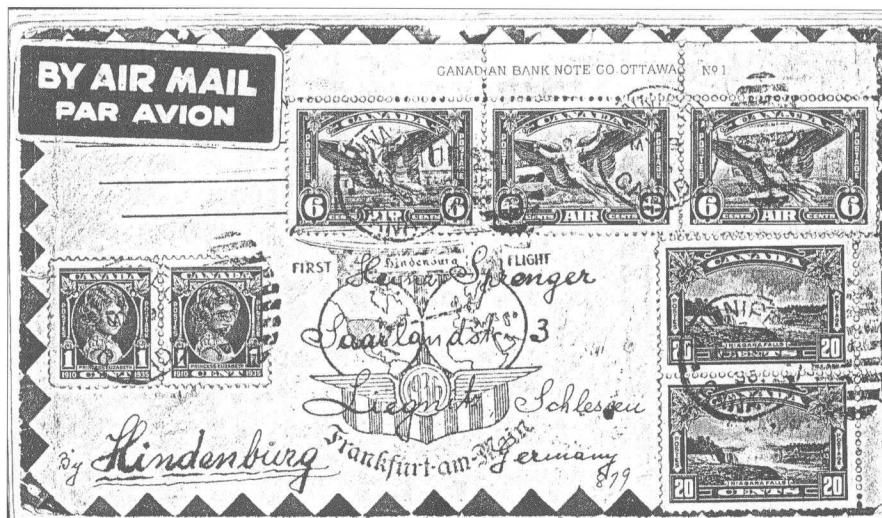


Figure 2

carried by Pan-American Clipper from San Francisco. Trans-Atlantic clipper services from Canada were not listed until 1939.

(to be continued)

¹J.N. Sissons Ed. Holmes' *Specialized Catalogue of Canada & British North America*, (Toronto: Ryerson Press, 1963) pp151, 224-225

²Winthrop S. Boggs. *The Postage Stamps and Postal History of Canada*, (Lawrence. Mass.: Quarterman Publications, Inc. 1975). p.497 & Holmes p.225

³Holmes p.226

⁴By 1929 the United States Post Office was publishing comprehensive air mail rates to all parts of the world in the annual *The United States Official Postal Guide* and in the monthly supplements

⁵Holmes pp.225-226

⁶Ibid p.226

⁷Annual Report of the Post Master General 1937 (Ottawa: Kings Printer, 1937) p.7

⁸Special arrangements were made by the Canadian Post Office for mail to be sent at 60¢ per half ounce on all scheduled *Hindenburg* flights during the 1936 season. *Winnipeg Free Press*, 8 May, 1936, p.7

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address inside back cover



SOCIETY NEWS

Exchange Packet

Substantial losses have been incurred by our insurers where Recorded Delivery has been used. It has been decided by the underwriters that this service will not be acceptable in future.

Packets of up to £500 can be forwarded by ordinary mail in future, provided a certificate of posting is obtained, as was the case before when the much lower limit was in force. Parcels over £500 must be sent either Registered or Special Delivery.

The Society was informed also that 'accompanied transit', e.g. where delivery is by a member's own hand, is acceptable in all cases, but 'accompanied' means never left

unattended - for example in one's car, even for a short time. In other words, material must be taken straight from home to the post office without stops of any kind along the way, unless the material is always about one's person! Otherwise the Society is not insured for that particular lot and, if it goes astray, the member will be held responsible for making good the loss unless a certificate of posting or a Registration slip, as the case may be, can be produced. Hopefully we shall have every member's co-operation as the change means that for the vast majority of sendings the procedure is simpler and cheaper.

Local Groups

The London Section continues to enjoy monthly meetings which produce

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interesting and varied contributions. Recent topics have included topographical postcards, bill and excise stamps, special delivery stamps on and off cover, officials including perfins, RPOs and registered covers.

The Scots had their spring meeting where two new faces were welcomed, one of whom produced a comprehensive display of classics, with proof blocks, the two Nesbitt envelopes used, the 10¢ example of which must be one of the finest in existence, and then topped it off with a show of Large and Small Queens which included the position R 1/7 major re-entry on a mint strip of three SQ 6¢ chocolate and a SQ registered drop letter franked by a nice 6c and bisected 2c mailed in Ontario. Other members showed KGV1 used on and off cover, the QE11 barrel cancels, Centennials (for once without the room having to be plunged into darkness!) and an excellent range of Admiral postmarks, the result one understands, of a successful bid at the last CPS auction. The next meeting has been scheduled for Saturday 13 June at Crawford.

The Wessex Group met in March with members regaling each other with recently acquired 'gems' and selected items. The next meeting is set for 2 July.

The Notts and Derby Group have a meeting planned for later in the year.

Contact members for the various groups are to be found in the Members Handbook and, in some cases, at the end of the 'Coming Events' section.

From the Secretary

Following discussion in Executive Committee the following changes to the Society's Rules are proposed. They will be discussed and voted upon at the AGM. Any member unable to attend the meeting who wishes to cast a proxy vote should advise the Secretary by 5 September

MANAGEMENT

Rule 16c. That the nine members elected by the Annual General Meeting to represent the three regions be reduced in number from three to one per region and that former executive members be co-opted as ordinary members.

EXECUTIVE

Rule 17. The Executive Committee shall in future consist of the Chairman/President, the Secretary, the Treasurer, the Editor of Maple Leaves and the senior Vice-President.

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FORTHCOMING EVENTS

1998

June 13 S.C. Scotland Group, Crawford
Aug 9 S.W. Group, Portishead
Sep 9-12 CPS of GB Convention, Ivy
Bush Royal Hotel, Carmarthen
Oct 29-31 London International Stamp
and Cover Show, Horticultural Halls,
London
Nov 21-22 ABPS Exhibition, Hove

Overseas

Sep 4-13 PORTUGAL '98, Lisbon
Oct 8-10 BNAPEX, Orlando, USA
Oct 20-25 ILSAPEX '98, Johannesburg
Oct 23-Nov 1 ITALY '98, Milan

1999

Mar 19-24 AUSTRALIA '99 Melbourne
Apr 27-May IBRA '99, Nuremberg
July 2-11 PHILEXFRANCE '99 Paris
July 3 MIDPEX, Tile Hill, Coventry
Aug 21-30 CHINA '99 Beijing
Sep 15-17 BNAPEX, Kelowna, BC,

Canada

Oct 7-10 CPS of GB Convention,
Glasgow
Oct 5-10 BULGARIA '99 Sofia

2000

May 22-28 STAMP SHOW 2000, Earl's
Court, London
May 30-June 4 WIPA 2000, Vienna
Aug 11-20 INDONESIA 2000 Bandung
Oct 7-15 ESPANA 2000, Madrid
Nov 18-19 GLASGOW 2000 Scottish
Exhibition and Craft Centre

Details of London Group from Colin
Banfield 0181 281 0442 (home) or 0171
407 3693 (office); Wessex Group from
Dr Dorothy Sanderson 01794 523 924;
S&C Scotland from John Hillson 01461
205656. Contact for West of Scotland is
Bill McVey 0141 637 6853 and for S.W
Group, Neil Prior 01656 740520.

AMENDMENTS TO MEMBERSHIP to 29 April 1998

New Members

2777 Mercer, Michael B. PO Box 72, Redcar, Cleveland, TS11 8YY PH
2778 Marshall, Brain. 3 Beatrice Court, Victoria Road, Milford-on-Sea, Lymington,
SO41 0UU AD,COV,PPC
2779 Narbonne, R.F. 216 Mailey Drive, Carleton Place, ON, Canada, K7C 3X9 MOODs
2780 Mackenzie, Ivan W. 2411-420 Gloucester Street, Ottawa, ON, Canada, K1R 7T7
PEI,PH,A,M

Change of Address

2476 Haslewood, Robert A. 2144 Decarie, Apt. 3, Montreal, QUE, Canada, H4A 3J3
1817 Wedgwood, Michael, 32 Highwood, Drifffield, E. Yorks, YO25 7YX

Change of Interest

2327 Armitage, D. B,C,O,PD,PS,SD.

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Q.V. 1898 Numeral Issue	Reiche	£15.00
Strike, Courier & Local Post, QE II	Covert	£7.50
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Maple Leaves

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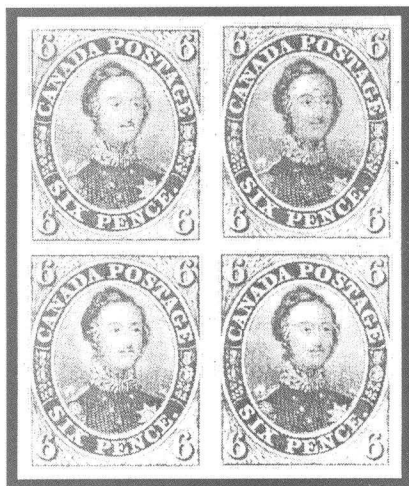
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Journal of

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INCORPORATED 1946

Founder:

A. E. Stephenson, FCPS

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EDITORIAL

Our President, Neil Prior, has lined up an attractive philatelic programme for the forthcoming Convention. With displays from both home and overseas, here's the chance to see material that may never pass your way again. We look forward to meeting old friends and making new ones in Carmarthen in September.

Regular readers will have noticed that Dr Alan Salmon's popular series, 'The People on the Stamps' did not appear in the last issue and is absent from this one. This is not because Alan has run out of steam, far from it, the reason is that Unitrade is publishing the series in book form. We have accordingly agreed to suspend publication of

further articles and look forward to seeing the finished product later this year.


At the last Convention our Librarian, Colin Banfield, indicated his wish to step down from the position. We are fortunate in having found a volunteer to take over the responsibility and members are advised that all the books, journals and cuttings files are now in the safe hands of Brian Stalker. Brian's address will be found in the 'Officers Box' on the inside of the back cover. The appointment needs to be ratified, of course, by committee. Even in a Society as democratic as ours we are not anticipating a problem here!

We should like to take the opportunity to pay tribute to Colin Banfield who inherited the Library from the late Roland Greenhill way back in October 1980. Since then a great number of books have been despatched to members as an aid to their researches or as an extension to the enjoyment of their collections; we are sure they have benefited accordingly. Thank you Colin for the tremendous service you have so freely given.


Perhaps this is a good time to remind members of the existence of the Library which, one sometimes feels, is an under-used resource that the Society offers to its members. Whilst there is no substitute for having works of reference relating to one's own interests on the shelf at home, it is extremely useful to have access to a wider collection of

literature available to answer the occasional query. For newer members there is also the opportunity to sample a book before deciding whether to purchase a copy. It's not only books that are available, the Small Queen file, for example, contains a reference collection of shades of the 3¢ value, a difficult area for many, and à propos the recent piece on the 7¢ sage green Admiral by the Yellow Peril, there is a reference set of four main shades of that value on file.

Regular conventioners will be sorry to learn of the death of Will Collie, a regular in recent years who thoroughly enjoyed the occasions in his own quiet way. BNAPS members among us will also be saddened by the passing of Elsie Drury, who looked after their exchange packet so ably for a number of years.





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A SWEETHEART IN EVERY PORT

Part 4 – COILS

The Yellow Peril

The darnedest thing can set me off in search of information. For coil stamps it was a catalogue description and footnote of a Toronto coil with imprint under the paste-up. The listing below is from page 42 of the 1993 'UNITRADE Specialized Catalogue of Canadian Stamps'.

Several years ago I acquired the remnants of an Admiral Coil collection which consisted of mint and used strips, covers, pieces of heads (starters) and tails (ends) and paste-up pairs. In the section of endwise perf 12 coils there were five paste-up pairs annotated as having these imprints under the paste-up.

1¢ green	'OTTAWA'
1¢ green	'903'
1¢ green	'No. 2'
1¢ green with two holes	'OTTAWA'
1¢ carmine	'912 C'

Photos by Ian Robertson

After checking them unsuccessfully for imprints I replaced the paste-ups in their mounts muttering to myself, 'if there were any inscriptions they would have been removed long before I got them!' To me, this form of plate number is the cat's whiskers of Admiral coil collecting. The stamps remained dormant until I saw the prices at which they were catalogued: \$450 for very fine paste-up, imprint pairs, as opposed to \$200 for normal paste-up pairs and \$300 for fine, as compared to \$125, respectively. The high prices told me I had better read up on them and pronto!

The following excerpts are from Marler's 'The Admiral Issue of Canada' (pp90-91).

THE LAYOUT OF THE PLATES

As was said earlier in this chapter the first rolls of the ONE CENT and

	NH%	★VF	★F	VF	F	✕
Perf. 12 Horizontal						
131 1¢ dark green, wet ptg, (1914)	50	10.00	5.00	8.00	4.00	15.00
pair	50	20.00	10.00	17.50	10.00	
i paste-up pair	50	25.00	17.50	25.00	17.50	
ii blue green	50	27.50	15.00	15.00	8.00	20.00
pair	50	55.00	30.00	37.50	20.00	
iii blue green, paste-up pair	50	65.00	40.00		25.00	
iv experimental Toronto coil, 2 large holes						
in perfs. (07/-/18)	50	75.00	45.00	75.00	45.00	200.00
pair	50	150.00	90.00	150.00	90.00	300.00
v as 'iv' paste-up pair	50	200.00	125.00			
vi as 131v, top margin imprint under paste-up	50	450.00	300.00	—	—	
<i>Variety 131vi occurred when sheets were pasted up to make coils, with the top imprint margin covered by the bottom stamp from another sheet. Approximately 1 in 5 paste-up pairs should show traces of the top margin imprint, 'OTTAW' or 'A No. 2', under the tab.</i>						

TWO CENTS delivered by the manufacturers in August 1912 were sidewise rolls made up of stamps printed from the regular plates for post-office sheets. The layout of these plates, described in Chapter II as Type B, was such that strips of stamps for use in rolls could contain only ten subjects, whether the pane or post-office sheet was cut vertically or horizontally, for each pane consisted of ten rows of ten subjects. As a result a roll of 500 stamps, whether endwise or sidewise, necessitated forty-nine paste-ups and a fiftieth to join the stamps to a short length of backing. To reduce the number of paste-ups, the manufacturers devised layouts for special plates from which the stamps for rolls were to be printed.

There were two types of layout: one for the endwise rolls and another for the sidewise.

THE ENDWISE ROLLS

TYPE E: 400 subjects divided by a vertical gutter into two panes of 200 subjects arranged in 20 horizontal rows of 10 subjects each, the printed sheet being cut into vertical or "endwise" strips which were joined together to make a roll.

The method followed in making up the endwise rolls depended on the way in which the printed sheets were trimmed. When they were trimmed close to the top row subjects, thus producing stamps that were imperforate at the top as well as at both sides, a margin of varying width that might be as much as 9mm wide was left below the bottom row subjects, and the rolls were started by joining the top of the sheet to a short length of plain paper or backing of the

same width as the sheet, and were continued by joining the top of another sheet to the bottom margin of the previous sheet, and so on until twenty-five sheets had been so joined, when the whole was cut into rolls of 500 stamps.

However, when the printed sheets were trimmed close to the bottom row subjects, which would be imperforate at the bottom, a margin was left above the top row subjects, and the top margin of the first sheet was joined to the backing and continued by pasting the bottom of that sheet to the top margin of the next sheet, and so on until twenty-five sheets had been so joined.

The difference between the two methods was of some significance to philatelists. As the inscription on Plate I of both the ONE CENT and TWO CENTS was engraved only in the top margin, when the first method was followed, the inscription was trimmed off and no part of it was covered by the paste-ups, and conversely when the other method was followed some part of the inscription the imprint and plate number, or the order number – would be covered by the paste-up but might be revealed when the paste-up was opened.

The case of Plate 2 was not the same, as the inscription was entered in both the top margin and the bottom.

Reading up on how coils were made opened up some virgin areas to explore. Both Marler and Reiche agree that Admiral coils were printed from Plates 1 and 2. Moreover, Mr. Reiche, in his 'CANADA The Admiral Stamps of

1911 to 1925' (p33) says: "The inscription was over the second and third stamp and over the ninth in each pane. The full inscription read either 'OTTAWA No. -1' or 'OTTAWA No. A 2 903". The foot note in the Specialized Catalogue mentions only 'OTTAW' or 'A No. 2'.

I have in my collection the plate number coils illustrated: 1¢ – No. A 2; 2¢ – No. A 2 (four) and 2¢ – OTTAWA. All, understandably, are without gum. The fact that only one out of the six

pieces is on the 1¢ and all are Plate 2s makes me wonder if most, maybe even all, the 1¢ and 2¢ sheets from Plate 1 were trimmed at the top (Plate 1 was entered only in the top margin) and Plate 2 margins were trimmed at the bottom (Plate 2 was engraved at top and at bottom).

The Specialized Catalogue lists paste-ups for all the Admiral coils and in most cases, prices them 25% above the price of a regular pair. There is, however, no mention of head and tail paste-ups even though these strips are very collectable.

The only reference to these starters / ends that I know of is in the above excerpts, in which Marler describes how the rolls were started by joining the top of the sheet to a short length of plain paper or backing of the same width as the sheet. This short length of plain paper became the starter strips after the 25 sheets were cut into rolls of 500 stamps. The joining of the top of the sheet to a backing sheet is an important revelation. Prior to my research I was under the erroneous impression that endwise coils unwind downward when in fact, they unroll upward.

