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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN



Maple Leaves

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



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MAPLE LEAVES

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JANUARY 1991

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EDITORIAL

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

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

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

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

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

COME FLY WITH ME

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

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

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

CONVENTION AUCTION 1991

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

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

This date must be adhered to in order that the catalogue may be prepared for despatch with the April issue of 'Maple Leaves', in good time for our overseas members to make their bids.

Only B.N.A. material is acceptable and lots must be accompanied by a brief description and estimate (preferably not under £5). Any reserve should be clearly shown and it should be noted that a fee of £1.00 per lot will be levied on unsold lots which carry a reserve. The fee will be deducted from gross sales.

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

FAKES AND FORGERIES (Part 2)
by The Yellow Peril
Photos by Canadian Stamp News

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



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

Revenues



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

(Courtesy E.S.J. Van Dam)



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



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



Genuine: Perforated, engraved and sharp impression.

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

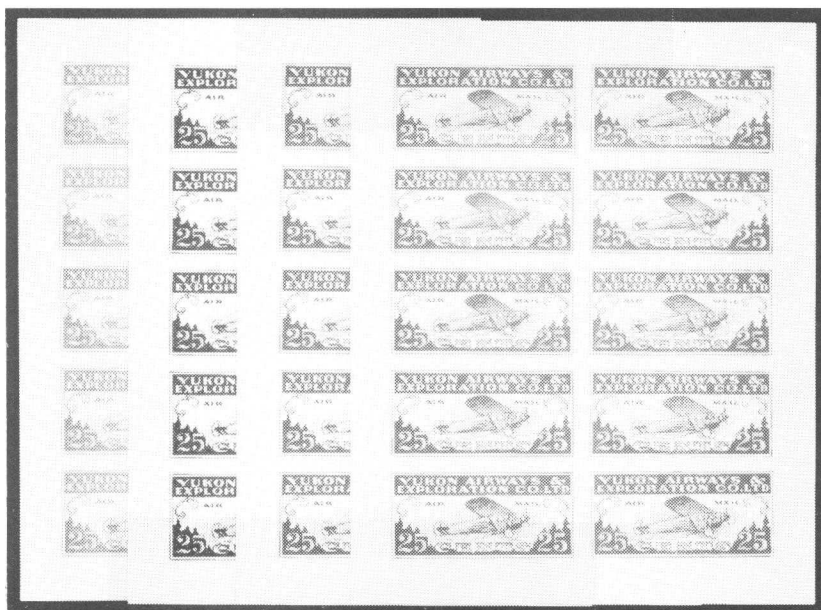
Semi-Official Airmail Stamps



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

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

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



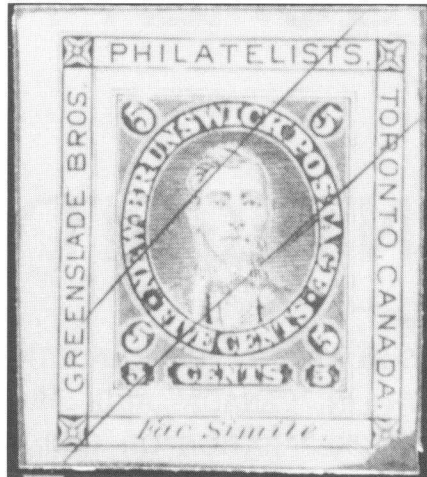
Yukon Airways forgeries that are still being sold as colour proofs.

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

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

The New Brunswick Connell

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



The Connell Forgery.

