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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN



Maple Leaves

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OCTOBER 1991



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Vol.22 No. 7

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EDITORIAL

The 45th annual convention lived up to all expectations. Our outgoing President, Brian Stalker, ably supported by Freda, provided first class philatelic fare and pleasant non-philatelic diversion. A full report appears elsewhere in this issue. We welcomed several new faces at our Malvern hideout and hope they enjoyed themselves; if you've not been before then give it consideration as incoming President, Jim McLaren, starts the countdown to Perth 92.

Earlier this year Canada held its first National philatelic literature exhibition in conjunction with ORAPEX 91. Several members featured among the medal winners. John Hillson FCPS, as author of Christies Robson Lowe's handbook, 'Small Queens of Canada', and Hans Reiche FCPS, as co-author of 'Constant Plate Varieties of the Canada Small Queens', both gained vermeils. Ronald Kell, 'Postal History of the District of Assiniboia'; Bill Robinson, 'Territorial Post Offices of Canada', and Whit Bradley, 'Canadian Map Stamp -A Plating Study', were awarded silvers, as was Jim Hennok as publisher of 'Pioneer Mails of Western Canada' (Stewart Kenyon Collection). Bob Lee took a silver bronze for his 'Full Circle Proof Strikes of Western Canada' and the

same award went to 'Maple Leaves'. Hans Reiche featured again with bronzes for both 'Canada Constant Precancel Varieties' and 'The Canadian Admiral Stamps, a Reference Guide'.

Its nice to find our ramblings are not completely ignored. A few more photo graphs of earlier conventions have drifted in; we've had an offer to produce a cumulative index on a personal computer, which is being followed up, and ten letters to the Editor have arrived in the last two weeks! Keep it up.

MESSAGE FROM THE PRESIDENT

My first thought in writing this message must be to acknowledge the honour and rare privilege which you have done me in electing me as your president. Nevertheless it also brings responsibility and I will endeavour to give of my best to maintain the high traditions of those who have preceded me.

May I convey thanks on behalf of all those attending at Malvern for our 45th convention to Brian and Freda Stalker and the committee who provided a philatelic and social delight in such a beautiful setting.

The question of maintaining our membership is a continuing cause for concern which, along with the society's aims and future policy, persuaded members at the AGM to appoint an executive committee chaired by Dr Charles Hollingsworth. Need I say that, for our own part, we should each seek to enrol a new member in the coming year.

The convention next year will be held from Wednesday 30 September to Saturday 3 October at the Station Hotel, Perth. The hotel's terms are £42.00 per head per night, half board. This rate applies to both single and double/twin rooms.

Please be assured that a worthwhile programme of philately will be displayed. It is also intended to arrange outings to Glamis castle (Queen Mother's ancestral home) and a distillery. Perth has a repertory theatre company and golf courses abound.

I would ask you to make a note in your diary now - do come - a most warm and hearty Scottish welcome awaits you.

JIM McLAREN

CANADA POST SOUVENIR CARDS

by Major R.K. Malott

In the August 1989 issue of 'Maple Leaves' I reviewed the Canada Post Souvenir Cards issued for the World Philatelic Exhibitions held under the auspices of the Federation Internationale de Philatelie (F.I.P.). Since then there have been four more issued and one scheduled for PHILANIPPON' 91, in November 1991. The following is a revision of that story updated to 1991. It is hoped that further Canada Post Souvenir Cards will be issued for subsequent years.

The spring 1991 product catalogue of Canada Post Corporation, now called 'Collections', lists the exhibition cards as being available mint at \$1.00 each plus the applicable provincial sales tax. Canada Post Corporation decided not to issue an exhibition card for the FIP World Exhibitions, at PRAGA '88, INDIA '89, nor for BULGARIA '89. The reasons for this action are not known.

There have now been 18 exhibition cards issued since 1981, one of which was issued for a Canadian exhibition, CAPEX '87. The first eleven cards are described in the previous (Aug 89) article, the latest four are as follows

1989-12 PHILEXFRANCE '89.

Issued for the FIP world international exhibition PHILEXFRANCE '89 held in Paris, France, 7 to 17 July, 1989. Depicted is the .38 cent commemorative stamp issued to honour Louis-Honore Frechette (1839-1908) the best-known French-Canadian poet of the 19th century. This stamp is one of two se-tenant designs issued on 7 July 1989, the second one commemorates the English poet Archibald Lampman.

1989-13 WORLD STAMP EXPO '89.

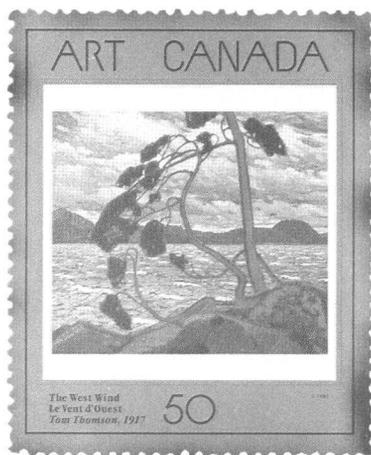
Issued for the WORLD STAMP EXPO '89 exhibition held in Washington, D.C., USA, 17 November to 3 December, 1989. Depicted is Canada's Christmas stamp for mail to the USA, .44 cent rate, issued on 26 October 1989, which features a painting from the National Gallery of Canada, entitled Snow II (1915) by Lawren S. Harris (1885-1970), one of the founders of the famous Canadian Group of Seven.

1990-14 STAMP WORLD LONDON '90,

Issued for the FIP world international exhibition STAMP WORLD LONDON '90 held in London, England, 3 to 13 May, 1990. Depicted is

the 50 cent commemorative stamp of *The West Wind* (1917), a famous painting by Tom Thomson (1877-1917), one of the illustrious Canadian Group of Seven. This painting from the Art Gallery of Ontario, Toronto, Canada, is featured on the third stamp in the series of Masterpieces of Canadian Art. It was issued on 3 May, 1990.

CANADA SALUTES STAMP WORLD LONDON 90
London, England May 3-13, 1990



Considered a symbol of Canadian art, even of Canada itself, *The West Wind* (1917) is one of the most famous paintings by Tom Thomson (1877-1917). This painting from the Art Gallery of Ontario, Toronto, is featured on this third stamp in the series of Masterpieces of Canadian Art issued on 3 May 1990.

MAIL  POSTE

CANADA SALUTES NEW ZEALAND 1990
AUCKLAND, NEW ZEALAND
24 AUGUST – 2 SEPTEMBER 1990



Canada's vast and ruggedly beautiful forests have been a source of national pride since Confederation, serving as symbol, playground, refuge and workplace for generations of Canadians. This stamp, featuring Canada's largest forest region, is one of a set of four stamps issued on 7 August 1990.

MAIL  POSTE

90-15

Canada Post Corporation / Société canadienne des postes

1990-15 NEW ZEALAND 1990.

Issued for the FIP world international exhibition NEW ZEALAND 1990 held in Auckland, New Zealand, 24 August to 2 September 1990. Depicted is the 39 cent stamp, one of four issued featuring Canada's

largest forest region in a fall scene of the Boreal Forest, issued on 7 August 1990.