I have no information on end strips. My guess is they were made in a similar manner to the starter. A piece of paper the width of the printed sheet was joined to the bottom margin of the 25th sheet of



Above: 1¢ Green – Below: 2¢ Carmine



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ENDWISE PERF 8 COILS



*Head (starter) strips.
Joining stamp is
imperforate on three
sides and is on TOP
of the head.*



*Tail (end) strips.
Normal perms on
joining stamp. Its
bottom margin is
UNDER the tail.*



stamps. Its purpose was to facilitate winding the sheets into rolls.

Unlike the head sheet, one eighth of an inch of the tip (bottom) of the sheet is folded under. This short portion serves as a gripper that is slid into a slotted hollow tube designed to accommodate the gripper that anchors the 25 joined sheets being wound. In the winding process this last piece of paper becomes a starter head as it is the first sheet to be wound and the head sheet, a tail, as it is the last sheet in the operation. The winding is completed when this end tail is pasted down. The roll is then slid out of the tube and guillotined into ten rolls. It is only when the stamps are being removed from a roll that the roles of tail and head are reversed, that is, the tail becomes the real head. This concept of how coils are assembled is pure conjecture. It nonetheless reminds me of the gospel according to St. Matthew

20.v16 – 'So the last will be first, and the first will be last'.

Endwise heads and tails are much scarcer than the ones from sidewise coils. Of the endwise coils I have only the four perf 8 pieces illustrated (no perf 12s at all) from which I make these observations. The stamps that are attached to the heads are imperforate on three sides and are pasted on top of the starters. The starter strips are perforated. The joining stamps to the tails, on the other hand, have normal coil perforations, i.e. imperforate on two sides – and their bottom margins are pasted under the tails. The end strips have no perforations.

I do not have any head or tail of the endwise perf 12 coils but after analysing some paste-up pairs and my six plate number pieces, I have come to the conclusion that the perf 12 coil sheets

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had to be trimmed at the bottom in order to leave a top margin. Perf 12 head strips would, therefore, be imperforate on three sides and on top of the margin of the joining stamp.

The following continues the extract from Marler, shown on pages 299/300.

THE SIDEWISE ROLLS

It is obvious that a somewhat different layout was needed for sidewise rolls, for which horizontal as opposed to vertical strips were required, though the principle of the two layouts was the same.

TYPE F: 400 subjects divided by a horizontal gutter into two panes of 200 subjects arranged in 10 horizontal rows of 20 subjects each, the printed sheet being cut into horizontal or "sidewise" strips which were joined together to make a roll.

The sidewise rolls were made up in much the same way as the endwise, and the printed sheets were trimmed either close to the left side of the subjects of the first vertical row - leaving an imperforate side - with a narrow margin to the right of the subjects of the twentieth vertical row, or conversely with the narrow margin to the left of the first row subjects and close to the right side of those of the twentieth row.

Whichever method was followed, the inscription in both the top and bottom margins of the plates was trimmed off when the assembled sheets were cut into rolls.

Sidewise heads (and tails) are interesting and more plentiful than vertical starters and ends. It may be just

a coincidence that I happen to have complete heads of all the values and tails of some denominations. As my strips joining the stamps are from the left and bear purple rubber-stamped imprints of the denomination, type and date, I can safely say that they are head strips and that the printed sheets were guillotined at left. Another supporting indication is that the joining stamps (straight-edge at left) are pasted on top of the starter margins. The head strips are about 1 lins. long including the $\frac{1}{4}$ in. margin under the attaching stamp; $1\frac{1}{2}$ in. of both ends of the head is gummed on the underside and there are six rows of perforation (perf 8). The exception is the 1¢ green - it has only one row of perforations - perf 12. Overleaf is a table showing the imprints on my sidewise coil heads.

The starter strips of five of the later coils in my collection are white and straw for the 1¢ yellow; white and green for the 2¢ green and pink for the 3¢ carmine. The 1¢ straw head, incidentally, is the only colour head with imprint that I have seen up till now. These different colour heads and the various imprints were not accidents: A.L. Steinhart's 'Admiral Period Notes', in BNA Topics, July-August 1976, pp12-14 (excerpts below) explains the reason for the coloured heads and the possibility that these coloured heads can also be found with imprint.

A note from the Postmaster at Winnipeg of 4 January 1923 noted "rolls of postage stamps are not always marked to indicate the 'denomination' and hence the stamp vendor has nothing to guide him once the rolls are placed on sale in his sale drawers". A letter of the Financial Superintendent of the Post Office of 9

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1¢ Yellow	White	1¢ 500 STAMPS SIDEWISE (large lettering and inverted)	Purple
1¢ Orange Yellow	Straw	As above	Greenish
2¢ Carmine	White	500-2¢ POSTAGE SIDEWISE ROLLS SEP 26 1913 (Imprint inverted) ms 1006 (\$10.06)	Purple
2¢ Green	White	500 STAMPS SIDEWISE 20 (Imprint inverted)	Purple
2¢ Green	Green	Nil	
3¢ Brown	White	3¢ 500 POSTAGE STAMPS JUL 30 1918 (date inverted)	Purple
3¢ Brown	Pale brown	Probably nil (partial head)	
3¢ Carmine	Pink	Nil but with 'MOUNT ROYAL' watermark	
2¢+1¢ WT Brown	White	500 POSTAGE 3¢ and WAR TAX STAMPS JUN 2 1917 (date inverted)	Purple

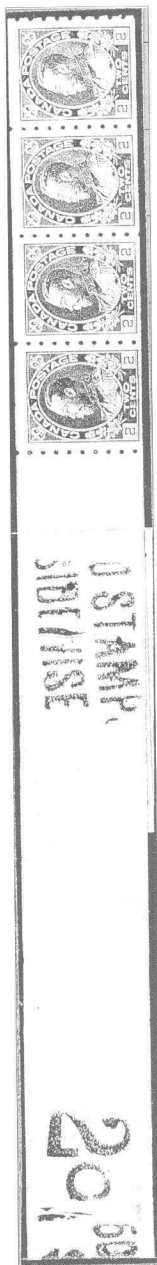
January 1923, in reply, noted "In order to make a more distinctive mark between the denomination of the rolls, it has been decided to have the blank end of the roll the same colour as the denomination of the stamps. As soon as the old stock on hand is exhausted you will receive all rolls with this distinctive mark".

The following information appears in a letter from the Financial

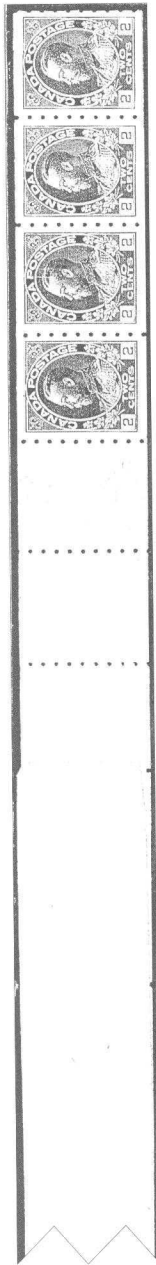
Superintendent of the Post Office to the Postmaster at Regina, Sask. on 3 February 1923 as a result of a complaint.

"When the manufacturer decided to put the rolls in different coloured paper for each denomination it was thought that this was sufficient, but I pointed out to him at the time, that it would be necessary to put the denomination on the roll in the

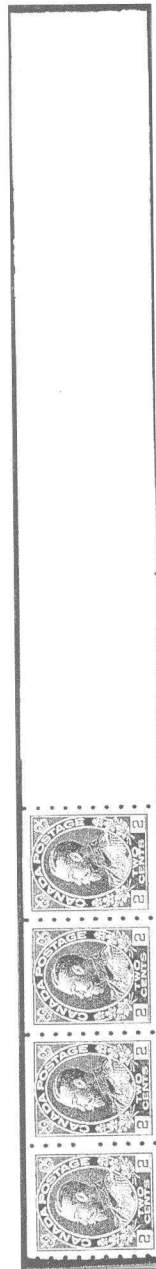
Horizontal (Sidewise) Heads and Tail of 2¢ Green Coils.



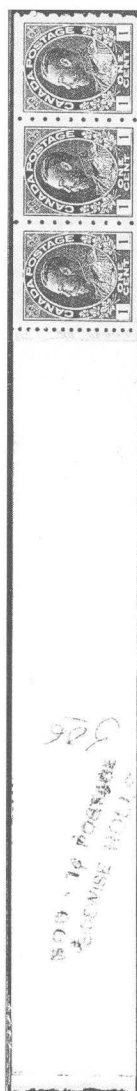
White head with 2¢ 500 STAMP; purple imprint, SIDEWISE.



Plain blue green head. Joining stamps (imperf three sides) are on top of heads.



Tail — Joining stamp's (imperf two sides) margin is under the tail.



manner that it had been done heretofore. A small supply without the denomination had already been issued, and no doubt some of them have found their way to your office. It is likely that in future all rolls you receive will be marked and the 1¢ will be put up in straw colour, the 2¢ in green, and the 3¢ in the pink colour”.

TAIL STRIPS

The joining stamp is not straight-edged at right and the stamp's right margin is under the tail. End strips are white, have six rows of perforations and are the same length as the heads.

Does any member have a complete head or tail of the Perf 12 endwise coil?

LEFT

1¢ green head with '500-1¢ POSTAGE' green imprint with manuscript '506' (\$5.06) SIDEWISE ROLLS'

Note: only one row of perforations – perf 12 – on perf 8 coil. Heads (and tails) usually have six rows of perforations. One other strip reported.

FAR LEFT

3¢ carmine. Plain pink head with 'MOUNT ROYAL' watermark.

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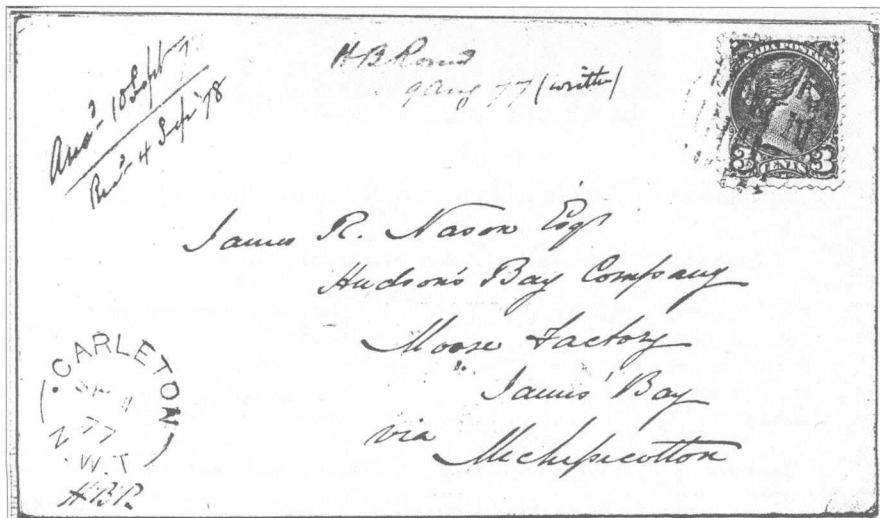
As a footnote to David Whiteley's article (ML June and August 1997) on the Hudson's Bay Company (HBC) favour mail from the North West Territories (NWT), the following two covers are presented. Prior to 1876, there were no post offices on the prairies outside of those close to Winnipeg along the Red and Assiniboine Valleys. In 1876 post offices were opened at Shoal Lake and Edmonton, a 750 miles stretch along the Carlton Trail and its extension to Edmonton. The HBC was quick to use the government service to supplement its own courtesy network. Couriers travelled in either direction at approximately three week intervals. Commercial steamboat activity along the North Saskatchewan River and Lake Manitoba began in the late 1870s but was too irregular for mail contract and

no covers are known to have used this avenue.

Figure 1 shows a cover mailed by Henry Round, an HBC employee whose exact location at this time is unknown, he was probably near Fort Chipewyan on Lake Athabasca. Fort Edmonton and (Fort) Carlton were central collection points for mail from the Yukon and Mackenzie valley fur trading districts. This letter was written by Round on 9 August 1877 and carried by HBC favour



Figure 1 including backstamps (above)



express to (Fort) Carlton 1 September 77 near the fork in the Saskatchewan River. Here it entered the government mail stream with a 3¢ Small Queen and was forwarded 450 miles overland to Winnipeg? November 77, Thunder Bay 14 November and, by steamer, pushed on to Sault Ste. Marie 16 November. For a second time this letter was picked up by HBC Favour Express and carried back along the north shore of Lake Superior to Michipicoten and then overland by dog team to Moose Factory on James Bay. The cover is docketed on the front, as having been received 4 September 1878 over one year from the time it had been written. In summary, the letter travelled from Fort Chipewyan 450 miles to Carlton, 1,000 mile by government mail over trail and steamer and finally 400 miles by dog team to its

destination on James Bay – all for 3¢ and HBC courtesy. Not only is the cover a rare Lake Superior routing, it is the first recorded official mailing from the historic NWT. It is a fine example of the new Dominion of Canada and the old HBC combining energy that culminated in the establishment of Canadian control on the prairies.

Figure 2 is a letter from Selina Bompas, wife of William Carpenter Bompas an itinerant Missionary of the Church Missionary Society (CMS) of the Church of England in London. He arrived in the Canadian North West in 1865. In 1884 they were somewhere in the Northern Yukon or Alaska – the border was not well marked on the ground. From there the letter was carried by HBC winter dog team



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express up the Mackenzie Valley to (B/S) Fort Simpson 20 March 1884, (B/S) (Fort) Chipewyan 2 April 1884, arriving at (Fort) Carlton 9 June 1884. From there a 5¢ Small Queen paid for delivery over the Carlton trail through Winnipeg then by rail from Winnipeg to the eastern seaboard and on to England. A question arises as to why the HBC bothered to document the progress of the letter through Fort Simpson and (Fort) Chipewyan. The answer may be the same as that for the HBC

handstamps on Eastern Arctic Patrol Mail in the early 1930s. The HBC wanted and indeed needed public and government recognition for the help it provided to the residents living in its monopoly trading area. Official favour was helpful in limiting government licensed competition. Selina and William Bompas went on to establish medical and educational missions in the Yukon and indeed both had a significant influence on the development of institutional rule in the territory.

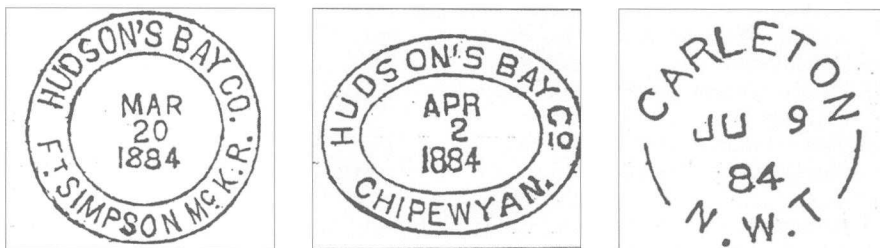
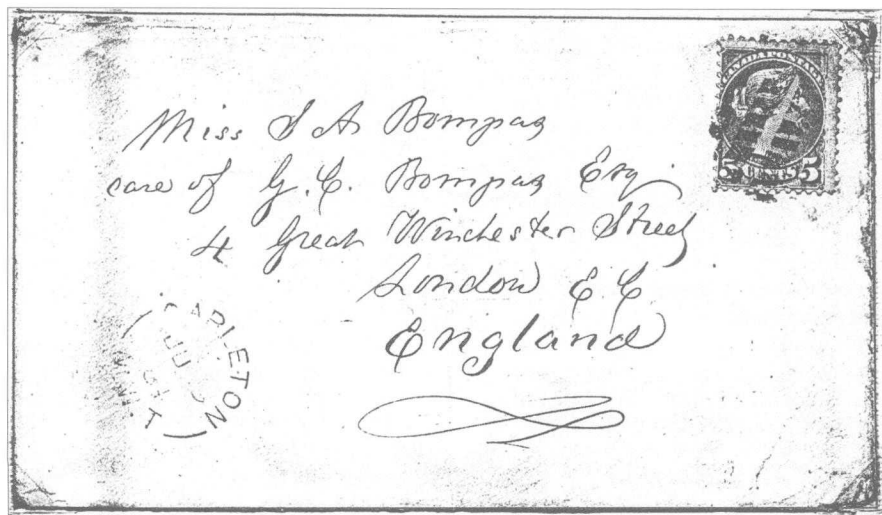


Figure 2 including backstamps and enhanced postmark (above)



AIR MAIL RATES TO FOREIGN DESTINATIONS 1930-1940 Part 2

David Whiteley

The Post Office Guide for 1938-1939 listed a number of changes including the rates for the Empire Mail Scheme.