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

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

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**DEALERS IN
FINE STAMPS
SINCE 1924**

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

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

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

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

to be continued

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

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1859 FIRST CENTS ISSUE	QUEBEC POSTAL HISTORY
FIRST DAY COVERS	QUEBEC TERCENTENARY
FLAG CANCELLATIONS	RAILROAD POST OFFICES
FOREIGN COVERS	RATE COVERS
FORGERIES	REGISTERED COVERS
INTERNATIONAL MACHINE CANCELLATIONS	REGISTRATION STAMPS
JUBILEE ISSUE	REVENUES
LARGE QUEEN ISSUE	ROYAL TRAINS COVERS
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LITERATURE	SEMI-OFFICIAL AIRMAILS
MANITOBA POSTAL HISTORY	SHIP CANCELLATIONS, MARKINGS & VIEWCARDS
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MAPLE LEAF ISSUE	SMALL QUEEN ISSUE
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**The Use of X-Ray Fluorescence Analysis to Characterize
Printings of
EARLY CANADIAN STAMPS (1851-1897)**
by Dr. John E. Milks X-ray spectra by Dr. Robert L. Kugel

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

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

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

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

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

A search for printings of 1c and 3c stamps with inks corresponding to the recipes shown below, where both stamps were printed in the same production run, showed that these recipes were used for the first printings of the red orange 1c Small Queen (Sc35 iv) and the 3c Indian red Small Queen (Sc37b). Spectra for these are shown respectively in Fig.1, and in Fig. 2 for a 3c perf. $12\frac{1}{2} \times 12\frac{1}{2}$ dated MR 22 1870.

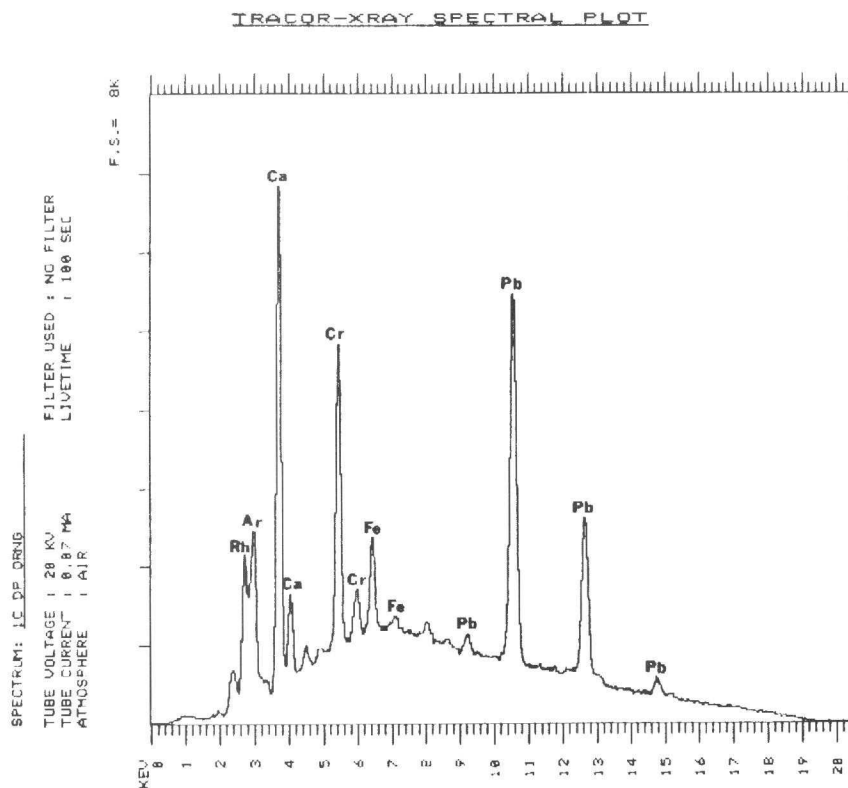


Fig. 1. Red orange 1c Small Queen (Sc35iv)

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

1c Canada Postage

6lbs Lemon Chrome Yellow
3lbs Orange Chrome Yellow
 $\frac{1}{2}$ lb Venetian Red
2lbs White Lead
2lbs Paris White (Cliff Stone)

