

ISSN 0951-5283
JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN



Maple Leaves

PRINCIPAL CONTENTS

Railway Postmark Errors (3)	167	Whole No. 222
'Help The Muskoka'	173	Vol.21 No.6
Production of Canadian Stamps (4)	185	April 1989



STILL THE ONE . . .

. . . FOR BETTER CANADA & BNA

* * * * *

Write for a complimentary catalogue
for our next auction.

* * * * *

J. N. SISSONS INC.

Toronto Eaton Centre, Galleria Offices,
1st Floor, Suite 119, Box 513, 220 Yonge St.,
Toronto, Canada M5B 2H1.

Phone: (416) 595 - 9800

MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

Founder:

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

Edited by: David Sessions, FRPSL, FCPS.

36 The Chimes, Nailsea, Bristol, BS119 2NH.

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

Published five times a year by the Canadian Philatelic Society of Great Britain

Annual Subscription £8.50 – Due 1st October

Vol. 21 No. 6

APRIL 1989

Whole No. 222

EDITORIAL

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

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

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

ONE DAY SEMINAR – LONDON

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

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

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

MESSAGE FROM THE PRESIDENT

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

John Hillson

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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

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

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

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

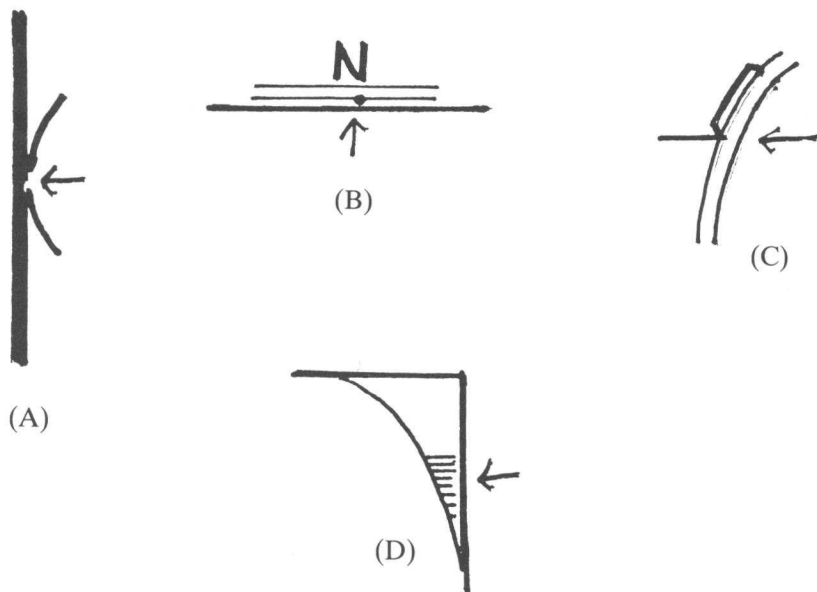
THE 5 CENTS BLUE ADMIRAL by Hans Reiche

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

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

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

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



A SECULAR RATE

by The Yellow Peril
Photo by Canadian Stamp News

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

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

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

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

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

M. le chanoine d'Argente,
chemin du Roulet, 25 à Villeurbanne
(Rhône) France.

Volume VI

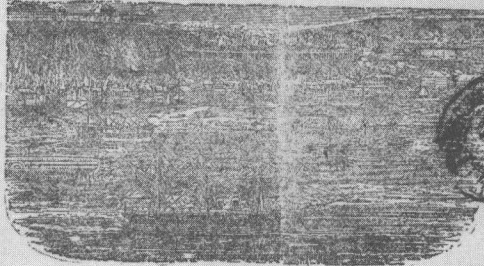
Samedi, 5 Mai 1894

No 36



La
Semaine Religieuse
de
Québec

Sous le patronage de S. E. le Cardinal Archevêque de Québec



Adresse :
Cap-Sabré, Comté
de Portneuf,
Canada.



ABONNEMENT :
\$1.00 par année,
payable d'avance ;
2 centins le nu-
mero.

QUÉBEC
IMPRIMERIE GÉNÉRALE A. COTÉ ET C^{ie}

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

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

References: THE DOMINION POST OFFICE ACT 1867 – BOGGS
Volume II page 11-A para: 24 & 25
REGULATIONS ISSUED UNDER THE DOMINION
POST OFFICE ACT – BOGGS Volume II page 29-B
para: 18
THE POST OFFICE ACT OF 1875 – BOGGS Volume II
page 13-A para: 6

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

HARMERS

BRITISH AMERICA AUCTIONS

Collectors will find our British America and British Commonwealth auctions a useful source for acquiring British North America stamps, covers and proofs. £15* will bring all relevant catalogues for 1 year including the invaluable lists of prices realised. (* UK only; £18 to Europe; £22 Airmail.)