1991-16 PHILANIPPON '91.

To be issued for the FIP world international exhibition PHILANIPPON '91 to be held in Tokyo, Japan, 16 to 24 November 1991. The design is yet to be announced. It would be most appropriate if the Anne of Green Gables .08 cent commemorative stamp issued on 15 May 1975 were used, as Anne of Green Gables is a great favourite of most Japanese people.

These souvenir exhibition cards, normally printed in English, French, and the language of the foreign country concerned, are a fascinating segment of Canadian postal history. Let us hope that the officials of Canada Post Corporation will reconsider their decision to restrict the use of these good-will philatelic ambassadors to FIP world and international philatelic exhibitions. Let us also hope that used copies will be made available in Canada from postal philatelic outlets.

If anyone has examples of cancelled Canada FIP souvenir cards from the German World Congress at Hamburg, Germany (1984-04), AUSIPEX '84 (1984-05), or ITALIA '85 (1985-06), I would be pleased to hear from them. If anyone is interested in used examples from PHILANIPPON '91 I should be able to assist, as I am the Canadian Commissioner to PHILANIPPON '91 and will be attending the exhibition, A used copy, postage paid, will be \$8.00 Canadian. If I may be of assistance on this subject, I can be contacted at the following address; Major Dick Malott, retired, 16 Harwick Crescent, Nepean, Ontario, Canada, K2H GRI.

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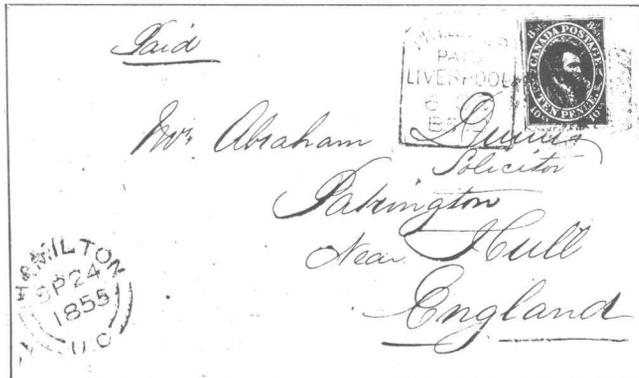
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THE PEOPLE ON THE STAMPS - DOLLARD DES ORMEAUX

by Alan Salmon

*Crashing, he fell, and all our little ships
Shook on that reddening tide.
Then the blue moon was torn with steel and flame,
And the Five Nations came
Two Souls Marjorie Pickthall*



Adam Dollard was born in France in 1635. In 1657 he came to New France where he was an officer in the garrison of Ville-Marie (Montreal). In 1660 he died in the Battle of the Long Sault; Adam Dollard and the 300th anniversary of that battle are commemorated by the striking 5c ultramarine and light brown stamp of 1960 (SG 516, SS 390). That synopsis is undoubtedly true, but the facts surrounding the action at the Long Sault are shrouded in the cob-webs of history and have been the source of much, sometimes acrimonious, discussion. The account that follows, is based on what is certainly one of the best sources of the history of New France in the 17th century - The Jesuit Relations. The Jesuits came to Canada in 1625, literate men selected for their planned and ordered work. Their reports - their Relations - were regularly sent to their superior in Quebec and back to France. The Relations are an invaluable source of information on the Indians of Canada and on the happenings in New France.

The Background

Readers will remember that in 1643 the Five Nations of the Iroquois intensified their attacks as they crossed the St. Lawrence in search of new supplies of furs to trade with the Dutch, supplies in their own territory being exhausted. In 1648 and 1649 the Huron nation was dispersed by

the Iroquois, many of them fleeing to the protection of the French at Quebec. By 1660 the Iroquois were hunting in the northern reaches of the Ottawa River and around the Great Lakes - the traditional hunting grounds of the allies of the French, particularly the Algonkins and the Hurons. The Ottawa was the highway for all the fur hunters from the west to the traders - to the French at Ville-Marie and to the Dutch at Albany. For some time Iroquois warriors had preyed upon the Indians taking furs to Ville-Marie; now they had their own hunters using the route: thus we have hunters on both sides using the Ottawa with Iroquois warriors attacking those who were not of the Five Nations.

The Soldier

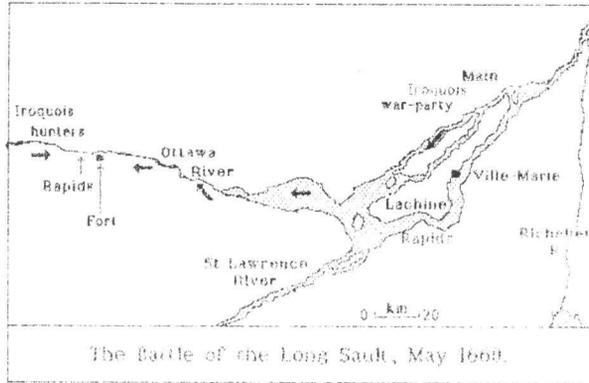
Little is known of Dollard's life before he arrived in Canada except that he had held commands in the French army. Arriving in Canada as a volunteer he continued his military career; in 1659 he was the joint commander of the fort at Ville-Marie. That same year he was granted 25 acres of land by Maisonneuve, the Governor and the founder of Montreal. Obviously the young Dollard was held in high regard by Maisonneuve, himself a soldier. His standing in the small community is confirmed by the Relation of 1659 - 60 which describes him as a 'man of accomplishments and generalship'.

In the winter of 1659/60 Dollard was given permission to lead a party of volunteers against the Iroquois returning down the Ottawa from hunting. The Iroquois usually spent the winter at their hunting grounds, returning in the spring. They normally hunted in small bands and they would return, still in small groups, with their canoes laden with furs and meat. Dollard's idea was to wage a form of guerilla war against these groups, ambushing them, hitting them hard and then disappearing to attack again when an opportunity presented itself - using Iroquois tactics against the Iroquois. His band was to be small, well-armed and with plenty of ammunition. Such a campaign would deter and hurt the Iroquois, it might also make the route safer for those friendly Indians bringing furs to trade at Ville-Marie.

Dollard's battle group left Ville-Marie on 20 April; he had 16 companions, all from Ville-Marie and all, like Dollard, unmarried. Their ages ranged from 21 to 31 - fit for such an adventure. One had been a soldier, but the rest were the simple people of the trading post - including a cowherd, a ploughman and a woodcutter,

The Battle

The company had some difficulty getting past the rapids at Lachine,



arriving at the Long Sault on the Ottawa River on 1 May. (Sault is pronounced soo, a 17th century French word for falls or rapids; it appears in the names of several locations in North America. On the Mackenzie River we even have Sans Sault Rapids, presumably because a channel has been cut, for shipping, parallel with the rapids). En route they combined with a party of 40 Hurons, accompanied by four Algonkins, who had left Quebec with the same idea of laying ambushes for the Iroquois. The Long Sault was chosen for an ambush as the Iroquois were expected to pass that way in single file. Dollard installed his men in a near-by, abandoned, Algonkin fort. Unfortunately the next day their presence was detected by a group of Iroquois who immediately fled. Even more unfortunately the Iroquois changed their routine that year, instead of returning in small bands some of the bands had consolidated into a formidable party of 200 hunter-warriors; this group descended the rapids in good order and attacked the fort.