3c Canada Postage

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

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

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

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

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

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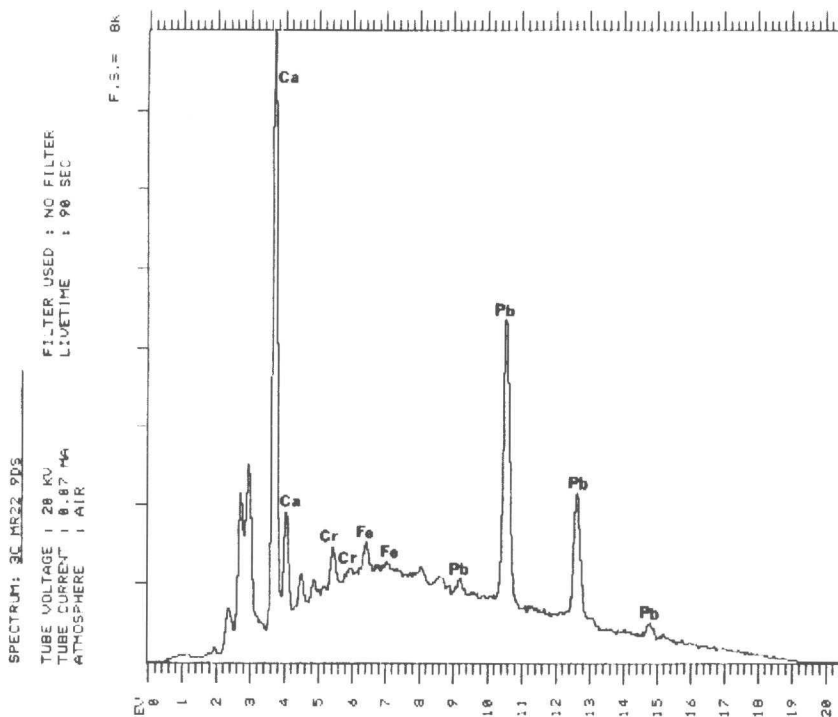


Fig. 2. Indian red 3c Small Queen (Sc37b)

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

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

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

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

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

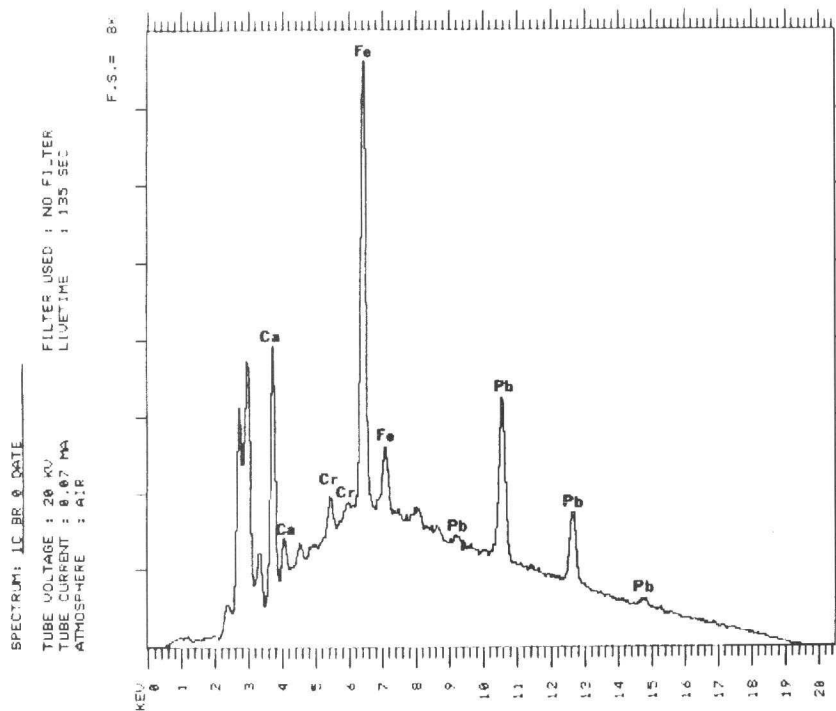


Fig. 3. Brown red 1c Large Queen (Sc22)

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

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

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

References:

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

To be continued

AUTUMN STAMPEX

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

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

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

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

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

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

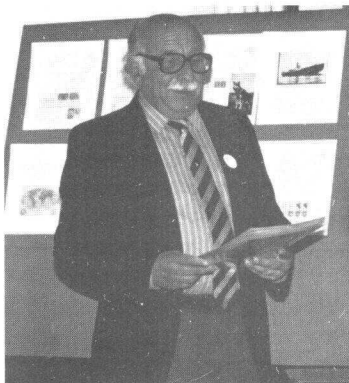
I should like to hear suggestions from members as to the subjects after, say, 1930 which could form the basis of fairly cheap collections from reasonably available material.