10% VENDORS COMMISSION

Our twice-yearly British America sales are an excellent medium for the disposal of B.N.A. material – commission to vendors 10%.

We can usually arrange a special sale with an individual catalogue for collections with a value of around £50,000 or more – such an auction may be one-country, several, or B.N.A. in general. Why not contact us today?

91 NEW BOND STREET, LONDON W1A 4EH. TEL: 01-629 0218

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

*“When people agree with me I always
feel that I must be wrong.”
(Oscar Wilde)*

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

The Story Starts

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

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

Post Confederation Pressure

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

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

The Extensive British North America Collection from
the estate of

JOHN S. SIVERTS

to be sold at unreserved public auction by order of the executor

Featuring:

- NEWFOUNDLAND** – Stampless covers, proofs, stamps (Pence & Cents), on cover material, town cancellations, booklets and panes etc.
- NEW BRUNSWICK** – Extensive stampless covers, proofs, stamps (Pence & Cents), on cover material, bisects, town cancellations, numeral cancellations on Canadian stamps etc.
- NOVA SCOTIA** – Stampless, proofs, Pence, Cents, cancellations, covers, etc.
- CANADA PENCE** – Stamps, covers, 4-ring cancellations.
- FIRST CENTS** – Stamps, varieties, covers, and extensive cancellations incl. 4-ring, fancy etc.
- LARGE QUEENS** – Extensive collections of mint, various papers, varieties, watermarks of all values, fancy cancellations, 4 and 2 rings, dated copies and many covers.
- SMALL QUEENS** – Extensive collections of mint, various papers, varieties, perforations, proofs, imperforates, rate and other covers with exceptional collections of fancy, numeral, duplex, coloured and other cancellations on and off cover.
- REGISTERED LETTER STAMPS** – With proofs, stamps, varieties, multiples incl. complete sheets, extensive on cover material.

PLUS

JUBILEES, LEAFS, NUMERALS, EDWARDS, QUEBECs to OFFICIALLY SEALED – all with choice stamps, multiples, plate material, varieties, on cover material, and much more.

All to be offered in two major auctions

SPRING AND FALL 1989

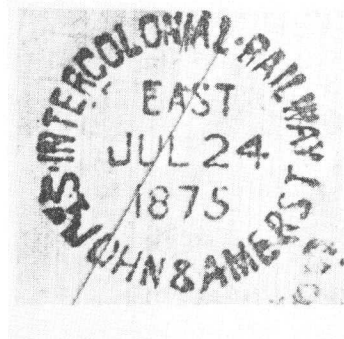
Catalogues available upon request from Canada's premier auction house.

R. MARESCH & SON

330 BAY ST., SUITE 703
TORONTO, ONTARIO, CANADA M5H 2S9
(416) 363-7777

Province Line in Nova Scotia, was brought into operation. This clearly superseded the original railway post office since the route followed that of the former European & North America Railway (which by 1874 had become a part of the Intercolonial Railway, then under construction) as far as Painsec Junction where the line turned southeast to Amherst.

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



*“The first railway postmark crime
in the Maritime Provinces”*

** (Enlarged:
actual dimension 28mm. diameter)*

Who Dunit?

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

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

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

SLOGAN STUDY GROUP

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

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



CHRISTIE'S ROBSON LOWE

The **T.V. Roberts** collection of
**Manuscript Cancellations of
The World**

26 April 1989 – London



This remarkable collection includes many items from British Columbia, New Brunswick, Newfoundland, Nova Scotia & Prince Edward Island

Illustrated catalogue £5 from:

8 KING STREET, ST. JAMES'S, LONDON, SW1Y 6QT

Telephone: 01 839 4034 Telex: 916429

Facsimile: 01 839 1611

"HELP THE MUSKOKA" by Daniel G. Rosenblat

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

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

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

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

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



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



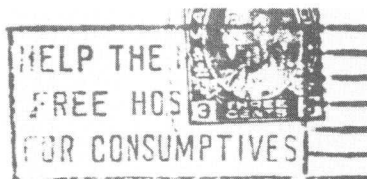
Slogan 4530
1916-19
Five identified dies A to E