The Official Post Office Guide 1938-1939 (p.11)

1. Canada, Great Britain, Northern Ireland, Eire, Newfoundland or any place in North America not mentioned in groups 2, 4 & 5
.....6¢ 1st oz. then 5¢ per oz.
2. United States6¢ each oz.
3. Europe (except places mentioned in Group 1).....10¢ each oz.
4. West Indies, British Guiana, Mexico, Cuba, Central America
.....10¢ each 1/2oz.
5. Bermuda15¢ each 1/2oz.
6. Africa, *Asia (except via San Francisco and to places served by the Empire Air Mail Scheme (see below)25¢ per 1/2oz.
7. Australasia (Via England)
.....35¢ per 1/2oz.
8. South America:
 - (a) Columbia, Ecuador, Venezuela, Dutch Guiana, French Guiana
.....25¢ per 1/4oz.
 - (b) Argentina, Bolivia, Brazil, Chile, Paraguay, Peru, Uruguay
.....35¢ per 1/4oz.

United States 'Clipper Service' Via San Francisco

1. Hawaii25¢ per 1/2oz.
2. Guam50¢ per 1/2oz.
3. Philippine Islands70¢ per 1/2oz.
4. Hong Kong, Macao ..90¢ per 1/2oz.

Empire Air Mail Scheme.

All first class mail (letters,

postcards and other articles prepaid at letter rate) posted in Canada for the following Empire Countries is carried exclusively by air BEYOND ENGLAND under the Empire Air Mail Scheme as the normal means of transmission. The rate for letters is 6¢ per half ounce or fraction thereof and 4¢ each for postcards.

Anglo Egyptian Sudan	Swaziland
Zanzibar Protectorate	Malaya
Kenya (Colony & Protectorate)	Egypt
Federated Malay States (Negri Sembilan, Pahang, Perak, Selangor)	
Uganda Protectorate	Aden
Tanganyika Protectorate	Palestine & Transjordan
British India (including British Indian Post Offices on the Persian Gulf, in French India and in Tibet but excluding Portuguese India)	Mauritius
Unfederated Malay States (Johore, Kelantan, Kedah, Perlis, Trengganu, Brunei)	Nyasaland Protectorate
Northern Rhodesia	Southern Rhodesia
South Africa, Union of South Africa, Basutoland, Bechuanaland Protectorate	
Straits Settlements	Ceylon
Burma	Sarawak
	North Borneo

The following regular air mail services connecting with the United States air mail service were listed:-

- Winnipeg-FargoTwice daily
 Montreal-AlbanyDaily except Sunday
 Vancouver-SeattleDaily
 Montreal-Burlington ..Twice daily (10/8/37)

Reflecting the 1938 rate to Columbia is a cover (fig. 6), from Toronto dated 12 July, 1938, rated 50¢ paying the 'over 1/4oz. but under 1/2oz. rate The 1939 rate to Bermuda is illustrated by a cover (fig. 7), dated 10 April, 1939, from Toronto rated 15¢ (the 1/2oz. rate) to Hamilton, Bermuda. A 1938 cover (fig. 8), illustrates the limitations of air mail service. It is an air mail cover from Vancouver, dated 23 April, 1938 and rated 6¢, the correct rate to Scotland. Endorsed 'Via New York SS 'Queen Mary'. It was probably sent by air via Seattle. and United States air mail service. to New York.

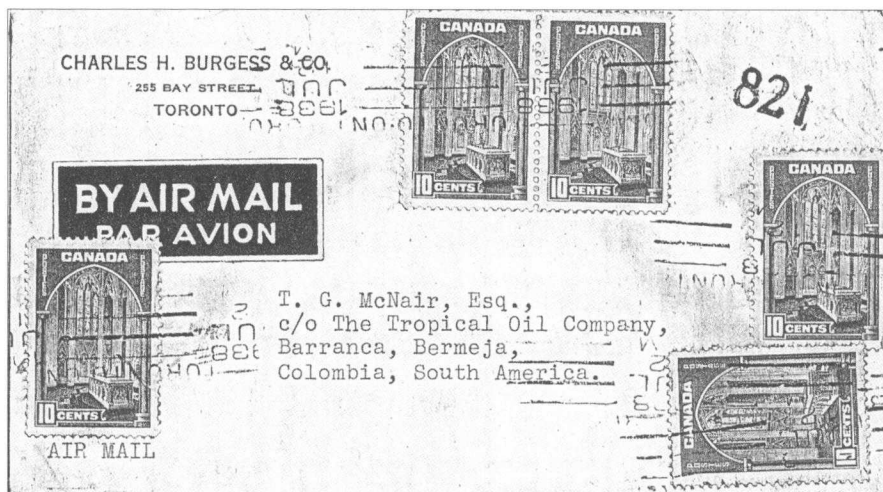
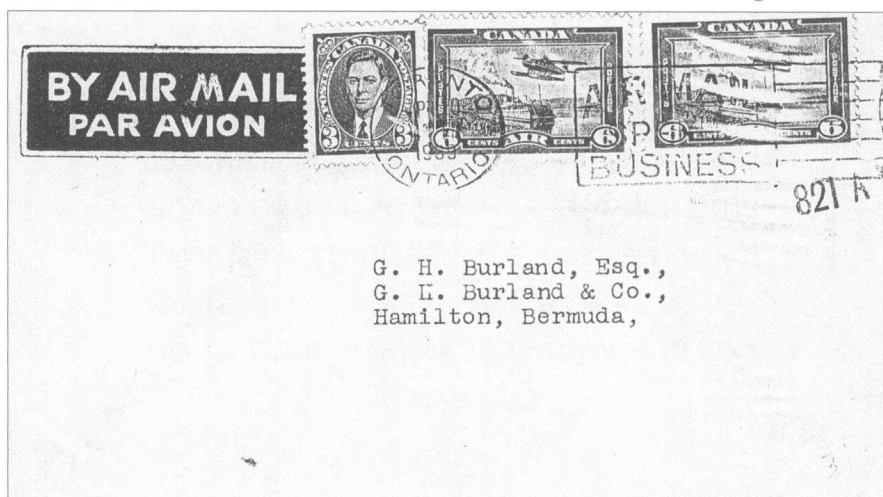


Figure 6 above

Figure 7 below



By 1939 air mail services were being provided to the major countries of the world. The only frontier left was an efficient and regular service from Europe to North America. As early as 1935 discussions were held between Canada, Newfoundland, Great Britain and Eire for the establishment of a

Trans-atlantic Service. By December 1935 an agreement had been reached. Representatives then went to Washington to obtain American participation in the proposed scheme. By 1937 Pan-American Airways and Imperial Airways were in a position to make tested flights using existing

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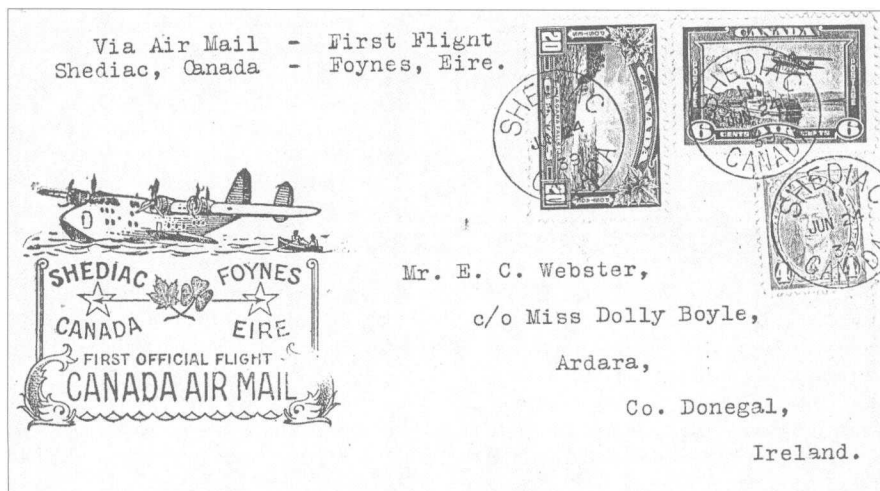
equipment. There was little activity in 1938 as both airlines were waiting for newer aircraft to be built. One flight was made using the 'Mercury', the upper portion of the Short-Mayo composite. The 'Mercury' was launched by her mother ship (plane) the 'Maia' from a point near Foynes, Eire at 20.00 B.S.T.

21 July. She landed at Montreal at 16.20 B.S.T. 22 July, after a non-stop flight. From Montreal the 'Mercury' proceeded to New York. The return flight was made in easy stages via Montreal, Botwood and the Azores. On the outward flight from Foynes to Montreal the 'Mercury' carried 1,000



Figure 8 above

Figure 9 below



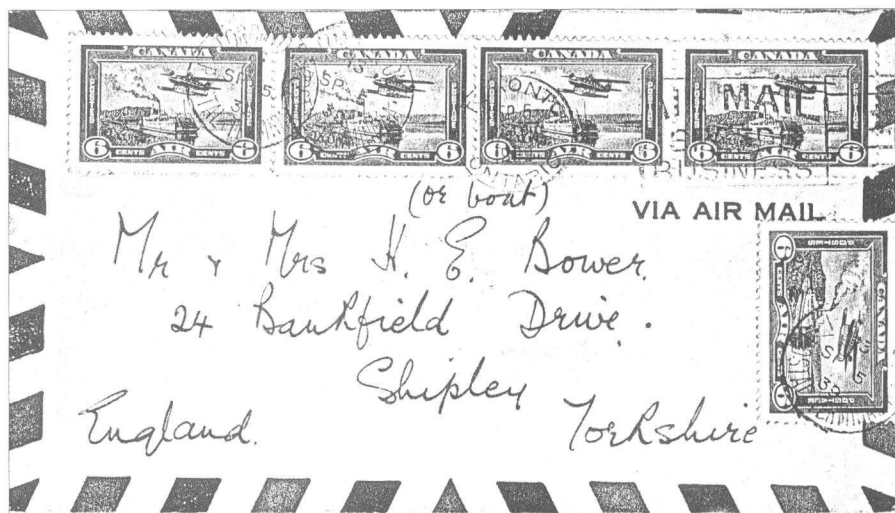


Figure 10

lbs. of express mail. The first regular official Canadian air mail flight was made from Shediac on 24 June, 1939 via Botwood and Foynes, Ireland, to Southampton arriving 28 June. Imperial Airways inaugurated their trans-atlantic service between Southampton via Foynes, Botwood, Montreal and New York on 5 August, 1939, making eight round trips between then and the end of September, when the service was curtailed due to the outbreak of World War II.

Pan-American Airways had also inaugurated a service between New York and Lisbon. The first flight on this weekly service was made from New York on 20 May, 1939, with flights routed via the Azores. Once the direct route via Foynes to Southampton was suspended the service on the Lisbon route was increased to twice weekly. Great Britain then inaugurated a connecting service between Portugal and London. On 3 August, 1940 British

Overseas Airways reinstated a Trans-atlantic service from Poole to New York via Foynes Botwood and Montreal. Only five flights were made over this route during 1940.

Commencing in 1941, as part the the war effort, Great Britain was able to purchase aircraft in the United States which were then flown to the Canadian border, ferried across to Canada and then flown to the United Kingdom. This service, known as the Atlantic Bridge and later as the 'Atlantic Ferry', carried large amounts of Canadian mail for the Canadian troops in Europe, and eventually it became essential to return air crews to Canada by air, so a return air mail service came into being. Rates were 30¢ for regular air mail and 10¢ for air letters.

Figure 9 is a commemorative cover for the first Trans-Atlantic Official Canadian Air Mail flight from Shediac to Foynes, dated 24 June, 1939 and is

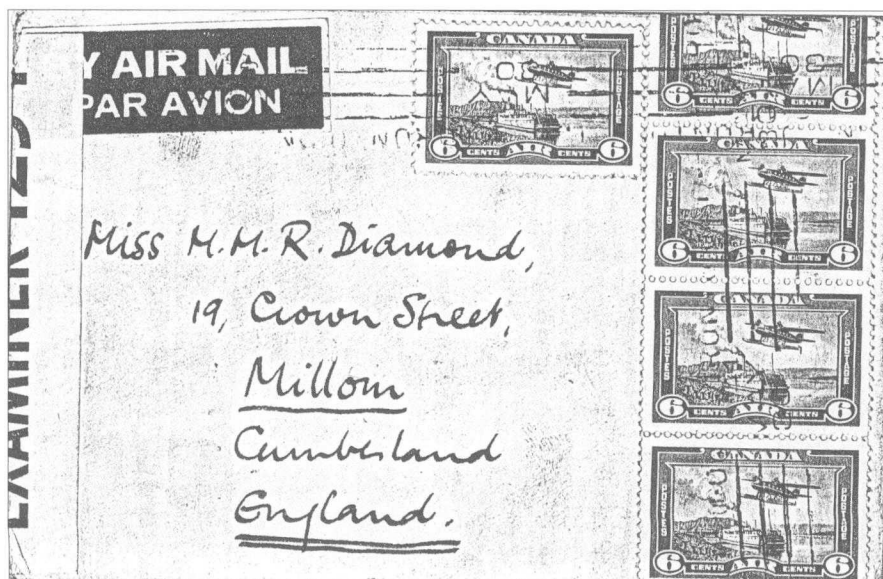
rated 30¢, (the 1/2oz rate). Figure 10 is an example of a cover from Toronto to Shipley, Yorks, dated 5 September 1939 and rated 30¢ carried by Transatlantic Clipper service.

The outbreak of the Second World War in September 1939 not only severely curtailed air mail service between Canada and many countries, but delayed the introduction of new



Figure 11 above

Figure 12 below



services. The 1940/41 Official Guide reflects the changing world situation. Rates for existing services were published in the 1940/41 Guide. Figure 11 is a cover to Columbia from Gananoque, Ont, dated 8 December, 1941, rated 25¢. Finally Figure 12 is an example of cover from Toronto to England dated 30 May, 1941 rated 30¢ and carried by the 'Atlantic Ferry'.

The Official Post Office Guide

1940-1941 (p.11)

1. Canada, Newfoundland or any place in North America not mentioned in groups 3, 5 & 66¢ 1st oz. then5¢ each oz. thereafter
2. Great Britain, Northern Ireland, Eire6¢ 1st oz. 5¢ each oz. after
**If Trans-Atlantic Air Convey-
ance also desired ..30¢ each 1/2oz.**
3. United States6¢ each oz.

4. Europe (except places mentioned in Groups 1 & 2).....10¢ each oz

**If Trans-Atlantic Air Convey-
ance also desired ..30¢ each 1/2oz.**

5. West Indies, British Guiana, Mexico, Cuba, Central America10¢ each 1/4oz.
6. Bermuda15¢ each 1/4oz.
7. *Asia (via San Francisco – see footnotes)
7. †Australasia
8. South America:

(a) Columbia, Ecuador, Venezuela, Netherlands Guiana & French Guiana25¢ per 1/4oz.

(b) Argentina, Bolivia, Brazil, Chile, Paraguay, Peru, Uruguay35¢ per 1/4oz.

*The rate by the U.S. 'Clipper' Service from San Francisco to Hawaii, Guam and the Philippines, is 30¢.,

Continued on page 325

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THE MISSING LINK RETURNS

Part 2 The Great Adventure Begins

Joe Smith

Having spent nearly 30 months stationed in Toronto during most of his time with the Mobile Veterinary Section # 2, I suspect my uncle was in search of some adventure before the war came to a close. This opportunity arrived quietly on 12 July, 1918, when Major-General W.G. Gwatkin, Chief of General Staff in Ottawa, commenced to organize an infantry brigade for service in Siberia. A month later final approval was given by the President of the Privy Council of Canada. Some 4,200 men were to be assigned to this force and, for some reason, my uncle heard of the offer and promptly signed on. In the process he had himself demoted to private and joined the Remount Squadron. This group initially consisted of 19 men; later it was augmented with four more personnel including one officer.

Nearly all of the early arrivals were 'returned veterans' that is to say wounded men from the European front who had convalesced in Canada. I suppose you could say they were all well informed of military practices and experienced under fire. Later forces were mainly conscripts called up under the Military Services Act of 1917. The terms of my uncle's enlistment in March 1916 stated that he would serve up until six months after hostilities had ceased. It is difficult to understand why a man who was married, with two children and at the age of 30, would place himself in uncertain danger by volunteering to serve so far from home and country.

Major-General James H. Elmsley, who had served in the Boer War and recently commanded the 8th Brigade

CEF, was appointed to command the CSEF on 10 September 1918. The advance force commenced to assemble at New Westminster, Coquitlam and Willows Camp (Victoria) B.C. on 21 September. The following pictures featuring my uncle Ralph may or may not have been taken at the assembly point. He was an accomplished equestrian as can be seen from the photos. It is unfortunate that these old pictures had no notations, I can only guess the place and time they were taken. His only surviving daughter can



Ralph Grogan standing with duffel bag, with passenger train in background. Possible arrival or departure point in his journey to join the advance force.



Ralph Grogan with two pups, probably in camp awaiting departure for Siberia.