Heavy fire repulsed the first attack, the Iroquois withdrew, whereupon some of the Hurons went out and cut off the head of an Iroquois chief, sticking it on a pole above the palisade. The infuriated Iroquois attacked again and were again repulsed. They then sent a messenger, by canoe, to a war-party of 500 more Iroquois who were awaiting their arrival at the Richelieu Islands. Apparently the Iroquois were planning to group at the Richelieu and then storm the colony with a combined force of 700 warriors. This would have been a major assault as the population of New France was still only about 2, 500, dispersed along the St. Lawrence from Ville-Marie to Tadoussac.

Whilst the main party was moving up, the siege continued. There was no water in the fort which was on a small hill, so the besieged had to make forays, to fetch water from the river 150 metres away. Even worse,

Dollard's 60 men were continuously sniped at and the Hurons regarded it as a point of honour to reply shot with shot, thus ammunition began to run low. Such was the precarious condition of the allies when the 500 arrived some six days after the second assault. Annaotaha, the chief of the Hurons, proposed that an attempt be made to reach a settlement with the Iroquois. Two Hurons, and an Iroquois in the party who had been adopted by the Hurons, were sent with a flag of truce to parley. Whilst the talks were on 25 Hurons deserted to the enemy, seeing this some Iroquois approached the fort to urge more to desert. The French, perhaps having little faith in the talks and distrusting the Iroquois, opened fire thus breaking the truce.

The enraged Iroquois attacked with their full force, using wooden shields, to reach the loop-holes in the fort. The French attempted to throw a keg of powder over the palisade as a grenade, it fell back into the fort where it exploded wreaking havoc amongst the defenders. The Iroquois now had control of every loop-hole and fired at anything that moved inside. They then charged over the palisade to take five Frenchmen and four Hurons alive; the battle had lasted over a week. One Frenchman was tortured to death on the spot; the rest of the captives, and those who had defected, were branded as prisoners. Dollard and his companions must have died between 9 and 12 May, the news of the disaster reached Quebec on 8 June. Many years later the battle site disappeared, under the waters impounded by the Carillon Dam.

The Consequences

The Iroquois losses were not severe, they told the Dutch that they lost 14 killed and had 19 wounded. Hurons who escaped are reported, in the Relations, to have said a score of the Iroquois died. Nevertheless the Iroquois abandoned their attack on the colony, probably, as was their custom, to display their prisoners in their own territories. The next year the Five Nations returned in force; more than 100 settlers died.

Professor Creighton, in his 'The Story of Canada', described the situation: "The colony existed precariously, dangerously, almost despairingly; and Adam Dollard, Sieur des Ormeaux, and his little band of Frenchmen and Indians, fighting and dying inside their flimsy palisaded fort near the Long Sault on the Ottawa River, in a vain attempt to stem the onslaught of hundreds of attacking Iroquois, formed a symbol of both the peril in which the colony stood and the fortitude by which it alone managed to continue its existence". It is for this that Dollard des Ormeaux is honoured on a stamp of Canada.

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CANADIAN RAILWAY POSTMARK ERRORS (Part 8)

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

"It is an empty land"

Rupert Brooke

When, just prior to the Great War, England's young, romantic and learned poet wrote these words in his *LETTERS TO AMERICA* he was referring to Canada which then had a population of about twelve million. It is, of course, still 'empty' with a population of more than twice that number, and is likely to remain so. If it does not, in the far distant and unforeseeable future, then one of the last wildernesses of Canada, one of its many vast, inhospitable areas that will cease to be so, will surely be the County of Saguenay.

Saguenay County

This, the largest county of Canada's largest province, Quebec, is bounded on the north and east by Labrador, and on the west by the County of Chicoutimi. To the south it stretches along the north shore of the lower St. Lawrence River from Tadoussac at the mouth of the Saguenay River to Lourdes du Blanc opposite the Avalon Peninsula of Newfoundland, where the Strait of Belle Isle (that graveyard of shipping) debouches into the waters of the Gulf. As the crow flies this is all of 600 miles. Along the St. Lawrence and the rugged, heavily indented shore-line of the Gulf, the distance must be considerably greater. Called by French-Canadians 'La Côte Nord', more than one hundred post offices, at one time or another since 1851, have been established to serve what were all once little fishing villages dotted along these shores. Some of these post offices were short-lived and closed through lack of revenue; some died because the small communities which they served gave up the unequal struggle to wrest a livelihood from barren land and treacherous water, and moved elsewhere; a few, for inexplicable reasons only opened in the summer or winter; many have changed their names and a few, like Baie Commeau, Sept Iles, Port Cartier and Forestville, now serve large, flourishing communities that have altered out of all recognition since Rupert Brooke's day. The development of railways to tap the vast iron ore, aluminium and titanium resources of the interior have wrought such changes in the west of the county during the past 40 years that Saguenay can now be called a county of contrasts to an extent that is unparalleled elsewhere in Canada.

In Rupert Brooke's time Sept Iles (or Seven Islands as it was then called) was only a little fishing village; today it is a bustling city-port with

eight post offices within its limits serving a population of more than 35,000. Its magnificent deep water harbour is crowded during the spring and summer months with long, narrow iron ore container vessels bound for their voyage along the St. Lawrence Seaway to the industrial heartland of Canada and the midwestern states of America. Here also the 'lakers' of the Seaway tranship their grain to ocean-going freighters destined, almost literally, for the four corners of the world. In his day too there were no pulp or paper mills based on the county's immense resources of timber; there were no hydro-electric plants powered by the wild, rushing rivers which pour down from the Laurentian Plateau. Nor were there any canning factories or aluminium smelters polluting the air or threatening the abundant wild life of the river with their effluent. Nor were there any roads, apart from a few unmetalled tracks linking neighbouring communities; there was no Highway 138 probing its way along the north shore to Sept Iles and beyond. There were no reconstructed historical sites, no nature reserves, no rebuilt chapels and trading posts for the delectation of holiday makers. Saguenay then was not the kind of territory that tourists, even in summer, were terribly eager to explore. It was the home of a few thousand French-Canadian fisherfolk for whom the river and the Gulf were both a way of life and a means of livelihood. Self-contained, but not self-sufficient, the many little villages in which they lived were also dependent upon these waters alone for a lifeline to the outside world.

Clarke Steamship Company

From the turn of the century, and until 1960 at least, this life-line was provided by the Clarke Steamship Company, the vessels of which plied between Quebec and Blanc Sablon during the navigation season. In the winter a restricted service is said to have operated between Sept Iles and Blanc Sablon. This is likely since the waters of the Gulf are navigable from the mouth of the Saguenay River to the Atlantic. But for this lifeline, until the advent of light aircraft, and now the ubiquitous, clattering helicopter, the many remote and isolated settlements along the bleak and forbidding shoreline could scarcely have survived.