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

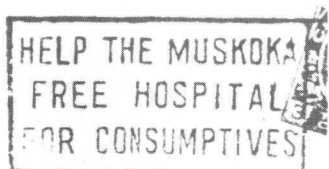
In late 1916 these five dies were retired, but clearly replaced by five similar dies reading HELP THE TORONTO FREE HOSPITAL FOR CONSUMPTIVES, Proulx slogan 4530, with identification A to E in the grid. It is interesting to conjecture what provoked this change, especially since it proved to be only temporary.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

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

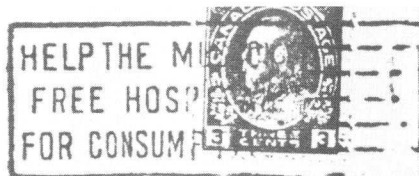
*Slogan 4485,
Second format 1919-21
Fives dies without identification,
designated 1 to 5*



*Die 1 H/HOSPITAL under H/THE,
over NS/CONSUMPTIVES*



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



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



*Die 4 H/HOSPITAL under HE/THE,
over N/CONSUMPTIVES*



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

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

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



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

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

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

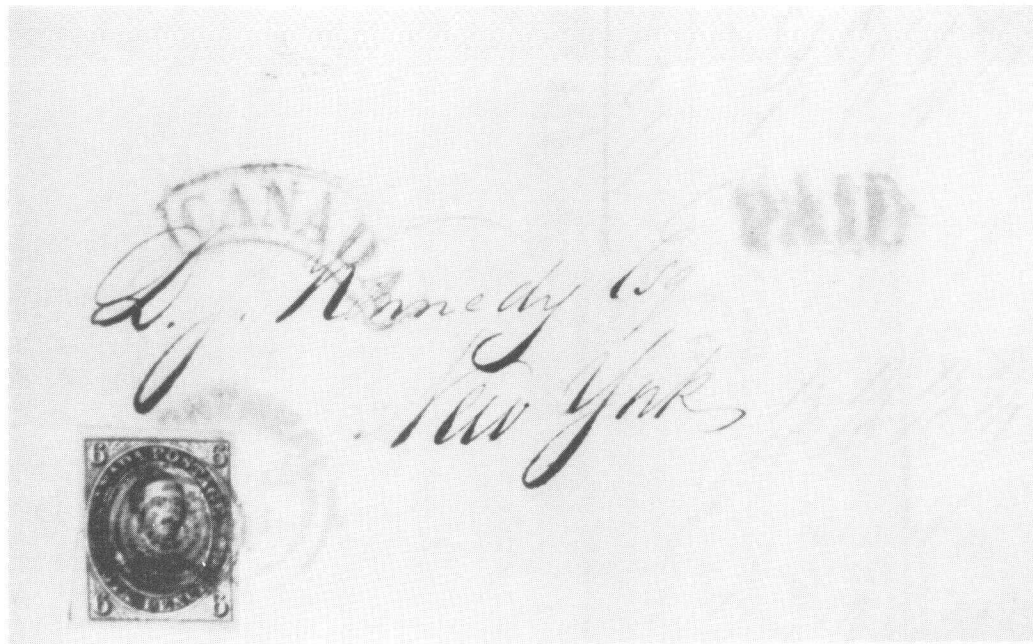


AUCTIONEERS OF FINE STAMPS,
COLLECTIONS, POSTAL HISTORY AND ALL TYPES OF
PHILATELIC MATERIAL

SATURDAY MAY 6th

Superb B.N.A. SALE ~

1851 Cover to New York with a lovely 6d on Laid Paper. Est £ 750



This is just one of the many fine items in our sale of B.N.A. stamps and Postal History. A wealth of Prestamp Covers; Pence; 1859's; Large & Small Queens; Maps and Issues to the present day

Catalogue Price £ 2.

SITWELL STREET, DERBY DE1 2JP.

TELEPHONE: (0332) 46753

FAX: (0332) 294440: FAX

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



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



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



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



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



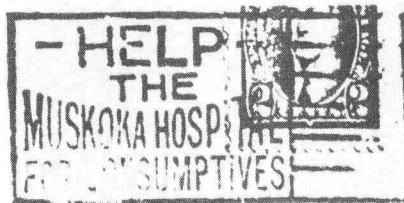
*Die 5 Short THE and FOR, H/
 HOSPITAL under LP/HELP L/
 HOSPITAL under first K/MUSKOKA*