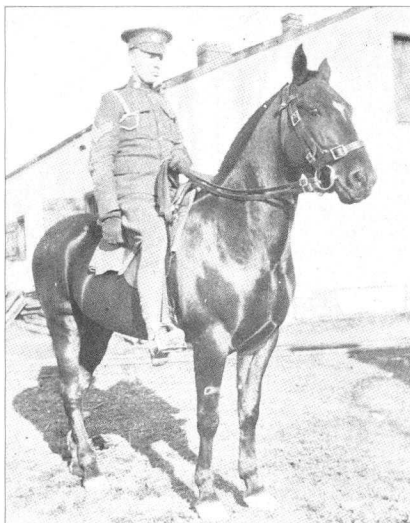
not help me as even she is not sure. I am grateful that she did not pitch them out as was her intention at some point. My uncle Ralph was a cigar smoker and many of the pictures show him with a stogie in hand or mouth. Another picture shows a different side of him and that was his love of dogs. He is seen at the entrance of a tent with two hound pups. I also note that up to this point he is still wearing his sergeant's stripes and his cap badge appears to be from the Veterinary Corps. Another photo shows him posing with a duffle bag next to a train which may have been taken upon his arrival in B.C.

The advance force boarded the SS 'Empress of Japan' (on requisition from

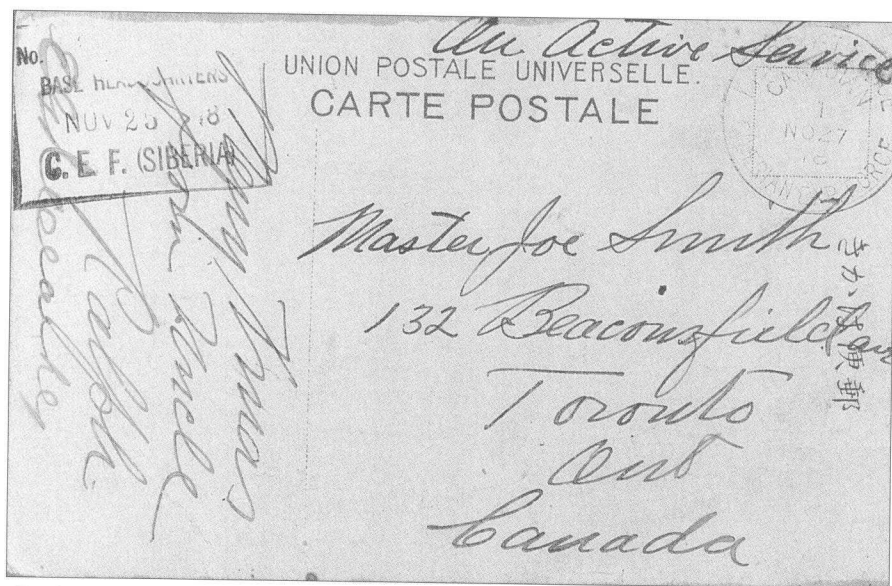
CP Steamship Co) and sailed from Victoria B.C. on 11 October 1918. This advance party of 677 Canadians sailed directly to Russia and arrived at Vladivostok on 26 October 1918. Among the group were 18 members of the 'B' Squadron of the R.N.W.M.P.

It appears from his records that, while en route and for a short time after arrival in Siberia, he was attached to the R.N.W.M.P., caring for their horses. Then he moved around among the Remount Depot, Base Depot and Ammunition Column until March of 1919.

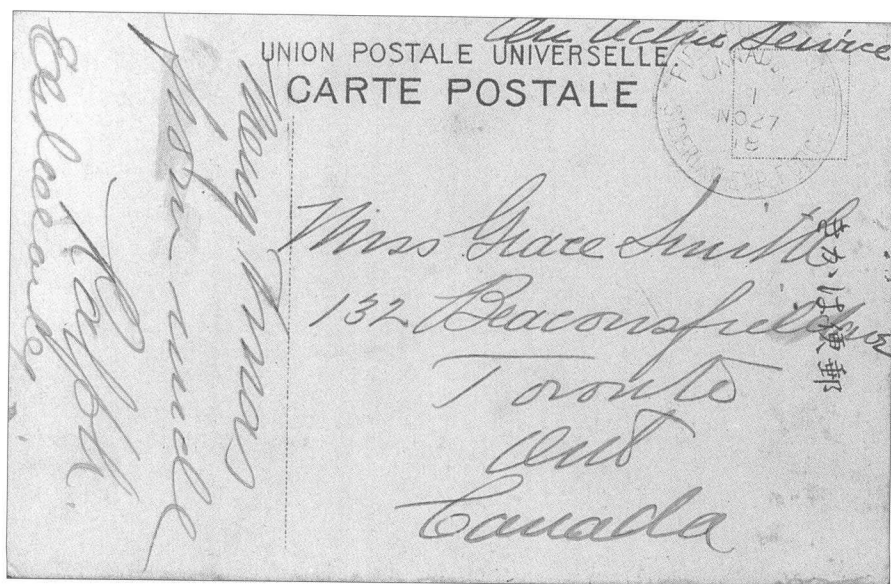
While at the Base Depot he wrote four picture postcards to relatives back in Toronto. In one way or another each is somewhat different from the others. Card 'A' was sent to my father, Joseph



Ralph Grogan on horseback in front of building which does not appear to be of Canadian design. Possibly at Gournestai barracks outside Vladivostok.



Card A



Card B

Grogan Smith. It has a Base Headquarters CEF Siberia rectangular boxed cancel dated NOV 25/18. Two days later the CSEF steel hammer (H-I) was applied where one would expect to see a stamp. Postage was free and the mail had to be endorsed 'ON ACTIVE SERVICE'. This is to his nephew who had just turned seven years old. The message is rather simple and reads 'Merry Xmas from Uncle Ralph'. Hidden along the left edge is a censor endorsement. I have tried in vain to decipher a possible name and crosscheck this with the list of participants in the advance party. No conclusion can be drawn. One tempting possibility is a member of the postal corps whose name was Edward George R. Clarke who was an acting Sargeant. On the back is a real oil painting in colour of a seaside sunset. It is from Japan and with many thousands of Japanese soldiers stationed in and around Vladivostok I am sure they were readily available to the buying public.

Card 'B' is similar front and back to card 'A' with two exceptions. No Base Headquarters boxed rectangle appears on the card. This card is written to his niece Grace Smith. Grace is my father's younger sister. The censorship signature is the same and the front of the card shows a near identical oil painting of a seaside sunset.

Card 'C', very similar to 'A' and 'B', is written to Evelyn Smith, my father's elder sister. This card has the Base Headquarters boxed rectangle and CSEF dater. The censorship signature is the same as the previous two cards. The front has a real oil painting of a waterfall with a cone shaped snow capped volcano in the background. (Mount Fuji?)

Card 'D' is different. It would appear from the dateline (NOV 24/18) that it was written at the same time as the previous three, however the ink is black rather than blue-green. It is written to Mrs. J.C. Smith – his sister Jennie (she and her husband were the parents of the three children). The card is endorsed 'ON ACTIVE SERVICE' but there are no postal markings nor is there a censor's signature. This may have passed through the mails 'as is' or may have been sent under cover. The message reads: "*Somewhere in Siberia* Hope you and yours are enjoying the best of health as I am at present myself. Your Loving Bro. Ralph". This message is somewhat sad as my grandmother died the next year from the Spanish 'Flu. On the picture side is a water scene with gilding on the sails, birds and the thatched roof of a hut.

To be continued

AIR MAIL RATES...

Continued from page 320

50¢., and 75¢. per 1/2oz. respectively.

The air mail rate via San Francisco to Macao & Hong Kong is 90¢ per 1/2oz.

†The rate by the U.S. 'Clipper' Service from San Francisco to Hawaii, Canton Island, New Caledonia, New Zealand & Australia is 30¢., 45¢., 50¢., 75¢., and 90¢. per 1/2oz. respectively.

The England-India-Malaya-Australia-New Zealand and England-East Africa-South Africa air mail services are suspended.

By studying the various rates as published by the Canadian Post Office from 1929 to 1940, one can appreciate the challenge, fun and interest created for the collector in acquiring a representative collection of the various rate covers properly used in period. It is hoped this article will be of assistance to those interested in the study of rate covers.

Acquisition of a scarce postmark can be a great motivation.
In Colin Campbell's case
he set out to uncover the story behind Deckerville.*

WHITHER DECKERVILLE, SASK.?

Colin Campbell

The rural post office named Deckerville, Sask., was opened 1 July, 1910 with J.N. Green as postmaster. The location was about five miles south of Mazenod, Sask., or fifty miles southwest of Moose Jaw. Mr. Green established a homestead in the area and it is quite likely that the office was in his home. During this time the mail was sometimes given out at Lachlan Galbraith's store one mile south of Green's home.⁽¹⁾

Early revenue was reported as \$72.92 with salary \$26.25 for the year.

Other revenue during Green's tenure was 1911 -\$136.99, 1912 -\$144.00, 1913-\$181.60 plus stipend, in his final year, \$72.00.⁽²⁾ He resigned the office 5 December, 1913.

It was four and a half months before a replacement was named but Deckerville post office continued to function officially during the period between Green's resignation and his replacement. One receiver's postmark has been reported, dated January 1914, other dates within this period would be of interest.

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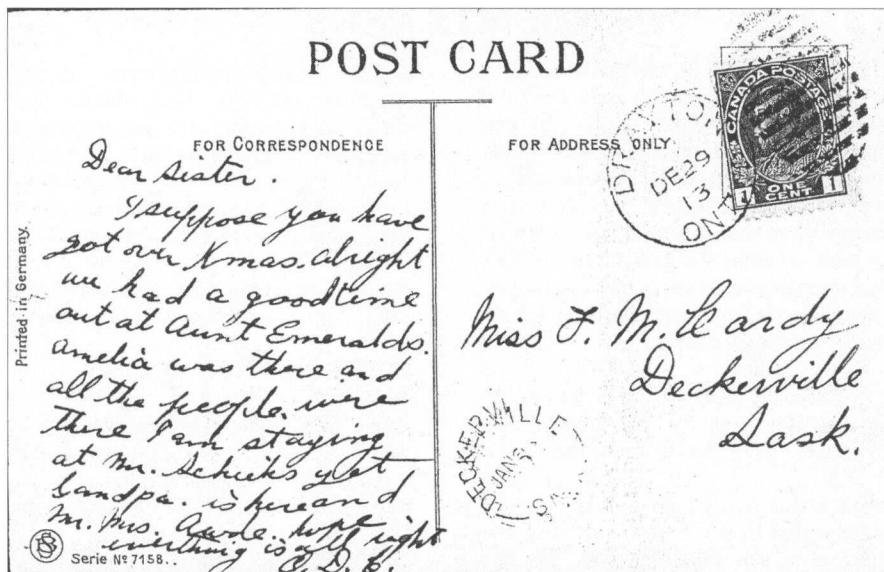
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James H. Dand was appointed postmaster 15 April, 1914. Mr. Dand had come from London, England, in 1904, first settling in Moose Jaw, but in 1911 he relocated seven miles south of Mazenod, having claimed a half section of land for farming. He built a sod shack with a wooden roof. This move resulted in the post office, Deckerville, being moved three miles south of its first location. Dorothy Copper (nee Dand), for an area history later, is quoted as saying "In later years (1914 on) our post office was Mazenod so we had a sub post office at our farm house. We had to go to Mazenod once or twice a week to get the mail. It was fun having the neighbours come in for their mail, and often some of them stayed for supper. Our post office was called Deckerville".⁽¹⁾ This office closed for all time 30 April, 1918.

Another pioneer family, the Morris Coles, homesteaded on the same section

as the Dands: the Coles arrived in 1917 and were soon settled in. Their town was Mazenod but their mailing address was Deckerville, a rural post office managed by Mr. and Mrs. J.H. Dand, just south of their home. This information was recorded by the eldest of the Cole family, Douglas Cole.⁽¹⁾

With regard to the card illustrated, it has been established that the Cardy family lived within a mile of the Deckerville P.O. Miss F.M. Cardy was the daughter of Mr and Mrs H. Cardy and, in 1913, was about 18 years of age. The card was written by Orton Cardy, Freeda's older brother. In 1914 Orton died, at age 23, as a result of an accident on the farm. The Cardy family had relatives living in Drayton, Ontario.

The absence of the year date (14) in the receiver postmark cannot be accurately explained but it is assumed

Continued on page 329

SOCIETY NEWS

DIRECT DEBIT MANDATES

When the scheme was set up in 1982 we were charged approximately 12p per entry on an annual basis, and with which the Society was debited after the annual 'run'. Since then not only has this charge more than doubled, but the banks in their wisdom decided a year or two ago to charge an extra 5p per quarter per entry held on computer; that is on top of the usual annual charge.

While the Society will continue to absorb the bulk of the charge, as members were advised at the 1997 A.G.M., it is felt unfair to the membership as a whole that they should be expected to continue to subsidise the extra levy. For members who use the facility, 20p, the current cost of second class mail, will be deducted in addition to the discounted annual subscription in future as per the enclosed dues notice. It is believed this is a fair compromise and it is hoped that the facility will continue to enjoy wide support.

LOCAL GROUPS

With the onset of the long summer days attendance at the local groups was smaller than usual. The London Section rounded off its programme with its annual competition of which John Wilson's 'Proofs 1852-57' was adjudged the worthy winner. The final meeting in May was a series of displays under the title 'K.L. or M'.

The Scots met in June where the main topic was the difficult Small Queen 3c shades - Indian Red and Rose-Carmine which even some professionals have trouble in identifying.

The Wessex Group met at Rodney

Baker's home in Bitterne at the beginning of July. Transatlantic mail was considered in some depth, especially to and from Nova Scotia. Of particular interest was a comparison between 1967 high value definitives and the source paintings. Also under scrutiny were the two types of forged 'Balbo' surcharge of Newfoundland (1933) and various bogus productions.

FORTHCOMING EVENTS

1998

Aug 9 S.W. Group, Portishead
Sep 9-12 CPS of GB Convention, Ivy Bush Royal Hotel, Carmarthen
Sep 30-Oct 4 STAMPEX, Islington, London
Oct 22 Wessex Group
Oct 29-31 London International Stamp and Cover Show, Horticultural Halls, London
Nov 21-22 ABPS Exhibition, Hove

Overseas

Sep 4-13 PORTUGAL '98, Lisbon
Oct 8-10 BNAPEX, Orlando, USA
Oct 20-25 ILSAPEX '98, Johannesburg
Oct 23-Nov 1 ITALY '98, Milan

1999

Mar 19-24 AUSTRALIA '99 Melbourne
Apr 27-May 4 IBRA '99, Nuremberg
July 2-11 PHILEXFRANCE '99 Paris
July 3 MIDPEX, Tile Hill, Coventry
Aug 21-30 CHINA '99 Beijing
Sep 15-17 BNAPEX, Kelowna, BC, Canada
Oct 7-10 CPS of GB Convention, Glasgow
Oct 5-10 BULGARIA '99 Sofia

2000

May 22-28 STAMP SHOW 2000, Earl's Court, London
May 30-June 4 WIPA 2000, Vienna
Aug 11-20 INDONESIA 2000 Bandung

Oct 7-15 ESPANA 2000, Madrid
Nov 18-19 GLASGOW 2000 Scottish
Exhibition and Craft Centre

Details of London Group from Colin
Banfield 0181 281 0442 (home) or 0171
407 3693 (office); Wessex Group from
Dr Dorothy Sanderson 01794 523 924;
S&C Scotland from John Hillson 01461
205656. Contact for West of Scotland is
Bill McVey 0141 637 6853 and for S.W
Group, Neil Prior 01656 740520.

WHITHER DECKERVILLE... **Continued from page 327**

that the card was about five days in
transit, arriving about 3 January, 1914.
At this time the office was 'between
postmasters'; a new year indicium was
required to be set up in the hammer but,
either it was overlooked or, in the light
of the weakness at the base of the strike,
perhaps it failed to make an impression
on the card.

References:

1. *Prairie Trails & Pioneer Tales*, R.M.
of Stonehenge #73 (1982). As supplied
by C. Susut & B. Mytroen of Assiniboia.
2. *Letter*, S. Sheffield (1998)

***Editor's Note:**

*Deckerville, Sask was a rural post
office, shown in 'Saskatchewan Post
Offices', (Ed. Bill Robinson 1987) as
unreported except in the Proof Book.
Since that date, three examples have
surfaced, including the one illustrated.
The hamlet itself was not shown on any
current maps that Colin consulted, it
was a researcher in Saskatoon who
found a 1910 map and traced the exact
location. Not much to go on...*

*In addition to the above, Colin even
managed to trace photographs of Mr &
Mrs Dand and Mr & Mrs Coles but
photostats of the photographs would not
reproduce well!*

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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Members who have not paid the current year's subscription by 30 April
will be removed from the *Maple Leaves* circulation list.

LETTERS TO THE EDITOR

Hans Reiche, FCPS

ADMIRAL PROOFS

The black proofs shown by the Yellow Peril (April ML, p233) come from a printing long after the Admirals were finished. The proofs show only the later dies, such as the 1¢ yellow, the 3¢ red, the 20¢ and the 50¢ because the originals were not available any more at that time. Similar proofs on card exist in full colours from the original dies. The reason why some proofs do not show the hole is because these were hung on a metal loop instead of using a hole. Few such proofs show small marks from this loop wire.

Dean Mario

FAKE QUEBEC CDS?