Saguenay has previously been called a county of contrasts; and it is along the shores of the Gulf, as opposed to those of the industrialised west, that this contrast is most marked. From outward appearances there is little that has changed at Esquimaux Point (now called Havre St. Pierre), Baie Johan Beetz, Natashquan, Kegaska, Harrington Harbour, Mutton Bay, St. Augustin, Bonne Esperance and Blanc Sablon during the past 70 years or so. Some of them, like Natashquan, have grown in size and importance owing to the developing timber industry; but most,

in terms of size, have remained much as they always were, or have declined as their younger inhabitants have been lured away by the bright lights of Quebec and Montreal or the high wage economy of the industrialised region. But for the sprouting of television aerials and the telephone wires there is little to indicate the onward march of 'progress'.

But these outward visible signs of improved communications have not displaced the need for a mail service: letters from friends and relatives, commercial mail, newspapers, parcels and perhaps most importantly of all, the mail order catalogue, still play their part in making what is essentially a lonely and spartan existence tolerable. From at least 1905 and for the next 55 years such mail matter as this was serviced by travelling post offices based on the Clarke Steamship Company's vessels. This can be deduced from the known dates of the postmarks used by pursers employed on what the Canadian Post Office called 'packets' during the navigation season.

An Impossible Railway

This is an assumption made on the basis of evidence that is solely derived from the wording of the postmarks used, all of which read Quebec (or its commonly abbreviated form 'Que') and one or other of the following termini: Esquimaux Point (re-named in 1924 Havre St Pierre) Natashquan and Blanc Sablon. For the actual wording of the nine known postmarks used readers are referred to Ludlow's Serial numbers Q.205, 205A and 205B (Esquimaux Point) Q. 185C (Havre St. Pierre) Q.220, 220A and 220B (Natashquan) and Q.185A and 185B (Blanc Sablon). It will be noted that the latter postmark is only known in proof form. What is more noteworthy, however, is the wording of Q.205 and Q.220: 'Quebec & Esquimaux Point R.P.O.' and 'Quebec & Natashquan R.P.O.' respectively. These must be the most extraordinary railway post offices in the world, operating over a non-existent railway (some would say an impossible railway) for something like six or seven hundred miles! Clearly some clerks in the Canadian Post Office did not include geography in their academic qualifications, and it is perhaps significant that the most idiosyncratic postmarks of all time had a deservedly short life-span. Both were withdrawn after about two years of use. Less remarkable, but noted as an error in Ludlow's catalogue, is Q.185C (Que.Hve. St. Pierre 'Sea Port' instead of 'Sea Post').

Some correspondents have suggested that this is not an error. Havre St. Pierre is most certainly a sea port on the ever-widening shores of the Gulf; but since the wording on similar postmarks (Q.185A, 220A and 220B) includes those of 'sea post' the wording 'sea port' is almost

certainly unintentional (see illustrations). As far as the Clarke Steamship Company is concerned, I have received contradictory



reports. Some say that it has ceased operations and has been replaced by another shipping company. Others say that it is still operating. As far as Clarke City (opposite Sept Iles) is concerned, its post office was established in 1902 at which time, it is said, the Clarke Steamship Company was founded. It is here, the story goes, that the first wooden vessels were built by a local entrepreneur after whom the village was named. Another theory is that the company was named after the village

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in which its headquarters were based. This is a classic chicken and egg situation that I have been unable to resolve. In fact, in the slightly modified words of Sir Walter Scott:

*" I cannot tell what the truth may be;
I tell these tales as they were told to me."*

Footnote:

In order to pre-empt those collectors who might wish to remind me of other 'railway post offices' based on board steamships in British Columbia: Robson & Arrowhead, Penticton & Okanagan Landing and Vancouver & Victoria, not to mention those on Pacific coast steamers, I can only say that they are ALL sublime and ridiculous. The Newfoundland Post Office authorities were never guilty of inventing the impossible. They distinguished their water-borne travelling post offices from their railway post offices by the lettering 'T.P.O.' and 'R.P.O.' respectively.

**Fifty Years Back - October 1941
By Kim Dodwell**

By the autumn of 1941 the 1st and 2nd Canadian Infantry Divisions had been in England for over a year and the 3rd had just joined them from Canada. Their lack of armour was receiving urgent attention and October 1941 saw intense activity in camps such as Borden in Ontario where the 5th Armoured Division was making final preparations for the U.K. They embarked at Halifax, N.S. between 11 and 15 November and sailed in the fifteenth 'flight' as these big troop convoys were called. This was the largest single movement of men to the U.K. in the war so far, the eight troop ships carrying nearly 14,000 men.

The writer of the cover shown was in a unit of the 5th Armoured Division from London, Ontario, the 1st Hussars (6th Armoured Regiment), which embarked on the transport 'Oronsay'. She was 20,043 tons, built 1925 on the Clyde by John Brown & Co and, before the war, had belonged to the Orient Steam Navigation Co. She had been attacked and damaged by enemy aircraft on 8 October 1940, and was sunk by a U-boat in the South Atlantic on 9 October 1942, but on this voyage the whole convoy came through unscathed. Indeed, it is a remarkable tribute to the vigilance of the Allied escorts (on this occasion, U.S. Navy as far as the mid-ocean meeting point, the Royal Navy thereafter) that the whole of the Canadian Army (some 370,000 men) that came to Britain in 1939-45 did so almost without loss. Troop convoys from N. America were always fast sailing and well escorted,

CONVENTION AUCTION 1992

Convention 1992 will be held at the Station Hotel, Perth, from 30 September - 3 October with the convention auction taking place on Saturday 3 October.

All lots should be sent to Les Taylor, 18 Granby Road, Edinburgh, EH16 5NL, to arrive not later than 28 March 1992.

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

Only B.N.A. material is acceptable and lots must be accompanied by a brief description and estimate (preferably not under £5.00). Any reserve should be clearly shown and it should be noted that a fee of £1.00 per lot will be levied on unsold lots which carry a reserve. The fee will be deducted from gross sales.

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



The Postal History Society of Canada

invites applications for membership

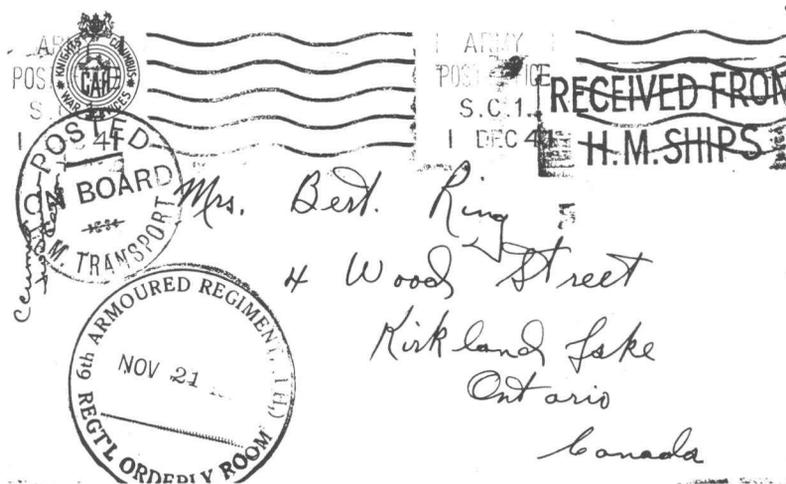
The PHSC publishes an award-winning quarterly Journal, sponsors seminars on Canadian postal history, and awards prizes for the best postal history exhibits at philatelic shows across Canada.