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

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

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

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



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



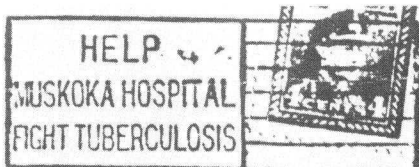
*Die 2 Normal FOR, flat bottomed S/
HOSPITAL over P/CONSUMPTIVES*



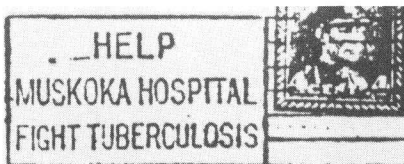
*Die 3 Narrow FOR, round bottomed S/
HOSPITAL left of P/CONSUMPTIVES*

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

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



*Die 1,
narrow lettering*



*Die 2,
similar to die 1 but wider lettering*

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

MANUSCRIPT CANCELLATIONS

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

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

An exceptional cover from W.O. Hillsborough, NB with the date 'Janry 16/52' in mss. in the middle of the red handstamp, is addressed to the 'Way Office, Hopewell, the Cape'. In this case the 3d adhesive is not cancelled but another copy on piece is cancelled 'obliterated R.E.S.' in the same hand as the datestamp. R.E. Steeves was the Way Office keeper at Hillsborough. While with New Brunswick, mention should be made of the rare 'St. John N.B./Ship Letter' handstamp, three impressions of which are found on a cover from St. Lucia whose 2½d stamp was cancelled in manuscript '26/5/94 Ships Letter' on arrival.

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

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

NOTES ON MAP STAMP PLATE PROOFS

by J.L. & R.B. Winmill

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

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

These are the only items of this sort known to the authors; however, it is highly probable that similar material exists from plates other than those recorded above. All the observations were made from plate pieces only and none through plating the stamps.

QUALITY CANADIAN STAMPS



Want lists
welcomed

Classic Pence to Modern Errors
OUR SPECIALITY . . THE UNUSUAL!



Current Catalogue FREE on request



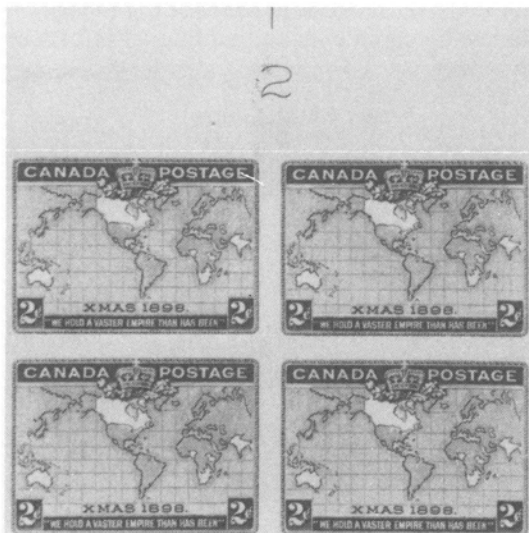
SASKATOON STAMP CENTRE

(306) 931-6633

P.O. Box 1870, Saskatoon, SK, Canada S7K 3S2



The Postal Archives in Ottawa are reputed to include a considerable quantity of plate proof material, including the plate proofs for the unused black plate 4, which allegedly bears flaws rendering it unsuitable for the printing of stamps. However, the authors have never had an opportunity to examine this material.



*Plate 2
block in blue
& black only.*



*Plate 5
block in black only.*

TYPESSET OFFICIAL SEALS

Some Additional Notes

by Jeffrey Switt

I read with interest Dale Speirs' article, TYPESET AND PLASTIC OFFICIAL SEALS, in the October issue of *Maple Leaves*, and offer the following comments and additional information.