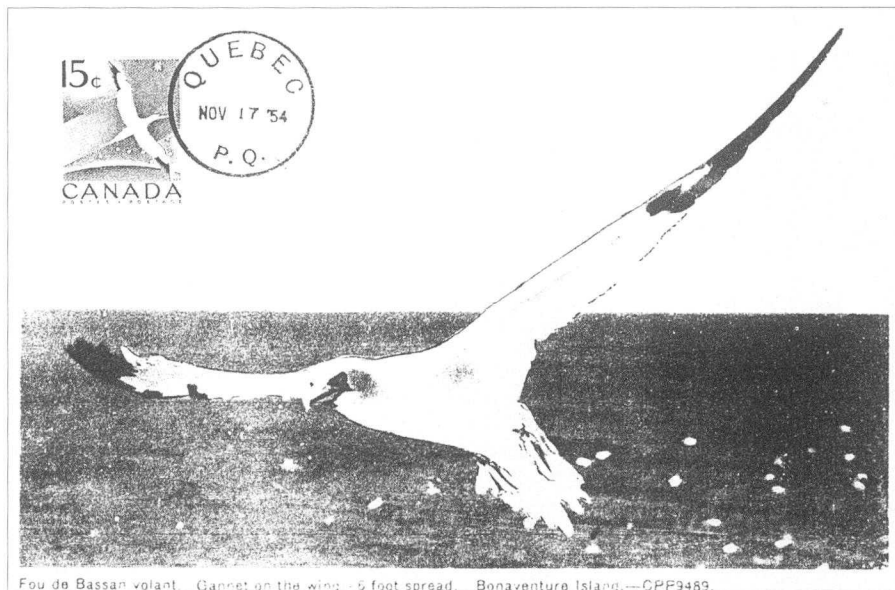
I may be able to shed light on Nigel Harris's problem card (April ML, p252). The card illustrated bears a

remarkably similar postmark to Nigel's, only it's 24 years later! It is a pseudo maximum card and obviously prepared by a collector. Reverse of the card is unused but it bears an issue number '1-0128' stamped in carmine/purple ink. The 'Quebec' cancellation is in black. Given the fact that Quebec has utilised many 'interesting' cancels, I doubt that Nigel's card is a fake per se. The sender may have had access to an unusual device — it appears similar to one of Hank Narbonne's 'MOODS' (Money Order Office Date stamps). I suspect that both my card and Nigel's are merely 'philatelic'.

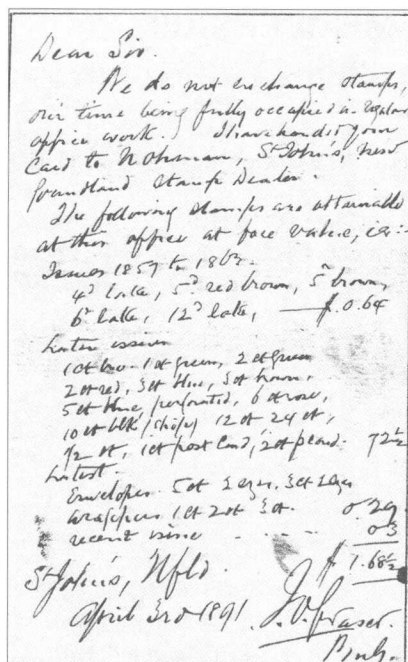
Mac McConnell

BARGAIN BASEMENT

Horace Harrison's Bargain Basement (April ML, p255) reminds me that, in



Fou de Bassan volant. Gannet on the wing — 5 foot spread. Bonaventure Island. — CFP9469.



1891, a gentleman from Perry Barr, England, wrote to Mr J.O. Frazer, PMG of Newfoundland (no less), asking for an exchange of stamps.

As illustrated, the PMG personally took pen and ink and a 2¢ postal stationery card and wrote a reply. The message reads:

Dear Sir,
 We do not exchange stamps, our time being fully occupied in regular office work. I have handed your card to N. Ohman, St. John's, Newfoundland Stamp Dealer. The following stamps are available at this office at face value, i.e.:- Issues 1857 to 1863
 4d lake, 5d red brown, 5d brown
 6d lake, 12d lake\$0.64
Later issues
 1¢ brown, 1¢ green, 2¢ green, 2¢ red

3¢ blue, 5¢ brown, 5¢ blue, perforated,
 6¢ rose, 10¢ black (ship), 12¢, 24¢,
 1/2¢, 1¢ postcard, 2¢ postcard72 1/2

Latest

Envelopes 5¢ 2szs, 3¢ 2szs
 wrappers 1¢, 2¢, 3¢0.29

Recent issue.....0.03

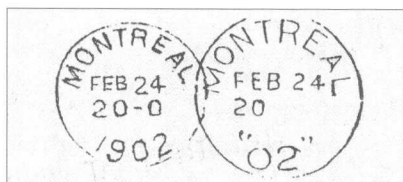
St. John's Nfld.\$1.68 1/2

April 3rd 1891 J.O. Frazer, PMG.

PMG or not, the maths in the 'later issues' looks a bit shaky, making it an even better bargain!

Derrick Avery BELT & BRACES

I do not know whether the enclosed photocopies are interesting enough to put in 'Maple Leaves' but I thought the machine backstamps might be of interest.



Editor's note:

Well, they are of interest to the Editor! Two different flag or bar cancels on the face of a cover is an unusual occurrence but not rare. Two receiving marks from different machines is most unusual. That on the right appears to be the dater normally seen in one of the Bickerdike machines with type 8 flag die A, while the other is that normally seen with the machine that was on trial in the Montreal post office at the time, probably a Geary. The card seems to have taken six days to travel from Tadoussa to Montreal, perhaps they were so glad to see it that they marked it twice!

AMENDMENTS TO MEMBERSHIP to 27 June 1998

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- 2781 Gray-Forsyth, John, 70 Blairbeath Rd., Burnside, Rutherglen, Glasgow, G73 4JQ.
C, SC
2782 Baker, Alan, 5 Dark Lane, Sunningwell, Abingdon, OX13 6RE. CGC
2783 Smith, Derek M. 5A Airfield Court, Donnybrook, Dublin 4, Eire. NB (Cents),
NS, PEI, Manitoba, SC.

Deceased

- 2011 Collie, W.; 2299 Drury E.; 1695 Lawler, D.R.

Resigned

- 2267 Trimble, R.E..

Removed from membership

- | | | |
|----------------------|-----------------------|--------------------|
| 2729 Bilsland, R.D. | 2742 Gates, W. | 1097 Jewett, F.C. |
| 2653 Livermore, P.C. | 2650 Lunn, R.V. | 2443 Redwood, M.V. |
| 2669 Robson, R. | 2316 Scott, Rev. J.H. | 1263 Simpson, W.L. |
| 2717 Thompson, J.A. | 2737 Tucker, G.D. | 2203 Winmill, R.B. |

Change of Address

- 2638 Bell, M.L. Barley Mow, High St., Chipping Campden, Glos. GL55 6AG
2277 Bunt, J. 8 Strangeways Villas, Truro, Cornwall, TR1 2PA
2671 Hulland, R.J. Flat 1, Brymore, St. Albans Rd., Torquay, TQ1 3OG
2751 MacInnes, I. 4 Garafod, Staffin, Skye, IV51 9JT
2213 Ordish, R.F. Marshlands, Kingston Lewis, E.Sussex, BN7 3NB
1453 Peatman, A.N. 437 Osborne Cres., Edmonton, AB, Canada T6R 2C3
2455 Piercey, D. 181 Blackburn Drive West, Edmonton, AB, Canada, T6D 1B6

Amendment to Address

- 2195 Stalker, B.T. substitute 'Flintshire' for 'Clwyd' and amend postcode to CH7 1PU.

Revised Interests

- 2674 Thompson, R.P. CR, CR2, CL, CS, DC.

E-mail address

- 2674 Thompson, R.P. rthomps@silks.net

Revised Total 451

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OF GREAT BRITAIN



Maple Leaves

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MAPLE LEAVES

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EDITORIAL

Before the next issue we shall have passed two centenaries, the release of the 1898 Map stamp and the introduction of Imperial Penny Postage (25 December, 1898), the stamp's *raison d'être*. It is appropriate therefore that we include two articles on the stamp, including new information; which just goes to prove that there is always room for more research. In passing, we should like to mention that the issue of a commemorative stamp was in no small way due to long-time Map fan Fred Fawn's suggestion to the Stamp Advisory Board – yes, they do listen!

The Royal P.S. of Canada recently announced nine honorary life members and we were pleased to see, among the distinguished company, two CPS members. Our congratulations go to A.N. Peatman of St. John, NB, and

H.G. Walburn, FRPSC, of Kelowna, BC, both of whom have notched up over 50 years membership of the 'Royal'.

Mention of Kelowna brings us to an inexplicable error on your Editor's part. In the last two issues, the diary of events has flagged the 1999 BNAPS Convention as taking place in Kelowna when it is, in fact, taking place just up the road in Vernon, BC. Perhaps it was happy memories of an overnight stay in Kelowna some years back and meeting a fine bunch of enthusiasts from the surrounding area. Anyway, apologies to all concerned.

Talk of errors brings us neatly to the creatures that inhabit every editor's worst nightmare – gremlins. They struck David Whiteley's article in the June issue. First, at the foot of page 286 they

altered the South American rate to 45¢ from the 15¢ illustrated at figure 2 on page 287. Success went to their heads, if they have any, for on page 291, not only was figure 5 wrongly captioned figure 2, the actual illustration was a repeat of figure 4! The correct figure 5 is shown below. Only two people reported the major error and one of those was not a member! In offering apologies, your Editor also expresses gratitude to the

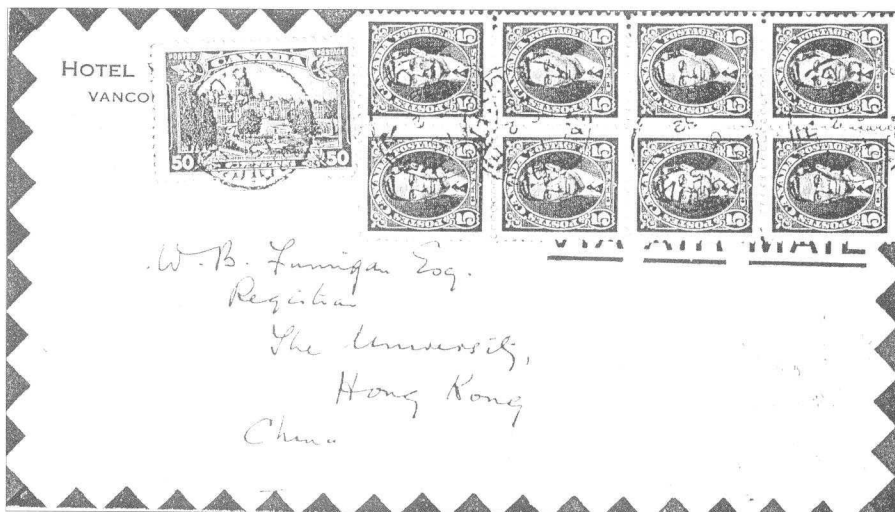
other 450-odd members who spotted the error but decided not to burden him with their scorn.

And finally...subscriptions are due this month. You are reminded that payment before 1 January, 1999, is rewarded with a £2 discount from the full renewal of £14. Commensurate discounts are offered to overseas members as shown on the dues notice that accompanied the August issue.

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USE IT OR LOSE IT!



The above illustration should have appeared as Figure 5 on p291 of the June issue. It demonstrates the 90¢ rate up to ½ oz, Pan American Clipper Airmail rate from Vancouver, via San Francisco, to Hong Kong, 2 Oct 1939.

A noted Map enthusiast marks the centenary of his favourite piece of coloured paper...

HAPPY CENTENARY, MAP STAMP

Fred Fawn

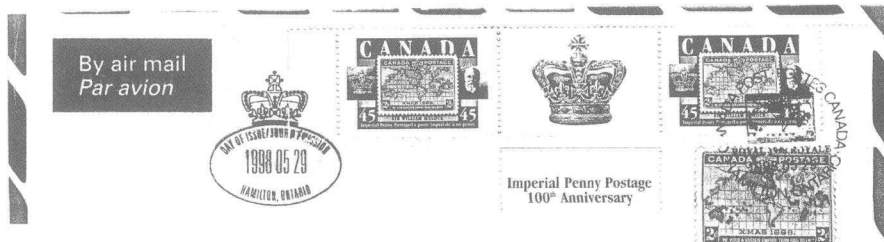
To commemorate the centenary of Canada's Imperial Penny Postage Stamp of 1898, Canada Post issued a Map stamp-on-stamp, which was launched on the opening day of ROYAL 98 ROYALE on 29 May, 1998, in Hamilton Ontario.

The designer was Francois Dallaire of Montreal. The Map stamp is in the centre of the design, flanked at left by Queen Victoria's crown and at right by a portrait of Sir William Mulock.

A total of seven million stamps were printed by the Canadian Bank Note Co., in sheetlets of 14, with the vignette of Queen Victoria's crown in the centre position. They were printed in five colour lithography on coated paper with a 13+ perforation, PVA gum and general tagging. The inscriptions read: top and bottom IMPERIAL PENNY POSTAGE 100th ANNIVERSARY / LA POSTE IMPERIAL A UN PENNY 100e ANNIVERSAIRE; at the sides CANADIAN BANK NOTE DESIGN: FRANCOIS DALLAIRE.

The original Map stamp was issued to commemorate the introduction of the

Imperial Penny Postage scheme within the British Empire. Figuratively speaking it put Canada on the map, looming large at the centre of the 19th century world. Historically, it was created to help increase communication and lower cost between Great Britain and its many Colonies and Territories.



For decades, many reformers on both sides of the Atlantic had struggled unsuccessfully to achieve reduced and uniform postal rates. Canada's Postmaster General, William Mulock (appointed on 13 July, 1896) fought for, negotiated and concluded a mutually-advantageous agreement with the British Postal Authorities and Government. Henniker Heaton, British M.P., was the most vocal proponent of the scheme and his efforts culminated in the endorsement of a uniform Empire Rate at the London Conference of July 1898, headed by the British PMG, the Duke of Norfolk.

Although the Imperial Federation League had proposed an Empire stamp in England in the 1890s, credit goes to Canada and to Wm. Mulock for having brought this concept to realization. The design of the Map stamp was created by Wm. Mulock and his staff. It shows a map of the world on a Mercator's projection with the British possessions indicated in red. On top, the Imperial Crown is placed between the words 'CANADA POSTAGE'. At the foot of the design is the motto "We hold a vaster Empire than has been" (from 'A Song of Empire' by Sir Lewis Morris, composed 20 June 1887, in honour of the 50th anniversary of Queen Victoria's accession).

To put this event into perspective, we must visualize an era in which communication binding peoples from the four corners of the world, was via letter only (no airmail, no fax, no e-mail).

Imperial Penny Postage accorded enviable financial rewards to Canadians: the postal rate to Great Britain, Colonies and Territories was reduced by 60%. Prior to the inauguration of I.P.P. the Universal Postal Union (UPU) rate was

the equivalent of 5¢ between member countries. The new rate became 2¢=1d (per 1/2oz). Great Britain, Canada and some 36 Colonies adhered to the new rate on the official inauguration day: 25 December, 1898; others joined the scheme later.

Other important dates are: 5 December 1898, Mulock's announcement in the House of Commons that the Map stamp was ready. The first day of issue was considered to be 7 December. As a result of the reduced I.P.P. rate, two more rate reductions followed: as of 1 January 1899, both domestic and US rates were lowered from 3¢ to 2¢. The drop letter remained at 2¢.

For the first time, the word 'XMAS' was included in the design of a stamp, much to the delight of thematic / topical collectors around the world. Printing was in three colours and by two different processes: the black, line-engraved; the red and blue, typographed. This method was another first in the British Empire and the Americas. In addition, this was the first stamp printed in the Dominion of Canada with a design which did not include the reigning monarch.

The American Bank Note Co. Ottawa printed this remarkable stamp. Each plate consisted of 100 (10 x 10) subjects, with the plate number at the top between the fifth and sixth stamps and imprints above stamps #3 and #8; below #93 and #98. Only the engraved plate had the plate number, imprints, margin lines and centre-cross markings. Five engraved plates were made with plate numbers 1-5. Plate 4 was not used. There were two plates used to print the red possessions. Plate A was used with black plates 1, 2 and 3; Plate B with black plate 5.

The stamp has proved to be enormously popular, a source of great fascination for collectors, authors and philatelic specialists. The reasons are manifold: the stamps are inexpensive, plating and building 'reconstructed' sheets is relatively easy and a lot of fun. Any collection can be improved by adding fancy cork cancels, barred and squared circles, RPOs, crown, duplex, flag, roller, machine, not to mention military and unusual postmarks, which are abundant. Varieties, patriotics, precancels, perfins are also desirable collectibles. For the first-day aficionados there are four dates to be collected instead of the usual one. For the postal historian, the sky seems to be the limit, since missives with Maps travelled to the remote corners of all Continents.