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which saved them from the very heavy, almost disastrous, losses suffered by the cargo carrying convoys in the first half of the war.

The cover, one of thousands written on the voyage to Liverpool, is attractive 'in the flesh'. The Knights of Columbus logo is dark blue, the 'POSTED ON BOARD' bright blue, and the regimental handstamp purple. Censoring was done on board under unit arrangements. The A.P.O./S.C.I. wavy line was applied at the U.K. Canadian Postal Corps H.Q. at Acton, London; it appears on all such covers that I have seen; it seems that ship mail from the troops went direct from the quayside to Acton for processing.



The 1st Hussars went by train to Aldershot and were quartered in the old Willem Barracks. Aldershot was the initial station for many of the arriving Canadian units and unattractive they found it. Regimental histories record accommodation, food and weather vying for criticism among the men. It was not until the 1st Hussars were moved into billets in friendly Surrey villages, in April 1942, that they cheered up.

The 5th Armoured Division was served by FPOs using British-type daters numbered 509, 522 and 524, but later in 1942 the Division was reorganised and the 1st Hussars went to form part of the 2nd Armoured Brigade. An independent formation, they used FPO C.A.2 (430) for the rest of their stay in Britain, for the D-Day landings in which they played a full part, and for the rest of the campaign in N.W. Europe.



Dr Dorothy Sanderson seems quite pleased with her Fellowship

Hans Reiche signs the Roll of Fellows - at last



The Abbey Hotel, adjacent to the ancient priory at Great Malvern at the foot of the Malvern Hills, was the pleasant venue of the 45th Annual Convention under the benign guidance of Brian Stalker. The accommodation was excellent and the food generous in its proportions to the extent that additional eclairs gave rise to a call for a doggy bag!



Charles King proposes

We finally got a glimpse of the Yellow Peril's collection, courtesy of slides and presentation by Dr Charles Hollingsworth. Difficult to identify a thread, so lets just settle for very interesting items. Surrogacy was also the order of the day when Geoffrey Whitworth presented Robson Lowe's display which featured the Chalon portrait. Both displays gave rise to considerable audience participation, perhaps the presence of the owner of a collection is an inhibiting factor!

A welcome visitor was Bill Topping, from Vancouver, who showed part of his Semi-Official Airmail collection (in addition to winning the research section of the competition with a few more sheets). The material was probably the strongest seen at a convention in this particular field. Dr Michael Russell made his convention debut under the title Registration and Rates 1850-1910, while Roger Grigson forsook squared circles to surprise us with Directional Markings of the Dead Letter Office. Despite a smartly slung arm, Roger produced several markings not previously seen by the majority of the audience and put forward a few theories as to the use of several of the more unusual instructions.

Brenda Parkin disposes

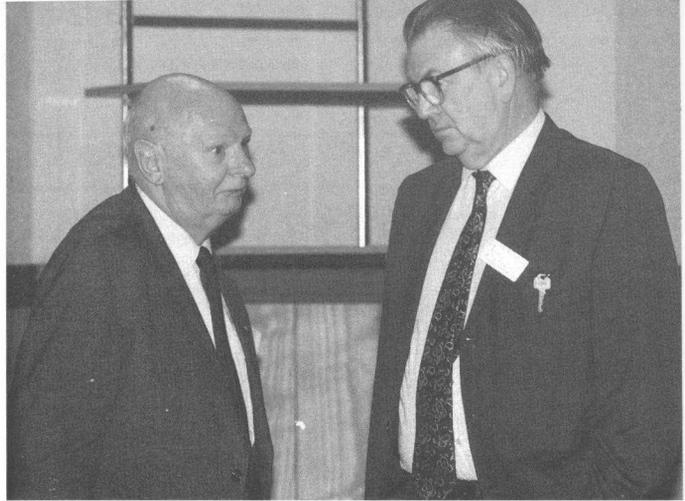


A visit to the Royal Worcester porcelain factory opened a few eyes as we saw the labour-intensive production of some of Royal Worcester's special editions, in particular the beautiful hand painting of the pieces - no less than five times between firings. The superbly preserved Warwick Castle was invaded by a large contingent and even the 2 1/2 hours at our disposal was insufficient to take in all the attractions.

Chris Jackson, President of the Three Counties Federation, was guest of honour at the closing banquet where Dr Dorothy Sanderson was installed as the latest Fellow of the Society and Hans Reiche finally signed the Roll, 12 years after his award. Charles King toasted the ladies, making much of his first meeting with respondent Brenda Parkin who, in a hilarious response, firmly denied that it took place! Eric Burchell toasted our guests and overseas visitors who included Stanley Cohen FCPS from Spain and, with their spouses, John Wannerton from South Africa and, from Canada, Bill Topping and Hans Reiche FCPS who graciously replied.



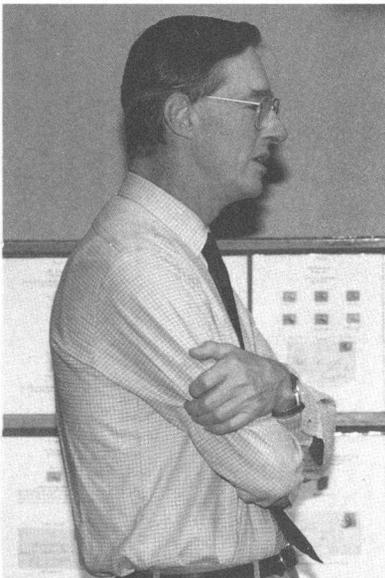
1 well-slung Roger Grigson



*Now be honest with me, doctor...
Geoff Whitworth and Dr Charles Hollingsworth*

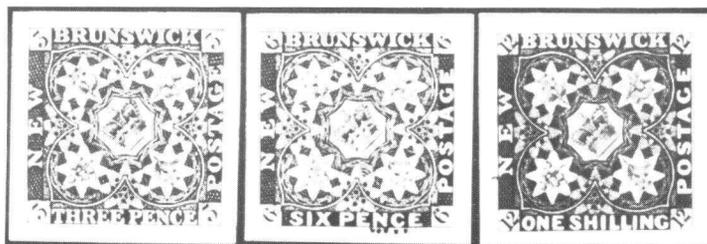
CONVENTION 91 Malvern

Debutant - Dr Michael Russell



Bill Topping receives a handful of trophy from Brian Stalker





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RESEARCH SOURCES FOR POSTAL HISTORIANS

An Occasional Feature

by Ron Winmill

One of the questions most frequently asked by the neophyte researcher relates to sources. In this article one of the least understood, but more useful, sources will be discussed.