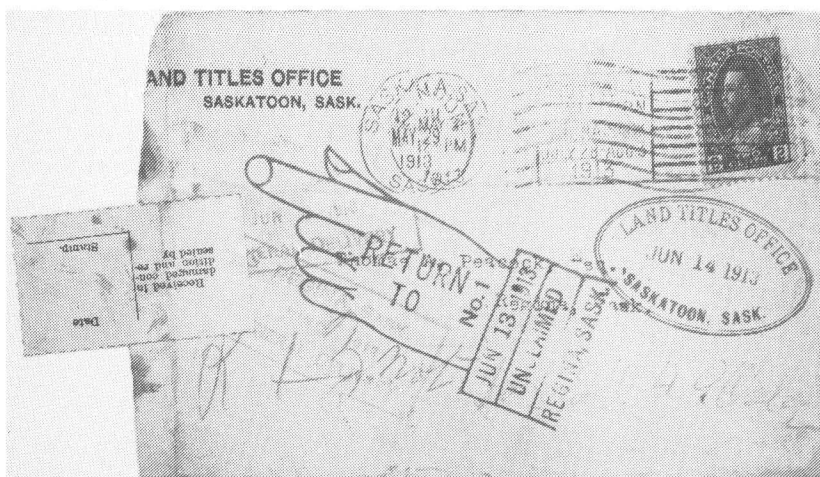


Figure 1

The earliest recorded use of a typeset seal (known to me) is June, 1913 which is illustrated in Figure 1. This cover originated at Saskatoon (May 29, 1913) and is addressed to Regina, where delivery was unsuccessful. At some time the envelope was opened and sealed with a typeset seal that measures 48 mm by 28 mm, rouletted at top, bottom and right. While there are no postal markings tying the seal to the cover, it is, in the words of a Toronto auctioneer, “tied by crease.” It was, in fact, sealed (sans contents) when I acquired it, and subsequently opened to display the typeset seal. The seal bears no “job number” imprint as with the later issues. A more detailed examination of this early seal can be made by Figure 2.

Recent covers bearing copies of Seal 33- are more likely to show damage from automated postmarking equipment (Figure 3) than from postal employee mishandling. Moreover, there is a preponderance of damaged covers being repaired with ordinary cellophane tape with accompanying handstamps such as “RECEIVED IN DAMAGED CONDITION” or “DAMAGED IN CANCELLING MACHINE.” A selection of these markings is reproduced in Figure 4.



Figure 2

I am familiar with the writings of John Christiansen, referred to by Speirs. It was Christiansen who originally grouped the Foreign Exchange Control Board (FECB) seals, or labels, together with the typeset "official seals", a philosophy with which I disagree. The FECB seals were issued for a specific censorship function, under strict government supervision, for a definite period of time. Their use was, in my opinion, much like that of the many censor tapes found used during the same period of time. They are to my thinking, however, much more interesting than the usual censor tapes, and are a study all of their own.



Figure 3



Figure 4

While the FECB seals themselves have been well documented, the author is interested in the actual use of the seals; the cities in which they were used and the various types of date-stamps used in conjunction with them. Correspondence may be directed to Jeffrey Switt, 3962 Belford Av., Fort Worth, TX 76103 USA.

As to the topic of "official seals" in general, Christiansen had for a time headed the Officially Sealed Study Group, a private group whose interests lie in worldwide seals of this type. He has since disposed of his collection. The reins of the study group are now in the hands of John Weigle and Fred Scheuer. Interested collectors can contact Weigle at P.O. Box 6536, Ventura, CA 93006, USA for more information about the group.

43rd Annual Convention

Ayr

4 - 7 October

Booking form enclosed for UK members

Overseas members write direct to John Hillson

Book Now

THE PRODUCTION OF CANADIAN POSTAGE STAMPS (1950–1970) (Part 4)

by Jacques Nolet

of the Académie Québécoise d'Études Philatéliques

4) Perforation

An employee of the CBNC would place this master sheet in a special machine called a perforator to perforate the stamps on each side.

Unfortunately the perforations, like many other things done during this period, were not regular, the holes were seldom located exactly and so created an uneven perforation (line perforation). It was not long after this that electronic positioning arrived which enabled perfect perforations (Comb perforation).

5) Cutting

As each press sheet contained a large number of individual impressions (either 200 or 400) it was necessary to cut them into smaller parts or sections.

The CBNC used a manually operated cutter to cut the master sheet into four parts each carrying the same number of stamps (50 or 100).

It is thus that one sees only the sheets of 50 or 100 stamps in Canadian post offices as all the master sheets, without exception, were cut in the plant of the CBNC before being delivered to the Ministry.

6) Final Check

As postage stamps are negotiable pieces of paper it is important to check carefully each sheet before final delivery to the Ministry.

One must remark that this checking is well done as we have not seen any major errors listed in specialized catalogues devoted to our stamps during these two decades, except for that issued on the occasion of the opening of the St. Lawrence Seaway.

7) Shipping

After this final inspection the stamps were prepared for the various shipping methods specified in the delivery instructions which were usually the same. These deliveries generally commenced about a month before the date of issue of the particular stamp.

The entire delivery was made to the Ministry which was responsible for delivery throughout all of Canada. The first ten per cent of the total issue is delivered to the Philatelic Service, following common practice.

8) Actual count

In accordance with the purchase order from the Ministry, which was sent to the company charged with the printing of the stamp, there was always a precise number of stamps ordered.