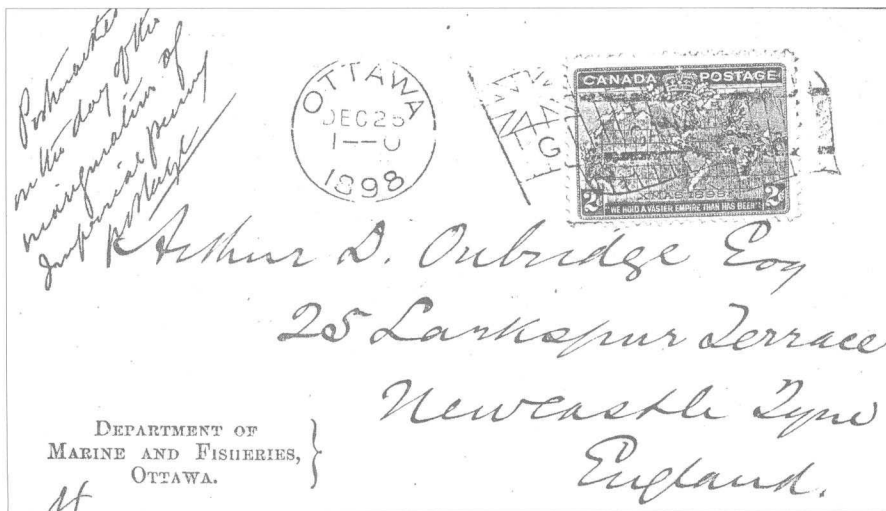
Since the story of the Map stamp and William Mulock's endeavours had been so closely connected, it is natural that many collectors insist also on building a 'Mulock side-collection'.

However, due to the popularity of Mulock-autographed stamps and covers, a number of forgeries have been reported. Mulock also improved and organized the Post Office to the point that it produced a surplus instead of deficit. For his many accomplishments, he was appointed Chief Justice of Ontario. Several streets and roads have been named after him.

Three major books and many articles have been published on the Map stamp. Recent studies of the unissued plate 4, colour categorization, printing sequence, paper varieties, centre-crosses, have revealed avenues for further studies.

Footnote.

Much of the above article appeared in the programme for 'Royal 98 Royale', the convention of the Royal P.S. of Canada in Hamilton at which the Map commemorative was launched.



Important Map date: 25 December 1898, inauguration of Imperial Penny Postage.

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Part 5 – Marginal Markings

The Yellow Peril

I define marginal markings as any marking on the plate that appears in the margins of the printed sheets. These markings are in the form of imprints, plate and manufacturer's printing order numbers, guide arrows, pyramid lines, R-GAUGES and lathework, sometimes referred to as 'engine turning'. A study of these markings is not only fascinating but is a very important and integral part of Admiral collecting. Because there are so many (2,500 estimated) different imprints, plate and printing order numbers, I will restrict my discussion to the stamps I displayed at Bournemouth in 1995.

Pyramids

The result of my finding in respect of the pyramid perforation guides was reported in the January 1992 issue of our Journal. Feedback, however, told me that I did a miserable job of making the point that the Type I pyramid is rare. Although Marler stated, on page 58 of his bible, that it was used only on two plates (110 and 111), this type is exceedingly rare and he had seen it only on the plate proof Type I, nonetheless, can be found. A position piece and half of another Type I pyramid in my collection proves this. I, therefore, and with the blessing of the editor, would like to reiterate their existence by illustrating them again.

Since 1992, I have added only two pieces to my collection. The first is a position piece from the upper right pane of the 3¢ carmine with Type II pyramid. According to Marler's chart (p60) the right pyramid is 16 times rarer than the left pyramid. The second is a 3¢

Photos by Ian Robertson

carmine coil sheet stamp with Type II pyramid. This pyramid is almost as elusive as the Type I pyramid.

R-GAUGE

The R-GAUGE is probably a registration gauge of some sort. It is located in the right margin just below the guide arrow. According to the list in Marler (pp60/1) there are seven R-GAUGES on six stamps: 2¢ green, 3¢ carmine, 50¢, \$1, 10¢ blue and 5¢ violet. The 5¢ violet denomination has the honour of having two R-GAUGES (and two pyramids) – one in the right and the other in the left margin. The R-GAUGE at right can be from any one of three plates – 19, 20 or 21 but the 'gauge' at the lower left can be from only one plate – 22. Accordingly, there should be three right gauges to every one left gauge. From my years of experiences in the trade, I find that this is not the case. If anything, it is the other way round! The ratio is more like five left to one right R-GAUGE. (Perhaps this is a good time to do a survey.) As with the pyramid, the R-GAUGE on the 3¢ carmine imperf is common compared to that of the perforated 3¢.

Other Marginal Markings

Besides the plate inscriptions in the top margins of the vertical perf 12 coils there are two other marginal markings on the coil stamps. These are the pyramids and R-GAUGES on the side margins of the 3¢ carmine sideways coils and they are extremely rare. Hans Reiche says, on page 71 of his book, that a unique block of the 3¢ carmine coil in sheet form with R-GAUGE exists.

3¢ Brown Admirals showing both types of pyramid



A position block with Type I pyramid.



Block showing a partial Type I pyramid at UR.



Type II pyramid.



Position blocks of the 3¢ carmine stamps. Upper right margin block showing pyramid between horizontal rows 5 & 6. Next column: R-GAUGE in right margin below the guide arrow.



Startling Revelation

I was always under the impression that all R-GAUGES (except the 5¢ violet) appear in the right margin just below the guide arrow, that is, until I stumbled upon this startling paragraph dealing with the 3¢ carmine sidewise coil (Marler p527):

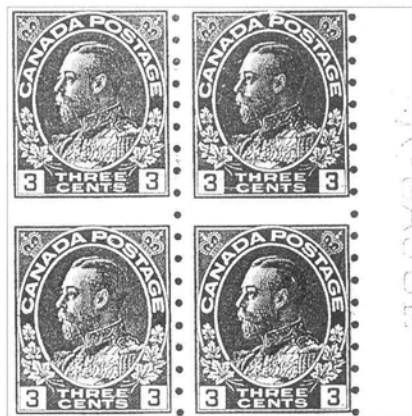
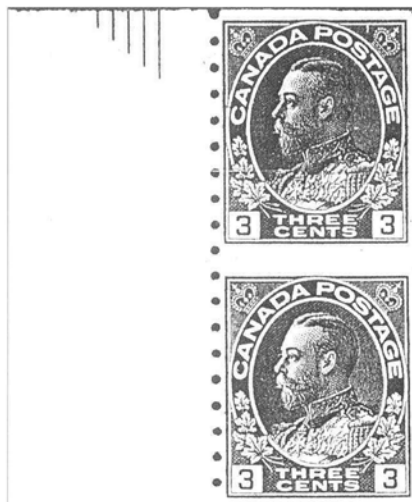
On Plates 11 and 12 there is a perforation guide in the center of the left margin, opposite the space between horizontal rows 5 and 6 of the upper and lower halves, and in the center of the right margin of each half the imprint 'R-GAUGE' appears. Both of these additions to the plate were trimmed off the

printed sheets when they were cut to make up the rolls.



5¢ violet with left and right R-GAUGE.

The plate layout for the sidewise coils was Type F: 400 subjects divided by a horizontal gutter into two panes of 200 subjects arranged in ten horizontal rows of 20 subjects each, the printed



3¢ coils in sheet form. Vertical pair with partial pyramid in left margin and a block with R-GAUGE in right margin. Note the absence of a guide arrow.



A strip of 3¢ carmine coil with R-G of R-GAUGE under paste-up.

sheets being cut into horizontal or 'sidewise' strips which were joined together to make a roll. According to the above paragraph there were two pyramid guides in the centre left margin between rows 5 and 6 of the upper and lower panes, and similarly, in the right margin, two R-GAUGES. The revealing paragraph also explains why the R-GAUGE block does not show any trace of a guide arrow.

Question: Is an upper R-GAUGE distinguishable from a bottom pane R-GAUGE? Boggs (p369) ventures the opinion that R-GAUGE refers to a method of gauging the register of the press during printing. Would anyone care to translate this opinion?

Footnote: While using watermark detecting fluid to check for stitch

watermarks I suddenly got a brain-wave to use the same method to check for plate inscriptions under paste-ups. It worked beautifully!

Editor's Note: It was the author who advised of the death of Elsie Drury, reported in the last issue. The Y.P. writes, "She was almost 73. Although a low profile collector, she formed in-depth studies of the 2¢ green and 2¢ brown Admirals and the first issue of postage dues. Her prize-winning collection of postage dues was second to none. Her knowledge of stamps was enormous and it is only because of her guidance that I was able to complete the 'Sweethearts' series in a very short time. On behalf of the Society, I extend to her family our condolences."

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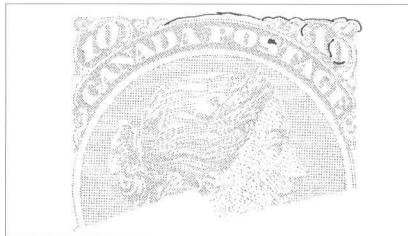
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SMALL QUEEN SNIPPETS

John Hillson, FCPS

The 10 Cents

Because only one plate was made of this value, with a total output of over four and a quarter million stamps, the main interest is the wide variety of shades. These range from the pale and interesting to intense reddish purples and lilac-roses of the later Montreal period and the rose-carmine and reddish browns of the second Ottawa period. Because this single 100 subject plate had such a comparatively low output it was never necessary to repair it, so the plate varieties are few and far between. There are, however, three which are worth looking out for, who knows, they may be lurking in your collection unnoticed, unloved even!

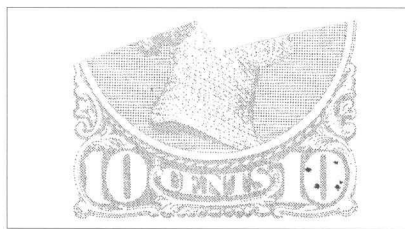


R9/9 *The re-entry*

The first of these is a fresh entry, that is a repair to a subject on the plate made after proofing but before being put into general production. I do not particularly like the habit of talking about position 89 or whatever – it does not instantly identify the position even on a 100 subject plate, but when it comes to the 200 subject plates of 1892 – well think about it. I prefer the row identified and the position from the left on that row, so position 89 becomes R9/9. This is where this re-entry is found on all printings as it was present

from the beginning, in spite of what one may have read to the contrary. Nor does it extend right across the top of the stamp, but only some two thirds as the illustration shows.

The second is the 'spotted 0'. Corrosion caused pitting in the right hand '0' of '10' on R3/1; it occurs on Ottawa printings and can probably be found on all shades of that period. I can vouch for three of them.



R3/1 *The spotted '0'*

Thirdly, somewhere around 1885, minor plate damage occurred resulting in a scratch across the '1', again of the right hand '10', R9/8.

Finally, regarding perforations, perf 12 and 11.5 x 12 are recorded in the catalogues but Robson Lowe sold a 'perf 12.5' at auction in 1974; it actually gauged 12.6 x 12.3. In 1989 Maresch sold some copies from the Siverts collection which were recorded as gauging 12.4 x 12.25. and were printed c.1885 in shades of magenta. It also exists perf 11.75 x 12. I recently acquired two so marked and one of them actually was! At the end of the Montreal period, stamps were being perforated 12 x 12.25 (approx.). Such should theoretically exist on the 10¢ but so far I have not found one. You may be luckier.



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A century after the Map stamp was issued (December 1898) one would not expect much new information to come to light, however...

UPDATE ON THE MAP STAMP

Bill Pekonen

A few new facts have come to light about the 1898 Map stamp. It has been confirmed that 2 December 1898, is a possible first day of use for the Map stamp. This conclusion is based on two facts.

1. Bill Pawluck is in possession of a copy of the American Bank Note Company order book / delivery record of the Map Stamp. It is headed up *November 24th 1898 / Imperial Postage* with a footnote *Vaster Empire Stamp* apparently in the same hand writing. It is signed by R.M. Coulter, D.P. Master. It shows that 100 sheets (10,000 stamps) were delivered to the Ottawa Post Office on 2 December, 1898. The record pages continue to show shipments made until 12 December, 1899 with the final delivery of 5,175 sheets making a total of 19,927,500 stamps.

2. My own files include a copy of Department Circular (1898-12-2) from the records of the National Postal Museum. It was issued by the Post Office Department, dated Ottawa 2 December, 1898. The heading is *Introduction of New 2¢ Postage Stamp*. It states in part *The new stamp will be available, forthwith, to the extent of its value, for the prepayment of postage on all classes of mail matter to all destinations, whether Domestic, British or Foreign. Postmasters are also informed that, in this case, the new stamp may be sold to the public as soon as supplies of it are received.*

Until recently, the first confirmed use has been recognized as 6 December, 1898, based on a cover reported by C.R. McGuire. This cover was posted at St. Hyacinthe, Que. An even earlier cover, dated 2 December, has also been reported by Fred Fawn, postmarked in Toronto. This particular cover has a flag cancel. There has been some question about this cover because it was earlier supposed that stocks of the Map stamp were not available until 5 or 6 December. The above records positively indicate that the stamp was available for sale on 2 December.

The next item may be a solution to a problem raised in the book *The Canadian Map Stamp of 1898*. Tomlinson illustrated a souvenir about a 3¢ 'Mystery Essay' on page 46 of his book. The souvenir for a 'T.H. & B. Club Dinner' asked the question 'Why is the value 3¢?' It continues by stating that "Four previously known proofs, all 2¢ value, are illustrated and written up in Essay Proof Journal, October 1948. But why the 3¢ proof?"

Documents found at the National Museum in Ottawa indicate a reasonable explanation for this essay. The facts are that a letter was sent from the British Post Office on 23 September, 1897, to ask if Canada would consider a 2d or 4¢ (Empire) rate. On 25 November, 1897, R.M. Coulter wrote back to Britain to say that Mulock had decided to reduce the rate to 3¢ effective 1 January, 1898. There was much correspondence which, in effect,

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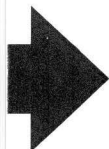
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told Mulock that he had no authority to take such unilateral action. Mulock was forced to retract. The Duke of Norfolk then called a conference on postal matters during July, 1898. Mulock agreed to attend.

When Mulock arrived in London to attend that conference, he found a letter, waiting for him. The letter, dated 23 June, 1898, said in part *"There is one thing that I believe Mr. Chamberlain would like personally and that is to make the rate 2¢ instead of 3¢. I am sure you will treat this information confidentially, but thought it would be a very good piece of news for you to know on landing"*. (Mr. Chamberlain was the

British Postmaster General).

It would not be too great a stretch of imagination to believe that the 3¢ essay mentioned in Tomlinson's book was in connection with either the aborted plans to introduce the 3¢ rate in January 1898 or to some pre-planning for the July postal conference. Under either of those suppositions, those plans for a proposed 3¢ imperial postage rate would have been scrapped because of the foregoing 23 June letter. Furthermore, it is a recorded fact that Mulock was promoting 'a common model of postage stamp for all parts of the Empire'. Those three related events may be a possible answer to "why 3 cents?"



Stop Press

Our Secretary has emigrated – to Wales!
Please note new address
inside back cover.

Stop Press

ADMIRAL PLATE MATERIAL

Hans Reiche, FCPS

Practically all auction houses continue to offer plate material from the Admiral period. Some large collections have come on the market including those of Marler, Lussey, Jephcott and White. The collection of Major White was probably the first extensive one. In his own handwriting all plate material had the date of purchase in pencil in the margins. Kasimir Bileski gives credit to him, as well as Col. F.E. Eaton for compiling some of the information published in his 'Canada Plate Block Catalogue'. The last edition was published in 1970.

Prices for any plate material vary according to the denomination and the scarcity of the stamp itself. Certain plates have never come on the market, although they exist. Others that were believed not to exist have been found. There is one interesting aspect to pricing that has been overlooked so far. The contract with the Bank Note Company indicated that 40,000 impressions from one plate should not be exceeded due to wear of the plate. But the company wanted to make a better profit and re-used plates by refurbishing them so that these plates could provide more than just the stipulated number of impressions. As long as the printed impression from such plates showed no major deterioration the Post Office accepted them. It is not

clear, even from all the correspondence between the two parties, whether the Post Office was aware of this practice. The files in the Public Archives in Ottawa do not refer to it.

In order to identify these refurbished plates the company made changes to the manufacturing order numbers that were used in addition to the plate inscriptions. To quote just two typical examples: one can note that the 2¢ carmine and the 10¢ plum had plates refurbished not only once but a number of times. Marler, in his book, lists some of these plates with their order numbers, but further research has added new order numbers to his listing.

2¢ carmine Plate 44

Order number 147, 174, 195

10¢ plum Plate 2

Order number 85, 86, 98, 110, 119, 120, 129

These particular plates were run originally with the initial order numbers not crossed out or changed. Because of the large number of changes made to the plates it is possible that the original plate impressions are very rare. Auction catalogues seem to indicate this. Practically all such plate material has the changed order numbers and not the original number. Prices should reflect this.