Orders-In-Council

When a piece of legislation, for the sake of argument a Post Office Act, passes the Canadian House of Commons and Senate, and receives Royal Assent, it is neither desirable, because of excessive rigidity, nor possible, because not all possible scenarios can be anticipated, to specify all matters (e.g. minor rates). Thus, in an Act, many sections will have clauses to the effect that 'The Governor-In-Council may....' These clauses are known as Orders-In-Council (O.I.C) and constitute subordinate legislation.

Many of the O.I.C's, in one way or another affect postal services. Moreover, to affect postal services, an O.I.C. need not necessarily originate from, or be sponsored by, the Postmaster General. They may be initiated by the Prime Minister (e.g. appointment of a Postmaster General), the Department of National Defence (wartime censorship), Secretary of State (miscellaneous items), Public Works (matters related to buildings, fixtures, supplies and services). It is also quite conceivable that other departments could be involved. These O.I.C's exist from Confederation to date for Canada, as constituted today. Since many relate to postal matters it is important that the postal historian be aware of them.

The problem for the postal historian however, is how does one go about gaining access to the O.I.C's of potential interest to him.

Available in Ottawa

Actually it is quite simple as the O.I.C's are readily available in Ottawa and, to render them accessible, there is a register of these documents (available at better university libraries on microfilm). The registers are in numerical order, arranged chronologically. Each year there is also a subject/name index at the end, thus rendering it a very easy matter to check one's particular interest, even over a prolonged period. When one has secured the list of relevant O.I.C's, it is a simple matter to secure them from the appropriate body in Ottawa or, armed with the information, a good librarian can often locate the required document in the holdings of the library.

To provide an idea of what can typically be located; entries from September, 1939 have been abstracted and are appended. This period was selected purposely to demonstrate the broad nature of material available and of interest to the contemporary postal historian.

There are other references to censorship; however they refer to newspaper, cablegram and radio censorship. If only one date is shown in the list, that is the date on which the item was received, reported upon and confirmed by the Privy Council office; otherwise three dates are shown and refer in order to those actions.

ORDERS-IN-COUNCIL 1939 - an abstract.

- 2481 ND Establishing 'Censorship 1939'
- 2496 PM Amending Censorship regulations September 1, 1939
- 2513 PO Censorship Coordination Committee set up September 3, 1939
- 2581 PO Franking Privilege extended to Censorship Coordination Committee September 7, 1939
- 2605 PW Ottawa Ont., post office bldg., to authorize additional expenditure September 9, 1939
- 2643 PO Wartime Price and Trade Board - franking privilege extended September 12, 1939
- 2644 PO Mail Service by Water, Victoria - Kyuquot - BC contract C.P.Ry Co. September 12, 1939
- 2737 PW Winnipeg, Man., interior fittings in postal station 'F' contract Western Mfg. Co. Ltd. September 18, 1939
- 2753 PM Appt. Hon. C.G.Power to be Postmaster General September 19, 1939

The above abstract demonstrates the breadth of this largely untapped research source: a resource that can be actively and readily employed in the interests of postal history research.

As a guide to would-be users; to gain access to these records, via the index, see CANADA, PRIVY COUNCIL MINUTES AND ORDERS REGISTER AND INDEX OF SUBMISSIONS. The Library of Congress number is CA1 PV R27.

Most, perhaps even all, of the war-related items are published in hard copy, rendering them even more accessible.

Editor's note; Ron understands that the material is also available in the UK, in London, though he is not aware of its exact location. One would imagine that the

first two likely ports of call would be the British Library and Canada House. If any member has cause to refer to such source material then perhaps he or she would report back the location for the benefit of other members.

FROM THE SECRETARY

The following are the main points from the 1991 AGM, minutes of which are available from the Secretary.

The President, Brian Stalker, thanked members for the assistance received during his Presidential year, the main highlight of which had been the Society's display at Autumn Stampex 1990.

A further decline in membership, largely arising from non-payment of subscriptions by overseas members was reported by the Secretary. The help received from Wayne Curtis in collecting dues from Canadian and USA members was gratefully acknowledged by Subscription Manager, Dr John Gatecliff.

David Sessions, Editor, reported publication of three 36 page and two 40 page issues of Maple Leaves during the year, an encouraging variety of articles and Letters to the Editor. A Silver-Bronze medal had been awarded to Maple Leaves at a recent philatelic literature competition in Ottawa.

Whilst sales of £2564 had been realised by the Packet and Covermart lists, Packet Secretary, Reg Lyon, asked for greater support from members for the coming year.

Advertising Manager, George Bellack, advised that the space available for free classified advertising by members was to be increased from 25 to 40 words.

Charles King reported further steps to publicise the activities of the Society, both at home and abroad.

Although the assets of the Society showed a modest increase for 1989/90, Dr Alan Salmon expressed concern at the level of subscription income which had fallen in real terms. In view of this, an increase in annual subscription to £10 for 1992/93 and an increase to £200 for Life Membership was proposed and agreed to by the Meeting.



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The proposed rule changes, submitted by the Rules Review Committee and published in the June 1991 issue of Maple Leaves were approved by the AGM. The proposal to reduce the minimum age for membership to 15 was remitted to the Executive for further consideration. With the Meeting's approval of the setting up of an Executive, it was announced that the Committee had nominated Dr Charles Hollingsworth as the first Chief Executive.

On behalf of the Fellows, Mr John Hannah announced the election of Dr Dorothy Sanderson as a Fellow of the Society, also the award of The Founder's Trophy to Dr Alan Salmon for his articles on "The People on the Stamps".

President-elect, Jim McLaren announced that Convention 1992 would be held at Perth commencing on 30 September 1991.

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

President	J C McLaren
Vice President (North)	Vacant
Vice President (South)	Vacant
Secretary	B T Stalker
Treasurer	Dr A Salmon
Committee Members	
Scotland	Miss A E Stephenson FCPS
North	J E Pilkington
South	T E Almond

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

Competition Awards

Class 1	W E Topping	Postal History of Yukon Airways
Class 2	London Section	1c Rates 1870-1900
Class 3a 1.	B T Stalker	Welland Railway postmarks
2.	J C McLaren	Machine & Flag Cancels 1896-1902
Class 3b 1.	J E Pilkington	Internal Letter Rates 1985-1987
2.	J W T Wannerton	World War II Prisoner of War Mail

Trophies

Bunny Cup	- W E Topping
Lees-Jones Trophy	- J E Pilkington
Aikens Trophy	- S Lum FCPS (The Yellow Peril)
The Founder's Trophy	- Dr A Salmon

Letters to the Editor

The Yellow Peril

FAKES AND FORGERIES

I am flattered to learn that even the 'creme de la creme' philatelists read my unorthodox writings. What's encouraging is that Mr Cohen took the time and trouble to point out my oversight (ML Aug 91, p222). Feedbacks are important because I learn much from them. I therefore welcome points of view from members who think that I am all wet or that I am just so full of it!