It seems, according to information provided by the Ministry, that a variation of five per cent over or under the quantity ordered was acceptable.

V COMPLEMENTARY ASPECTS

To complete this study of postage stamps, engraved between 1950 and 1970, we shall attempt to present, briefly, all the complementary aspects which always accompanied a postal issue in Canada.

a) Issue Date

Examination of several Ministry files showed that the date of (first) sale of a postal item was defined little by little as production proceeded.

The management of the Ministry first determined the probable issue date, sometimes two or three years in advance because, as we have seen, a large number of steps were necessary before the completion of a postage stamp.

Then generally the month of issue was fixed, a date which may be changed a month or two beforehand. The correspondence showed clearly the problems which arose and which resulted in a change of date.

Nonetheless, several months before the issue date the Ministry officials fixed a definite date, bearing in mind the various factors which may affect their decision or more simply the political decisions which may be paramount.

b) Publicity

The Ministry had to concern itself with the publicity concerning the issue so that it could be sold in sufficient quantities to at least cover the cost.

1) Coated Reproductions

Four or five months in advance the Ministry officials asked the vice-president of the CBNC to supply four special proofs on coated paper from the original die engraved by the company. It was from these proofs that the Ministry developed its promotional campaign.

2) Publicity Folder

On receipt of these reproductions the publicity campaign was developed, it was generally approved in the days following. In the publicity folder, printed on coated paper and known as PS 14, one finds the following information: a reproduction of the steel engraving, the name and date of the issue, the name of the designer, the stamp colour, its precise dimensions, the plate numbers if more than one, the quantity and sundry information regarding first day covers.

Approximately 9,500 PS 14's were printed in this preliminary project according to J.R. Carpenter, then responsible for this sector of the Ministry. Of this quantity usually 500 were bilingual. Later they began to produce PS 14's entirely in French.

3) Glossy Prints.

Using these coated prints of the engraving, furnished by the CBNC, the Ministry had glossy prints prepared by the National Film Board which were produced in large numbers: 550 copies, one half of which went to J.R. Carpenter.

In addition to these glossy prints, David Adamson, the Director of External Relations of the Ministry also requested, from the same special printings, two additional photographs one 6" × 8½", and one 7" × 9".

4) Large Posters

The director of the postage stamp section of the Ministry requested, four months in advance, 9,500 posters. Only 500 of these were bilingual. It was not until much later that we saw posters only in French. These posters, as well as the PS 14's, were delivered to the postage stamp section of the Ministry at least two months before the stamps were to be placed on sale.

5) The D of FS asked the administrative director of the same governmental department that the publicity campaign be launched two and a half months before the issue date. Having given the principal information regarding this postal issue he asked that the new issues bulletin of the Ministry of Posts announce the details of the issue in order that it may be approved and ready for release in the newspapers of the same date.

(to be continued)

Support 'MAPLE LEAVES' Advertisers

THE YELLOW PERIL

by Abe Charkow
Photo by Canadian Stamp News

A collector of both post cards and stamps can sometimes enjoy the best of both worlds. A case in point is the above post card. A 2¢ Edward stamp is tied to the picture side of this card with a “BRANDON NO 13 05 MAN” circular date stamp. The “5” of the year date “05” is inverted. It is addressed to London, England and the 2¢ adhesive paid the 2¢ Empire post card rate. Around the turn of the century when the exchange of post cards was at its height, senders of postcards would often affix stamps to the picture (back) side of the post cards.



The card titled “THE YELLOW PERIL” depicts a handsome young gentleman and a pretty young lass. The question, however, is “Which is The Yellow Peril – the gentleman with the yellow straw hat or the lass in the yellow frock and the yellow bonnet?”

Editor's Notes:

1. *Neither person resembles the Yellow Peril that we know so well!*
2. *Although cards are occasionally seen with the stamp on the picture side before 1906, it was not until June 1906 that the sixth Postal Union Congress, in Rome, agreed to allow stamps to be affixed to the picture side of the postcard.*

LETTERS TO THE EDITOR

Harry Lambe

7¢ Admiral Sage Green

The Yellow Peril has brought up a very important point* as I am frequently asked to verify this colour. This so-called 7¢ Admiral sage green colour would be more appropriate if it were re-labelled “apple green.” I favour this term because apple green is both the colour of a green apple as well as the colour of this stamp in question.

The Stanley Gibbons Stamp Colour Key (from my experience) is the best guide for Admiral stamps. For example, the apple green as provided by the Gibbons colour key is, in fact, the colour of the 7¢ Admiral sage green.