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David Whiteley

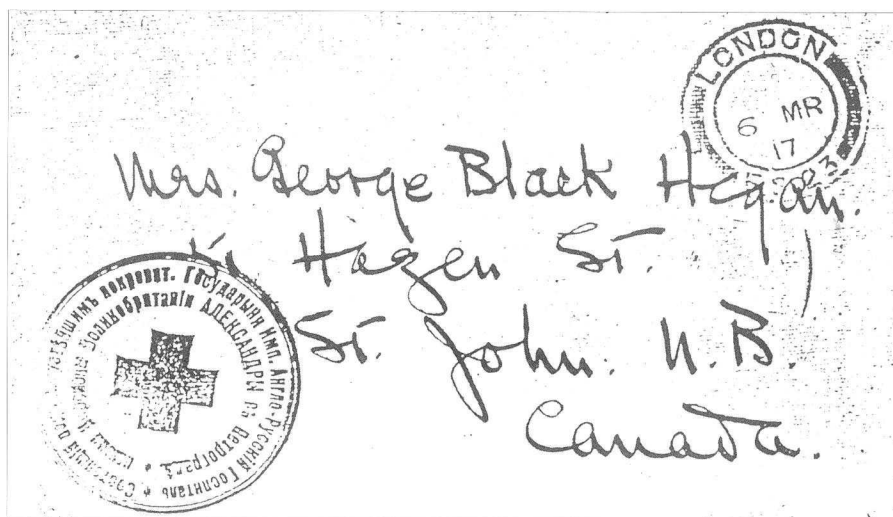
Members of the Canadian Armed Forces fought with great distinction and bravery in many theatres during the First World War, from the trenches of Flanders to the steppes of Russia. One might ask what were Canadian fighting men and women doing in greater Russia during the summer and winter of 1918 and in some cases well into the summer of 1920? The simple answer is that they were there as part of the Allied War Cabinet's grand and ill-conceived schemes to establish an Eastern Front after the collapse of Russia and the Treaty of Brest-Litovsk which effectively ended Russia's involvement in the war.

Although the postal history of the Canadian Forces' involvement in the more traditional theatres and campaigns has been well documented, the same cannot be said for some of the minor campaigns in which Canadian Forces found themselves committed. In Russia Canadian soldiers and airmen found themselves operating in four areas. Two of these areas, Siberia and North Russia involved fairly substantial numbers of Canadians, many of whom saw little or no action, especially in Siberia, whereas those in North Russia were constantly in action against overwhelming odds. In the other two areas, the Caspian Sea campaign and the Black Sea area, with the 'Volunteer Army' composed of White Russian forces led first by generals Alekseyev and Kornilov and then by General Deniken, Canadian soldiers and airmen were in action for the duration of the British involvement. Canadian nurses, members of the Canadian Army Medical Corps attached to the Queen

Alexandra's Imperial Auxiliary Nursing Corps, were also dispatched to Russia to help staff the Anglo-Russian Hospital which was established in Petrograd in November 1915 and opened in February 1916. By January 1917 there were four Canadian nurses attached to this hospital; they had a grandstand view of the Russian Revolution.

Apart from the Siberian adventure, little has been written about the postal arrangements provided for the Canadian servicemen under these various commands. Part of the problem lies in the fact that all the Canadians, with the exception of the Siberian Force, were under British Command and had to rely on the British Armed Forces Postal Service to carry their mails. The troops in Siberia were more fortunate in that the British and Commonwealth contingent was under the command of a Canadian, this force had the facilities of No.5. Postal Detachment (Canada) to look after its needs.

Given the paucity of information and the relatively limited amount of philatelic material available, the aims of this series are to draw attention to these campaigns and to provide students of military postal history with a checklist of available material known or reported to the author. Here I would like to thank all those who have provided material and assisted me in this project. In particular Lieutenant-Colonel Bill Bailey, whose suggestion this was in the first place, Colonel Bill Robinson, Ken Ellison, John Frith, J.C. Johnson and John Wannerton.



*Cover from Nursing Sister Edith Hegan, CAMC, one of four Canadian nurses employed at the Anglo Russian Hospital, Petrograd, 1917. Russian Red Cross Anglo-Russian Hospital, Petrograd cachet and London double ring May F.S. 23 6 March, 1917 date stamp. Cover is addressed to Nurse Hegan's mother.
Illustration courtesy of Jon Johnson.*

Readers should note that Russian names and place names have been spelt in a variety of ways by the different authorities consulted. Therefore I have, out of necessity and continuity, adopted one spelling throughout; where there are gross differences, the alternate spelling has been given at the first usage.

Section 1 The Canadian Expeditionary Force, Siberia: 1918 -1919

Since Edith Faulstich wrote her groundbreaking monograph on the activities of the Canadian Postal Corps in Siberia between October 1918 and June 1919 a number of other writers have followed her lead. Each of these contributors has added to our knowledge and brought a greater understanding to the subject.¹ By their discoveries these authors answered many questions but

have also raised many others which have not, as yet, been fully explored or answered. To-day, those persons interested in this relatively obscure area of postal history are forced to consult a number of different books and journals to find the relevant information and articles. It is my intention to assemble the known facts and, with the assistance of other collectors, prepare a checklist of known material, which is probably less than 150 items.

Early in 1918, after the collapse of the Eastern front, and with no apparent end to the war on the Western front in sight, the Allies considered it imperative to re-establish a presence in the East to prevent the Axis powers from moving re-inforcements to the Western front. It was hoped that this initiative would enable the Czech Legion to reach

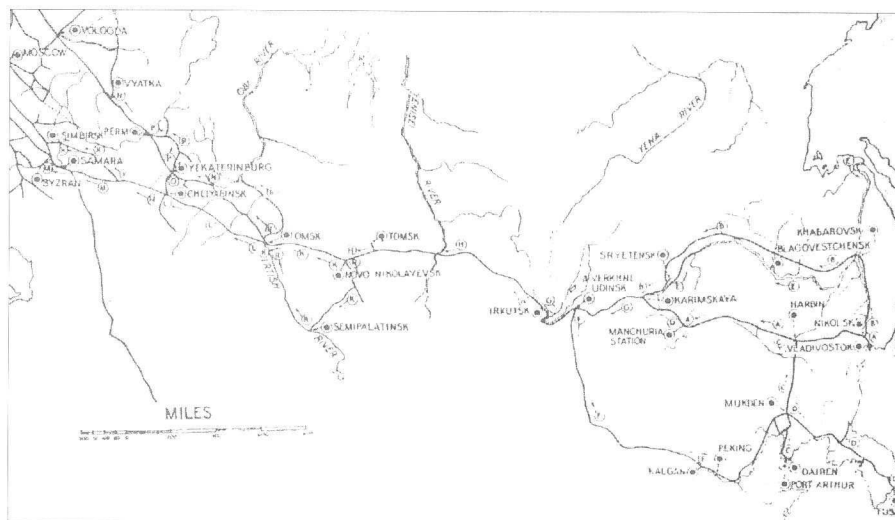
Vladivostok and provide support for White Russian forces attempting to overthrow the Bolshevik government. On 12 August, 1918, as a result of a request from the Imperial War Cabinet, the Privy Council (Canada) authorized the dispatch of a contingent of 5,000 men under the command of Major General Elmsley to represent Imperial interests in the Allied Expeditionary Force to Siberia. The Canadian Contingent's mandate was:²

First to relieve the Czechs, second to gather them and as many Russians as possible and establish an Eastern Front against the Bolsheviks, thus in conjunction with the various other Allied Forces in Northern and Southern Russia keeping some Germans away from the Western Front.

The Canadian contingent was enlarged by the attachment of two British infantry regiments: 25th (Garrison) Battalion Middlesex Regiment and the 9th Battalion Hampshire Regiment. Initially the Force was to establish its main Headquarters at Omsk with a base headquarters at Vladivostok. The first unit to arrive in Russia was the 25th Middlesex who landed at Vladivostok on 3 August, 1918, having left Hong Kong 27 July, on board the S.S. Ping Suey. On 10 August, elements of the Regiment, supported by 43 machine-gunners, moved inland to the Ussuri River front, there with other allied troops they were able to defeat a Red Army, thus allowing the Czech legion to force its way through to Irkutsk.³ Early in September the whole battalion entrained for Omsk, some 5,500 kilometres west of Vladivostok on the Trans-Siberian Railway, a journey that took them a month to complete.

They were joined sometime in late December or early January 1919 by the 9th Hampshires. The Hampshires arrived in Vladivostok from India on board the S.S. Dunera, on 28 November, but did not proceed to Omsk until after 5 December as they were waiting for winter clothing to be brought from Canada. The Regiment then departed for Omsk in two contingents, ten days apart, arriving in Omsk in late December and early January 1919.⁴ (See Map 1-1).

There is some evidence to show that at least an advance party of the 9th Hampshire Regiment was in Vladivostok as early as late October 1918, as there is extant a cover dated with a black circular FIELD POST OFFICE CANADIAN SIBERIAN EXP. FORCE/2/OC 28/ 18 (hammer 2). This letter was addressed to Brighton, England, from a member of the Hampshires, posted in a CPOS Ltd. envelope and cancelled at the Field Post Office two days after the arrival of Lt. Ross and members of No. 5 Postal Detachment.⁵ It has also been established that the 'PASSED / BY / CENSOR. / 003' hand stamp allocated to the 9th Hampshires by the DAAG was received on 9 December 1918, and an acknowledgment of receipt obtained.⁶ This would have been four days after the arrival of the censoring equipment in Vladivostok and prior to the Regiment's departure for Omsk. There is a third piece of evidence in the form of a letter to a Miss Marjorie Dales, Bournemouth, Hampshire. This letter has a black circular FIELD POST OFFICE CANADIAN SIBERIAN EXP. FORCE / 1/DE 14/ 18 (hammer 1) and a purple PASSED / BY / CENSOR / 003 hand stamp countersigned by the censor officer.⁷

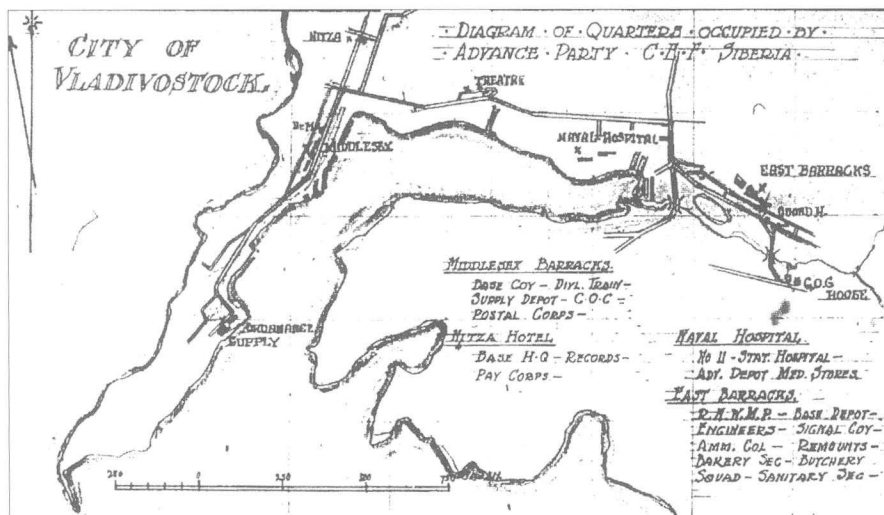


Map 1-1 Area of operations of Siberian Expeditionary Force showing disposition of the Canadian contingent and British units under its command. Faulstich.

The Canadian contingents did not begin to leave Victoria until October 1918, and were then only allowed to proceed after considerable political manoeuvring on the part of the Canadian Government. The advance party of 677 men, including General Elmsley, his staff and four members of No.5 Postal Corps, finally sailed from Victoria on 11 October on board the Canadian Pacific liner *R.M.S. Empress of Japan* and arrived at Vladivostok on 26 October. With the cessation of hostilities in November 1918 the need for an Eastern front evaporated. Consequently the Canadian public questioned the necessity of sending troops to Siberia and urged the government to keep the troops at home and recall those already in Siberia. Sir John White, the Acting Prime Minister, wrote to the Prime Minister, who was in London for the Peace talks, advising him that:⁸

All of our colleagues are of the opinion that Public Opinion will not sustain us in continuing to send troops (to Siberia).

Notwithstanding his advice and the domestic situation at home, both the Imperial War Cabinet and Prime Minister Borden were convinced that it was both politically and economically important to maintain a significant Imperial presence in the Allied Expeditionary Force. Consequently the decision to dispatch the Canadian contingent was re-affirmed on 27 November.⁹ Therefore a further contingent of 353 men, including Lt. Col. Stayner, who was carrying the Post Office Censor stamps, sailed from Victoria on 17 November on board the Canadian Pacific liner *R.M.S. Monteagle*, arriving in Vladivostok on 5 December. Further contingents departed from Victoria as follows:¹⁰



Map 1-2 disposition of the Advance Party Canadian Expeditionary Force Siberia in the city of Vladivostok, as of October, 1918. PAC. RG-9, IID3. Vol. 5056, Reel T10950.

Dep. 17 Nov 1918	85 men aboard
S.S. War Charger	Arr. Vladivostok 14 Dec
Dep. 22 Dec 1918	891 men aboard
S.S. Teesta	Arr. Vladivostok 12 Jan
Dep. 26 Dec 1918	1,807 men aboard
S.S. Protesilaus	Arr. Vladivostok 15 Jan
Dep. 10 Jan 1919	24 men aboard
S.S. Madras	Arr. Vladivostok 27 Jan
Dep. 31 Jan 1919	57 men aboard
S.S. Monteagle	Arr. Vladivostok 14 Feb
Dep. 12 Feb 1919	311 men aboard
R.M.S. Empress of Japan	Arr. Vladivostok 1 Mar
Dep. 28 Mar 1919	7 men aboard
S.S. Cyclops	Arr. Vladivostok 14 Apr

Once the Canadian Contingent was established in and around Vladivostok, as shown on Map 1-2, General Elmsley expected to move his main force to Omsk. Because of the confused situation in Russia and the obvious ascendancy of the Bolshevik forces, the Canadian Government ordered Elmsley to retain all Canadian units in the Vladivostok area, despite the wishes of the Imperial authorities who wanted to

establish a strong position in the Omsk area. For the next five months the majority of the Canadian forces remained in the Vladivostok area, except for a small contingent of Canadian administrative personnel who were sent to Omsk on 6 December, and for the occasional sortie inland.¹¹

By the spring of 1919, however, faced with growing public discontent, vociferous opposition from within the House of Commons and a divided Cabinet, the Prime Minister and his supporters were forced to recall the troops, despite entreaties from the Imperial Government to remain. Embarkation for Canada commenced in April and was essentially completed by 5 June with the departure of General Elmsley and his Headquarters staff. The actual dates of departure and arrival at Vancouver are as follows:¹²

Dep 21 April 1919 <i>S.S. Montecagle</i>	1,076 men aboard Arr. Vancouver 5 May
Dep. 9 May 1919 <i>R.M.S. Empress of Japan</i>	766 men aboard Arr. Vancouver 21 May
Dep. 19 May 1919 <i>R. M.S. Empress of Russia</i>	1,524 men aboard Arr. Vancouver 30 May
Dep. 5 June 1919 <i>R.M.S. Montecagle</i>	655 men aboard Arr. Vancouver 18 June

Footnotes.

1. Edith M. Faulstich, 'The Canadian Expeditionary Force in Siberia, 1918-19', re-printed from *The Postal History Journal*, January 1968. Lt. Col. R.H. Webb, 'Canadian Forces Mail Siberia 1918-19', parts I & II) *The Canadian Philatelist* Vol.20 1969 pp.35-43, 59-66. Ed. Richardson, 'Canadian Expeditionary Forces Mail-Siberia, 1918-19 - A Study of its Markings & Stationery', parts I-III, *The Canadian Philatelist*, Vol.24, 1973pp. 65-71, 179-183, 283-289. Robert C. Smith, 'Markings of the Canadian Expedition-

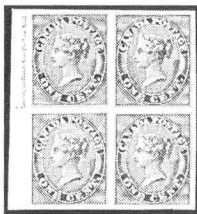
ary Force (Siberia)', *Journal of the Postal History Society of Canada*, Vol. 36. pp. 9-11 & 'The British Military Mission to Siberia, 1918-19', *Journal of the Postal History Society of Canada*, Vol. 38pp. 4-9

2. Faulstich p4

3. The Capture of Irkutsk by the Czech Legion gave it control of the Trans-Siberian Railway from the Urals to Vladivostok. See Map 1.1.

4. Webb p38. See also Christopher Dobson & John Miller, *The Day They Almost Bombed Moscow, The Allied War in Russia 1918-1920*, (New York: Athenacum, 1986), pp145-46, 151-153. for the early activities of the British Regiments in Siberia August to December 1918.