Whoever faked the Peter Street single ring dater had to be an exceptionally well informed and innovative collector. With very little effort, but with ingenuity galore and the price of a carton of cigarettes (maybe only a package - the cost of smokes these days) to pay for a metal stamp, he created an unrecorded postmark to cancel the added stamps on the delivered registered drop letter - converted from the 2c stationery local cover. The description on the page on which the Peter Street cover is mounted reads: 'the example below dated June 19, 1899 is the only one so far recorded'. The fact that an auctioneer featured this cover, and it is only a front, in a large advertisement for a postal history sale speaks for its worth.



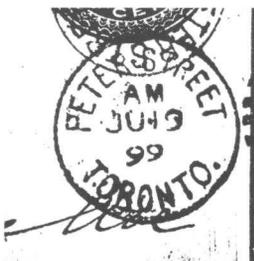
Proof Strikes of the Peter Street full circle daters.



*Proof strikes of the two duplex hammers.**

The reason for the clever creation? Winning high awards for postal history/postmark displays more than justify the means.

The fake circular date stamp which is identical to and copied from the duplex dater on the cover, has been modified: blank indicia, slight repositioning of the date and moving the year closer to 'TORONTO'. The dead giveaways are its thin rim, the very feint hyphen between 'R' and 'S' and the fine lettering and numerals. (The hyphen in the duplex is obscured by the overlapping).



Peter Street duplex dater and tips of 'killer' bars.

Forged Peter Street single ring dater



*Reference: Proof Strikes of Canada, Vol 1X. Edited by J. Paul Hughes. Published by Robert A. Lee Philatelist Ltd. 1991.

Editor's note: A colour slide of the Peter Street cover and the advertisement was shown at the Malvern convention. With thousands of proof strikes readily available and the relatively small cost of making a postmark, 'caveat emptor' becomes increasingly more meaningful.

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John Hillson FCPS

SMALL QUEENS SURVEY

Statistical method is all very well but it is sometimes difficult to determine just what, if anything, is being proved. I refer to the article on 6c Small Queen re-entries in the August issue.

What is the relevance of allusion to the Admirals which were, I believe, printed from curved plates (as were some of the Edwards) as opposed to the flat plates of the Small Queens - which could as a consequence be put in the printing press bottom foremost or sideways for all we know.

Second, were fresh entries eliminated from the study as these have nothing to do with plate wear or damage?

Third, almost every subject on the long-lived 'A' plate was re-entered and, if the increasing number of dots on that plate mean what we believe they mean, some positions at least, three times. Most of these re-entries are not identifiable as to position but could and should have formed part of the study as large pieces from the late state of the plate do exist.

Finally are the conclusions drawn in the article to be applied to the 6c only, or to all Small Queens? If the latter, shouldn't every known re-entry in the issue be taken into account?

For what it is worth, the one plate that we know was never repaired, the 10c, has one position in row 3 that became damaged, and one in row 9, discounting of course the one fresh entry - also row 9. What was it the man said 'There are lies, damn lies, and.....'?

Derrick Avery

THUNDERBIRD

In answer to D. Sunderland's letter in the June issue (p187), I have not seen the variety he describes but I do have three copies of the 1969 five cents Christmas stamp showing a white spot, approx. 1mm diameter, in the background to the value tablet. Each is in a different position and has a spot of colour in the centre.

To the best of my knowledge, this type of fortuitous variety occurs on lithographic printings and is caused by dirt on the plate.

Geoffrey Whitworth, FRPSL, FCPS

A TALE OF THE SEVEN SEAS

Further to the notes in the August 'Maple Leaves' (p209), I can report two covers to Admiral Hon. A.A.Cochrane, C.B.

1. Letter from Nanaimo dated 28 Jy 1875, to HMS Republic at Esquimalt BC; prepaid 3 cents with orange red stamp perforated 11¹/₂ x 12.
2. Letter addressed c/o British Consul, San Francisco, for HMS Repulse, Honolulu (sic), Sandwich Islands; pair of stamps as above, orange red perf. 11¹/₂ x 12, no CDS. Was it sent in Diplomatic Bag?

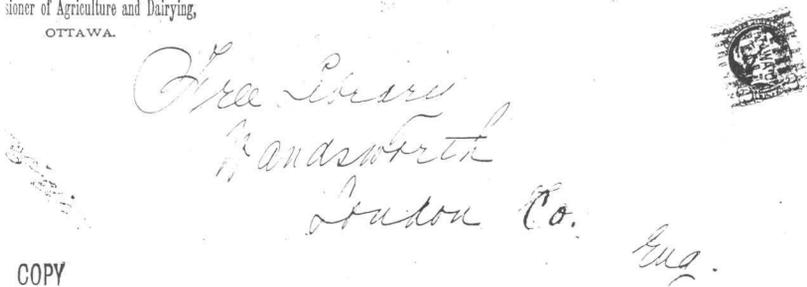
Harry W. Lussey

UNUSUAL 1897 REGISTERED COVER

I refer to the Revd. David Izzett's remarks on 'unofficial precancels' (June ML. ppl85/6). My exhibit of these in BNAPEX carries the comment, 'If a stamp is used as a precancel then it is a precancel'. A lot of collectors feel this way today and eventually the cataloguers will catch up.

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I enclose a photocopy showing a 2c Small Cents used on part of a wrapper to Wandsworth, London, England, precancelled with the Ottawa roller and from a department of the Dominion of Canada. Six towns using precancelled rollers* can be added to those mentioned by Izzett.

*Windsor, Ont; Tilsonburg, Ont; Picton, Ont; St. Thomas, Ont and Berlin, Ont (all 'Maple Leaf'/'Numeral' period) and Brampton 1955. Photocopies were provided by Harry, along with three from Toronto, Stn.B which are scarce, as David Izzett pointed out.

The Yellow Peril

A SUBTLE RARITY

Mr Lunn does it again! What an unexpected pleasure to read about Robert's coup in purchasing this prize (ML Aug 91 p195). I remember doing the report on this cover and checking Boggs (Vol 2, pages 10-0 and 11-0,) which indeed does not list Jamaica as an adherent to the scheme as of 25 December, 1898. The 'Dominion Of Canada Official Postal Guide' dated January 1899, however, includes Jamaica in the list of possessions belonging to the Imperial Postage Scheme.

On pages 213-5, 217 of the June 1989 Maple Leaves (p223), map stamp expert, R.B. Winmill, lists two department circulars. The one dated December 1898 shows Jamaica as one of the countries that gave its adherence to the scheme for reduced inter-imperial postage. Department circular dated 31 December 1898 gives a complete list of countries - including Jamaica - 'embraced in the British Empire with which the reduced rate of Two Cents per half ounce is now in force.'