As for the 20¢ Admiral sage green, this shade is an early printing from Plate 1 which was also used to produce this stamp in a pale greyish green. This 20¢ sage green (a darkish greyish green) is the colour of the sage plant and it is, therefore, the true sage green. The Gibbons colour key sage green is the exact colour of the 20¢ Admiral sage green.

I hope that other Admiral enthusiasts will forward their opinions on this colour to the editor of our fine journal.

* ‘Maple Leaves’ January 1989, p. 135.

The Yellow Peril

At the December 17, 1988 John Talman sale, lot 281 – a prices current with a ½¢ Large Queen stamp affixed and addressed to Harbour Grace, Newfoundland – was hammered down to an agent for \$550.* Although \$550 was not an awful lot of money it was, nevertheless, a high price for a “sold as is” cover. The sale of this cover in Toronto was a big surprise, indeed. When I was doing research for “A ½¢ LARGE QUEEN ON-COVER?” I became the temporary custodian of this cover when I acquired it from an auction in California. I rejected this item after the Greene Foundation issued certificate 0638 on May 31, 1985 stating that “Canada, Scott No. 21, does not belong to the circular on which it now appears.”

I recall asking the auctioneer at the time for permission to illustrate this cover in my article.** The item was described without its picture.

* \$550 was the net price as Mr. Talman does not charge the customary 10% buyer’s premium.

** Maple Leaves August 1987.



PUBLIC AUCTIONS

CATALOGUE ON REQUEST

- AT LEAST FOUR MAJOR SALES A YEAR.
- WORLDWIDE BUT FEATURING CANADA.
- STAMPS, COVERS, PROOFS, COLLECTIONS AND LOTS.

PRIVATE TREATY – with our Worldwide clientele, we can sell any property that is priced fairly in today's market.

COLLECTIONS PURCHASED – Our interest is in better Canadian collections of Postal History, Cancels and Pre 1950 stamps.

RETAIL STOCK – One of the largest stocks of British North America. Visit our Downtown Location or try our Approval Service.

(OUR 35th YEAR)

JIM A. HENOK LTD.

185 Queen St. East, Toronto, Ontario, Canada M5A 1S2.
(416) 363-7757

AMENDMENTS TO MEMBERSHIP TO 12 FEBRUARY 1989

New Members

2579	HUTTON, G.D., 465 Rymal Road West, Hamilton, ON, Canada L9B 1B7	C
2580	KIMPTON, L.J., 5 Kendal Grove, Solihull, West Midlands B92 OPS	A C
2581	ANDERSON, W.E., 6 Shirley St., Mooroolbark, Victoria, Australia 3138	C
2582	DAVIS, James H., 2940 Welcome Dr., Durham, NC, USA 27705	C
2583	CREIGHTON, R.W., 303-120 Rosedale Valley Rd, Toronto, ON, Canada M4W 1P8	Fancy Pmks Muskoka S'boat PH
2584	THOMPSON, D.W., 123 Edward St, Suite 1008, Toronto, ON, Canada M5G 1E7	PH
2585	KIMMERLY, I., 318 Clemow Ave., Ottawa, ON, Canada K1S 2B8	NS, PEI
2586	BREMNER, P., 60 Bullock Drive, Markham, ON, Canada L3P 3P2	PH

Deceased

1996 GRAY, J.J.

Resigned

2140 KAHLMEIER, H.

Change of Address

2455	PIERCEY, D.J. 2424-117 Street, Edmonton, AB, Canada T6J 3S3
2479	HOBDEN, D.L., 241 Woodward Ave., Milton, ON, Canada L9T 1V1
1979	HILL, D.R., 90 Clover Ridge Drive West, Ajax, ON, Canada L1S 3E8
2495	TRIPLETT, B.A., 88 Cherry Lane, Doylestown, Pennsylvania, U.S.A. 18901
646	WORWOOD, W., 8324 Ave., Sous-le-Vent, Charny, P.Q., Canada G6X 1K4
1188	YAFFE, I., 6320 Greenspring Ave., Apt 201, Baltimore, Maryland, U.S.A. 21209
1608	HOLDEMAN, R.F., The Royal School, Lansdown Road, Bath. Avon BA1 5SZ

Address Required

2447 HOGAN, S.M., formerly of 3 Ward End Rd., Birmingham B8 2QU

Revised Total:- 551

* POSTAL HISTORY *

(See back cover)

Canadian Military Post Offices to 1986, Bailey and Toop . . .	£6.00
Postal Stationery Catalogue of Canada and Newfoundland 5th. Edition, 1988	£7.00
The Postal History of the Postcard in Canada, Steinhart . . .	£3.50
The Canadian Patriotic Postcard Handbook, Gutzman . . .	£7.50

CLASSIFIED ANNOUNCEMENTS

Reserved for members' free classified advertisements.