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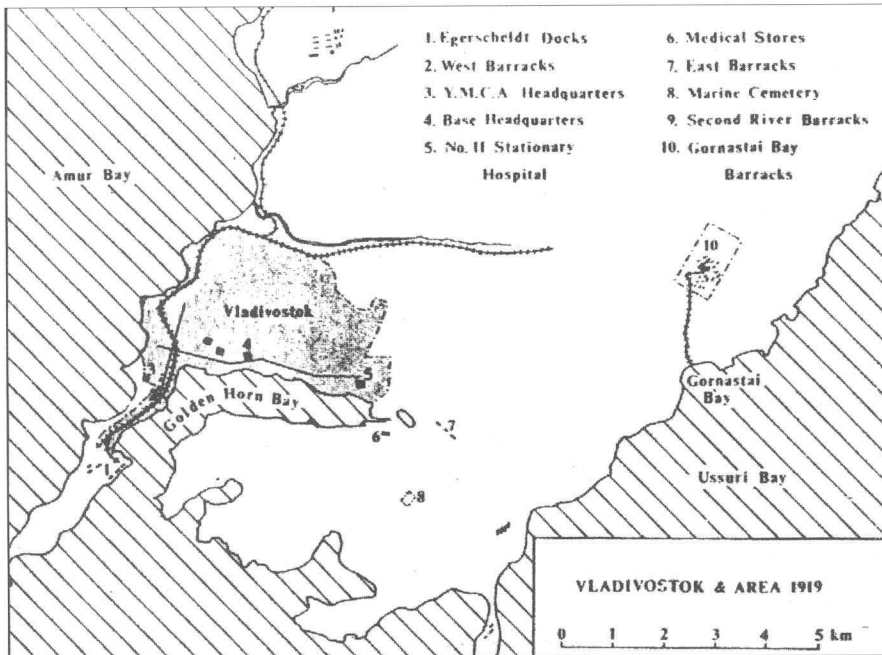
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Map 1-3 Disposition of Canadian Troops in and around Vladivostok, November, 1918-May, 1919. From a blueprint (reduced) PAC. RG-9III, Vol. 5056. File 959.

5. Courtesy of Bill Robinson

9. Webb p39

6. Table of disposition of censoring devices prepared by Robert C. Smith PHSCJ P 38 & below

10. J.F. Skuce, *Canada's Soldiers in Siberia, 1918-19*, Ottawa: Access to History Publications. 1990

7. Courtesy Bill Robinson

11. Webb p40

8. Faulstich. p6

12. Skuce

To be continued

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LUCKY STRIKE

Dr. Alan Selby

Gold was discovered in the Yukon in the 1870s. Single or small groups of placer miners spent the summer prospecting and taking out small amounts of gold. This was common knowledge in the more active areas around Juneau, Alaska. The native Indians were not particularly friendly toward outsiders because they wanted to protect their economic position as middlemen in a profitable fur trade. Few prospectors wanted the double challenge of climbing the formidable passes in the upper Yukon valley combined with significant native hostility. In addition, both the Hudson's Bay Company and the itinerant missionaries realized that significant mining had the potential to disrupt established business – fur trade and conversion of the heathen. Each party made common cause to suppress the spread of this information.

The situation changed dramatically in 1896, a huge discovery by George Carmack and his Indian in-laws was too large to ignore and the rush was on. It peaked in 1898 with estimates of up to 50,000 tramping their way from all points of the compass. A handful realized their dreams of untold wealth; a few managed to hold on to it.

One of the most famous was Fred Bruseth. Where he came from or where he went, I don't know. However he is listed in Michael Gates 'Gold at Fortymile Creek Early Days in the Yukon'. It can be assumed that he was in the Yukon at the time of the strike and had probably wintered over for some years.

He was indeed at the right place at the right time. According to Robert



Wallace, in 'The Miners' Fred Bruceth (sic) "Panned \$61,000 in a single day". At \$15 per ounce, this works out at 250lb. panned in a single and probably literal 24 hours around the clock. No wonder then that someone at Dawson wrote him a letter and registered it!

The illustration shows a 10¢ registered single weight 1/2oz. U.P.U. letter mailed at Dawson Y.T. 19 November 1900. It was carried by Government dog team to White Horse

and by White Pass and Yukon route railway across the border to Skagway, Alaska, in closed bag. It was forwarded by sea to Vancouver and by C.P.R. to Montreal, transit B/S De 15 1900. There is a registered oval 'London 27 De 00' and three Norwegian transit and receiving handstamps on the back. I am sure that if Fred Bruseth were alive today he would have a second last laugh about the Klondike Gold Rush "are you telling me that this old envelope is worth more than 20oz. of gold?"

BOOK REVIEW

Force 'C': The Canadian Army's Hong Kong Story, 1941-1945 by Ken V. Ellison, OTB.

This 104-page postal history monograph presents one of the most tragic episodes in Canadian military history during the Second World War. The book examines the postal history of the Force from its early beginnings in October and November 1941, to the fall of Hong Kong in December. The strength of the exhibit, and the book, is in the many rare and exotic covers sent from Canadians held in the Japanese P.O.W. Camps at Yokohama, Argyle Street, Sham Shui, Oeyama, and many others. Not only is this work important in Canadian philately it is also a poignant reminder of the many sacrifices members of this Force made during the war.

The book also illustrates many covers near the end of hostilities and relating to repatriation of the Canadians aboard transport ships home. Many covers captured by British troops in August 1945, which were never delivered by the Japanese, are shown as

well. The bonus with this book is the 23 page appendix of collateral material seldom seen with the exhibit itself. Scarce copies of Department of Defence and Red Cross letters, postal directives for mail to P.O.Ws in Japan and some interesting cards and covers have been included for the reader better to understand the entire story about the Force.

The book is plastic coil-bound with plastic covers and a colour title page. Anyone interested in the Second World War, P.O.W. mail, military postal history, or the Pacific Rim and Hong Kong, will enjoy this book.

This is the eighth in the series of reproduced exhibits by BNAPS members. Copies can be ordered direct from the author Ken V. Ellison, Publication Chairman, 14600 Middle Bench Road, Oyama, BC, Canada, V4V 2C3. Price delivered: in Canada, CDN \$14; in the U.S., US \$12; and overseas CDN \$20. Payments should be made payable to 'Ken V. Ellison'.

Dean Mario

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LETTERS TO THE EDITOR

Hans Reiche, FCPS,

MONTREAL '21' ROLLER

The Canada Precancel Handbook lists the Montreal '21' roller cancel as one of the existing precancels on various stamps.

This roller has been used for regular postage cancellation as well and, because of this, the question has often been asked whether it is really a precancel or not. Some collectors doubt if this is a precancel so it has never been added to the regular precancel catalogue but is described in detail in the handbook. The cancel is not common and whenever it appears at auction it brings a good price.

The question can now be laid to rest. A mint unhinged copy has finally

been found with this cancel. This leaves no doubt that it is a precancel. In an auction the precancelled stamp brought \$80.

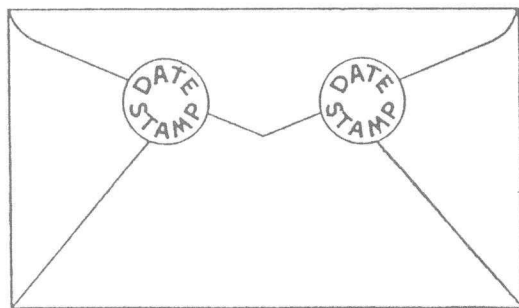
Dean Mario

PLACE HANDSTAMPS HERE

Members familiar with postal guides and postal directives know that these publications are often filled with text and little else. In perusing a copy of the 1928 edition of *'Useful Information for Postmasters in Charge of Post Offices on the Revenue Basis'*, a small handy reference for postal clerks, I came upon the interesting illustration and text shown below.

Members will now know why certain backstamps on their registered covers are situated where they are. One

246. Date Stamping.—Registered letters must be date stamped at the office of mailing with the steel dating stamp, one impression to be placed on the address side, and two impressions upon the flap so that the date stamp will be partly on the edge of the flap and partly on the back of the envelope at the point where the sealed edges meet. See following diagram showing how registered letters should be date stamped on the back:—



Registered articles other than letters must be similarly date stamped on the front and back.

Care must be taken to see that the impressions of the date stamp are in every instance clear and distinct.

could argue that the policy directing clerks to place 'clear and distinct' impressions was not always followed, given the fact that the area for these impressions did not usually lend itself to clear strikes (because of the unevenness of the paper).

Dean Mario

TRACE MAIL

Canada Post Corporation has recently introduced new technology for the tracing and retrieval of their various optical bar coded trace-mail products

(insured, registered, priority, Xpresspost etc.). One of the new looks for Xpresspost is illustrated.

Service of these pre-paid envelopes has not changed but there are now added features including a \$1.00 fee 'sticker' when the sender requires a signature upon delivery, and a \$5.00 fee if the sender wishes a hard copy of the recipient's signature. The mailing label is now placed on the reverse of the envelope, rather than on the front as previously required.

Signature on delivery?
Signature à la livraison?

RE 029 821 515 CA



RE 029 821 515 CA



RE 029 821 515 CA



RE 029 821 515 CA

Sender warrants that this item does not contain dangerous goods.
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From / Expéditeur

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City / Ville: _____ Province: _____ Postal Code / Code postal: _____

To / Destinataire

Name / Nom: _____

Address / Adresse: _____

City / Ville: _____ Province: _____ Postal Code / Code postal: _____

*Above: Front of Expresspost label and customer receipt.
Following page: Front of Expresspost envelope.*



The following is an extract from a letter to Admiral Peril 'from 'the Admiral Nut' (a thinly disguised Hans Reiche), following the former's article in the June issue.

OG 106½

As far as I know, having been in the BNC vaults, there was always a model made before the first or final die was made. All models disappeared a long time ago and were probably destroyed.

The model for the regular Admirals existed once. It was partially a paste-up of various engraved parts of the final design. How from the model a die was made, I do not know. I assume the engraver simply made use of the model and with his engraving skill developed the die. Paintings and sketches were sometimes used and the engraver, an artist, had to translate this into a die. I was once told that the 'F' stood for 'Final'. why the ½ I do not know, I believe it is the only example of a proof with such a number.

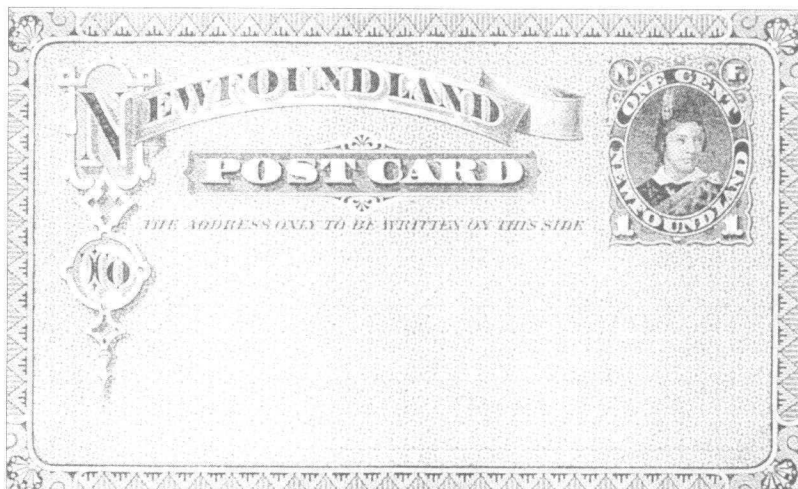
I have seen your proof and I noticed that the left numeral box has a problem.

It may be that was why it was never used. In addition I think some changes were required to the leaves.

Horace Harrison FCPS, NEWFOUNDLAND POSTCARD PROOFS

Here (*overleaf*) are two interesting acquisitions which may be of interest. They were acquired in a recent auction and must have come from the engraver's records, or there's a leak in the Archives in Ottawa. Under US law (the Uniform Commercial Code) the purchaser of property determined to have been stolen acquires absolute title if he buys it at an advertised public auction. I don't know what the Canadian law is.

I am pretty sure these die(?) proofs of P3 and P4 are not stolen because the archival material which might have been available at Christies' sale in New York was nowhere near as clean and pristine as these two items. The condition of the American Bank Note Co. archival material was deplorable when I inspected it last year, just before the auction was aborted.



**Horace Harrison FCPS
NEWFOUNDLAND
RELATED STATIONERY**

Illustrations of three items are shown which may be of interest to members who, in turn, might be able to offer assistance.

The Registry Postal Telegraph envelope has been with me for some

time but I am still mystified by it. Can anyone explain its use and provide a used copy? Note that it was transmitted 'free of postage'.

Postcard Webb P3 was mailed at St. John's on 11 August 1886 and cancelled with the '235' in bars, with a similarly backstamped Railway TPO in

contravention of instructions not to backstamp post cards so as not to interfere with the message.

The third item is a GB reply card of 23 April, 1888 used back to England from St. John's Newf'd. I am a ready

buyer of any country's UPU reply cards used back from anywhere in Newfoundland or Labrador. I am seeking to put together an 80-sheet entry of such material for the LONDON 2000 International. Please help, I need plenty!

Form 11.

REGISTER.

NEWFOUNDLAND POSTAL TELEGRAPHS.

R TELEGRAM IMMEDIATE. **R**

POSTAL TELEGRAPH OPERATOR

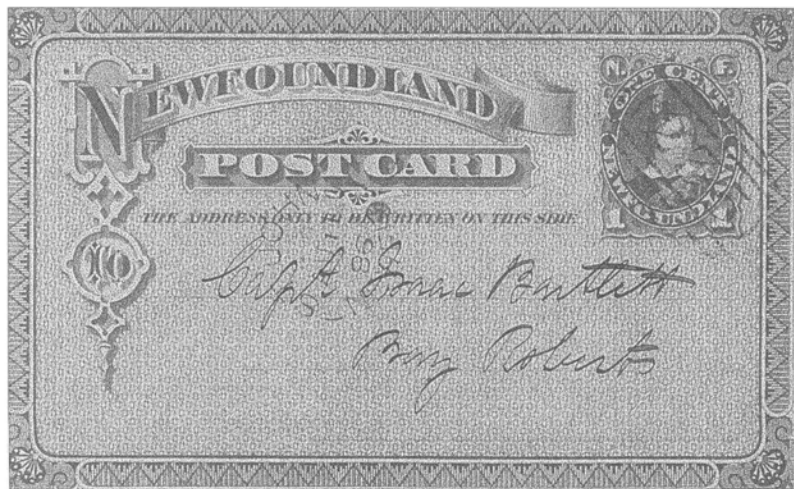
AT _____

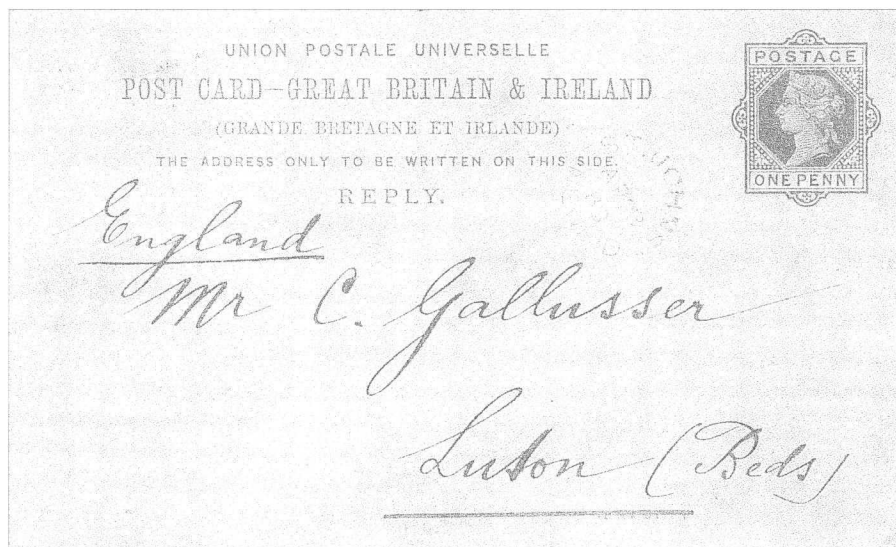
DISTRICT OF _____

NFLD.

SIGNATURE OF SENDER _____

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Oct 29-31 London International Stamp and Cover Show, Horticultural Halls, London
Nov 21-22 ABPS Exhibition, Hove

Overseas

Oct 8-10 BNAPEX, Orlando, USA
Oct 20-25 ILSAPEX '98, Johannesburg
Oct 23-Nov 1 ITALY '98, Milan

1999

Mar 19-24 AUSTRALIA '99 Melbourne
Apr 27-May 4 IBRA '99, Nuremberg
July 2-11 PHILEXFRANCE '99 Paris
July 3 MIDPEX, Tile Hill, Coventry
Aug 21-30 CHINA '99 Beijing

Sep 15-17 BNAPEX, Vernon, BC, Canada

Oct 5-10 BULGARIA '99 Sofia
Oct 7-10 CPS of GB Convention, Glasgow

2000

May 22-28 STAMP SHOW 2000, Earl's Court, London
May 30-June 4 WIPA 2000, Vienna
Aug 11-20 INDONESIA 2000 Bandung
Oct 7-15 ESPANA 2000, Madrid
Nov 18-19 GLASGOW 2000 Scottish Exhibition and Craft Centre

Details of London Group from Colin Banfield 0181 281 0442 (home) or 0171 407 3693 (office); Wessex Group from Dr Dorothy Sanderson 01794 523 924; S&C Scotland from John Hillson 01461 205656. Contact for West of Scotland is Bill McVey 0141 637 6853 and for S.W Group, Neil Prior 01656 740520.

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2143 Edwards, Mrs. J. The Glyn, Cyfronydd, Welshpool, Powys, SW21 9ER

E-mail address

1315 Rosenblat, D.G. drosenblat@the.grid.net

Corrections

2742 Gates, W. shown as removed from membership, should have read 'Coates W'
New member 2781 should read FORSYTH, John G., 70 Blairbeth Road, etc.

Revised Total 449

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