Charles King.



Mike Perry.

CONVEN



George Bellack

Dr Dorothy Sanderson



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

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

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

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

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

ON 90

Mac McConnell



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

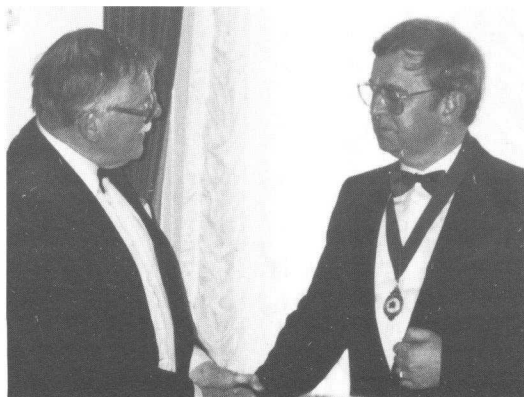
Jim Brown



*Geoffrey Manton
 & Brian Stalker*

on is dealt with elsewhere, as are
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 s gross sales exceeded £6,000.

lass Brewery Museum proved to
 in that Haddon Hall, mediaeval
 ened especially for our visit. As
 nual banquet. Ron Butler, past
 posed the health of the Society in
 Manton replied in like manner.
 bers and John Wannerton from
 aid nice things about the ladies
 her response.





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CHRISTIE'S
ROBSON LOWE

THE PEOPLE ON THE STAMPS - HENRY HUDSON by Alan Salmon

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

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



*Hudson
cast
adrift -
the stamp.*

Northwards and Eastwards

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

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

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

Eastwards and Westwards

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

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

Discovery and Tragedy.

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

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

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

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



*Hudson cast adrift -
the Collier painting.*

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

MESSAGE FROM THE PRESIDENT

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

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

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

Brian Stalker

Members paying subscriptions to the Society by Direct Debit

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

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

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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

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

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

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

FIFTY YEARS BACK - JANUARY 1941
by Kim Dodwell

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



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

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

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

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

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

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

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

CALLING SCOTTISH MEMBERS

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

FROM THE SECRETARY

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

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

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

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

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

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

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

The following Officers were elected at the AGM:-

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

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

Competition Awards:-

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

Trophies:-

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



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LETTERS TO THE EDITOR

Mike Street

THE MAP STAMP HANDBOOK

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

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

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

Doug Murray

PEI POSTMARKS

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

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

**See advertisement elsewhere in this issue.*

Fred Fawn

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

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

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

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

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

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

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

Olympia, West Kensington, W.

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

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

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

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

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

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

Mails for Canada.

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

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

Parcel Post to Constantinople and Smyrna via Gibraltar.

NEXT DESPATCHES.

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

Ron Winmill

CANADA POST - A SERVICE AND AN IMAGE.

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

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

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

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

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

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

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

ROYAL TOUR ITEM

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

CIRCUITOUS ROUTE

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

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

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

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

SOCIETY TIES

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



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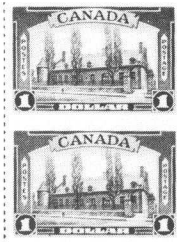
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AMENDMENTS TO MEMBERSHIP to 5 November 1990

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

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 2491 WASHINGTON T., P0B 820 TORII Station, APO S.F. 96331-1608 USA
 2453 CROKER John., 35 Hildale Road, Backwell, Bristol BS19 3JZ
 2127 REED John W., PO Box 39, Delaware, ON, Canada N0L 1E0
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2605 Moore

Deceased

962 BARCHINO J
 2510 VICKERS R

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2437 COLE C L	2587 PHILLIPS Dr C G
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