Please note that these must not exceed 30 words.

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

WANTED

WANTED: 10¢. Small Queen Covers any destination except India. Photo-prints and Prices please to George Bellack, Rushmere, The Green, Hartfield Rd., Forest Row, RH18 5NN England.

WANTED: Canadian Member willing to exchange used Canadian stamps for Australian, current and earlier issues. If interested, please contact

W.E. Anderson, 6 Shirley St., Mooroolbark, Victoria 3138, Australia.

"DELAYED TRANSMISSION/FOR PURPOSES OF SECURITY" WWII hand-struck marking on cover. Trying to establish dates of use. Would be most grateful for descriptions from holders of dated copies (not necessarily intending sellers!). Kim Dodwell, Middle House, Cruckmeole, Hanwood, Shrewsbury, SY5 8JN.

An Invitation

To Members of the Canadian Philatelic Society of Great Britain

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

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

Annual Dues: Canadian Members	\$18.00
U.S. Members	\$20.00
British Overseas Members	\$20.00
Admission Fee:	\$ 5.00



GROW WITH THE ROYAL

THE CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN 1988/89

President & Treasurer:

N.J.A. Hillson, Westerlea, 5 Annanhill, Annan, Dumfriesshire, DG12 6TN

Secretary:

B.T. Stalker, 3 Rutherford Way, Tonbridge, Kent, TN10 4RH

Handbooks Manager:

T.E. Almond, 2 Filbert Drive, Tilehurst, Reading, Berks, RG3 5DZ

Librarian:

C.G. Banfield, F.C.P.S., 32 Coolgardie Avenue, Chigwell, Essex

Exchange Secretary:

R. Grigson, 20 Green Lane, Windsor, Berks, SL4 3SA

Advertising Manager:

L.G. Bellack, Rushmere, The Green, Hatfield Road, Forest Row, East Sussex, RH18 5NN

Assistant Editor:

G.E. Taylor, 38 Lumley Road, Horley, Surrey, RH6 7JL

Publicity Officer:

M.R. Cusworth, 12 Near Bank, Shelley, Huddersfield, HD8 8JE

DO YOU WANT MORE INFORMATION

ON BNA PHILATELY? CONSIDER

**THE BRITISH NORTH AMERICA
PHILATELIC SOCIETY**

For information write:

EARLE L. COVERT, M.D.,

**P.O. Box 1070,
Hay River, N.W.T.,
Canada, XoE ORO.**

*** NEW PUBLICATIONS ***

Canadian Pre-Cancel Handbook, Walburn £8.50
1988 Newfoundland Specialized Catalogue, Walsh . . . £10.00

*** STAMPS ***

Current (1988) Canada Specialized Catalogue, IN COLOUR, Scott
. £5.00
J.J. Johnston. Canadian Hidden Dates £2.50
Canadian Stamps with Perforated Initials, Johnson and Tomasson
. £5.50
The Standard Precancel Catalogue 1988, Walburn £3.50
The Canadian Postage Due Stamps, Chung and Reiche . . £5.50
Standard Catalogue of Canadian Booklet Stamps, McCann . £4.00
Varieties of QEII, 2 volumes, Pugh £2.00

*** CANCELLATIONS ***

Cat. of Canadian Duplex Cancellations, Lee. Hard bound
. £12.00 + £1.00 post
Cat. of Canadian Duplex Cancellations, Lee. Unbound
. £8.00 + £1.00 post
Canadian Railway Cancels & Annexes, Ludlow
. £15.00 + £2.00 post
Individual Annexes to the above I, II, III, IV, V or VI . . each £1.00
Newfoundland Travelling Post Office Cancellations, Cockrill £6.00
Northwest Territories Postal Cancellations, O'Reilly . . . £12.50
The Early Rapid Cancelling Machines of Canada, Sessions . £6.50

(See also page 191)

If you need any other BNA Literature, in or out of print, please contact me. If you have out of print titles for sale please contact me with details.

Obtainable from CPSGB Handbooks Manager:-

**TOM ALMOND,
2 FILBERT DRIVE,
TILEHURST,
READING, RG3 5DZ.**