Based on the above references plus the fact that the Jamaican postmaster used a penny (equivalent to 2cts) stamp to return Latchford's cover on 12 January, 1899 I dare say that if I were to guess that Jamaica joined the scheme on 31 December, 1898 I would not be too terribly wrong.

Another scenario to explain why the Jamaica cover was not rated is that Latchford may have posted a large batch of letters to the colonies on that day. The Canadian postal clerk handling the letters either missed it or was not aware of the rate to Jamaica and the letter simply slipped through.

This Latchford gem with its intricate, romantic background could easily be one of the ten most exciting map rate covers in existence.

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

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Tom Almond

THE WINTER MAGDALEN MAIL 1928

Arthur Hobbs' interesting article in the August edition of 'Maple Leaves', about winter mail to the Magdalen Islands, prompts me to write about the Admiral cover illustrated below. The cover appears to have been carried by an Air Stage service, established to support the Island during the winter months. The stamp is tied with the Grindstone Island cds, AM/MR 3(inverted)/28. The cds backstamps are Moncton, 12/MR 7/28 and Charlottetown, 20/MR 8/28.

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GRINDSTONE, Magdalen Islands
CANADA

Via Air Mail



THE SIMS PACKERS LTD
CHARLOTTETOWN
P E I

The American Air Mail Catalogue states that:

'During the early part of 1928 Pilot E J Cooper of Canadian Transcontinental Airways maintained service between Moncton, and points in Nova Scotia, Prince Edward Island and Grindstone Island. Details of this service are obscure'.

The first Moncton - Grindstone flight took place on 11 January 1928, but there were no special cachets.

Air Stage Services transported mail, to the extent of available space, at prevailing surface postage rates. In early 1928, the letter rate was 2c/oz and the airmail route had yet to be introduced. The 10c Admiral is clearly tied to what appears to be a commercial cover and it is inconceivable that a quintuple rate was required for such a small cover.

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LUGANO

NEW YORK

Can any member explain why 10c was applied and who paid the airline to carry the mail? I presume that these flights enabled the local fishermen to get their catch of lobster to market. It would be interesting to know about the frequency of the winter flights in 1928 and the arrangements for subsequent years.

(Note that Grindstone Island PQ, is now known as Ile du Cap aux Meules. It should not be confused with Grindstone Island NB.)

Brian Cartwright,

P.E.I. HANDSTAMP

I wonder if any member can shed light on the cancellation illustrated.



'Prince Edward I' handstamp on U.S. postage stamp; but is it genuine?

It is definitely PRINCE/EDWARD/I and my atlas only records two PEI'S, one in Canada, the other in the Indian ocean. It would therefore almost certainly be from PEI in Canada, but why on a U.S. adhesive? Is it some form of paquebot cancellation?

Any information would be greatly appreciated.

Editor's note: The immediate reaction is that it is a bogus mark. Martyn Cusworth, our resident PEI expert, shares this view though admits to having seen nothing similar. Comments please.

Lionel Gillam FCPS

UNUSUAL 1897 REGISTERED COVER

I am not in the position of being able to comment on the authenticity, or otherwise, of George Bellack's interesting registered cover (April 1991) that is the subject of two letters, from Messrs. J.M. Smith and H. Reiche, that you publish in your latest (August, 1991) issue.

What I can say categorically is that the former is right in stating that the cover was dropped off at Cardinal for onward carriage north by road to Shanley, some 12 or so miles. There is no question of the cover being first sent to Montreal via Toronto, just because it was handled by mail clerks on the Toronto & Montreal R.P.O. I am sure that on reflection Hans Reiche will agree with this.

Contemporary Grand Trunk Railway timetables show that it took 'express' trains 17 minutes to travel between Prescott junction and Cardinal, a distance of 8 miles. Quite probably the cover was processed by the chief mail clerk whose responsibility would be to account for the receipt and delivery of registered mail. For this a special post office form was used giving the number of registered items offloaded at each station. In addition the chief mail clerk would have signed a receipt for all the registered covers delivered at Prescott Junction from the Prescott Post office, and would have obtained a similar receipt from the post office official or mail contractor who received Mr Bellack's cover (and of course possibly others) at Cardinal. Since there is no evidence of the cover passing through Cardinal Post Office (where it would have been backstamped) it is reasonable to assume that it was delivered directly to the addressee in Shanley.

At this time 'express' (sic) trains were essentially passenger trains, other than local or mixed freight and passenger trains, which contained railway post offices and which, by virtue of this, were compelled to stop at every station in order to take on and offload mail. Between Toronto and Montreal (333 miles) there were 51 stations to be served in this way so that it will not be a matter for surprise that the journey occupied nearly 14 hours and sometimes, in winter, much longer. Nor will it be a matter for surprise that throughout its long history from 1856 to 1971 the R.P.O. operating between Canada's two principal cities was the busiest and biggest of them all.

One final word: Prescott may well have been a small town in 1897 but it was very important from the Canadian Post Office's point of view.

From the earliest days Prescott Post office was an important office of exchange and customs post, both delivering and receiving the 'American Mail' from across the St. Lawrence at Ogdensburg, New York. It was here that a ferry was established (in winter sleighs were used) and with the opening of the Bytown & Prescott Railway in 1854 Prescott Post office began to receive an increasing volume of mail destined not only for the New England States, New York State and New York City itself, but also, after 1855, for Canada's newly established capital city and what was known as the 'Ottawa Country'. This was a two-way traffic, of course, and at one time there were four railway post offices operating each way between Ottawa and Prescott every day except Sundays.

From all this it is a fair conclusion to draw that Prescott was included in the original distribution of Jubilee Stamps on 19 June, 1897. Incidentally, although Mr. Bellack's cover would normally have attracted an 8 cent Small Queen stamp, it is highly probable that the Merchant Bank debited the addressee's account with the 9 cents so extravagantly expended on his behalf, plus possibly a 'handling' charge as well.



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Brian T. Stalker,

CANADIAN ARMY AT WORTHING

I have received an enquiry from the Sussex Postal History Society regarding the postal service of the Canadian Army stationed in Worthing, Sussex, England during World War 11. The following questions are posed:

1. Did the Army use the local post or was there a field post office?
2. Was there an APO or FPO allocated to Worthing?
3. Was the censor mark, No.2089 in a shield, associated with the Canadian Forces?

The Secretary of the Sussex Postal History Society would like to hear from any member who can assist with his enquiries and/or provide copies of covers, card etc.

Please respond direct to Mr J.E.O.Hobbs FRPSL, 12 Ophir Rd., Worthing, Sussex, England, BN11 2SR.

AMENDMENTS TO MEMBERSHIP to 12 August 1991

New Members

2650 LUNN Ronald V., 145 Eastbourne Ave, Toronto, ON, Canada M5P 2G5 CL,CS

Deceased

2278 WEATHERWAX N J

Resigned

1417 KELL R

2330 SESSIONS Rev P E P

Change of Address

2559 CHUNG Andrew, PO Box 89111, Westdale Postal Outlet, Hamilton, ON, Canada L8S 4R5

2128 LEHR, James C., Kendal at Longwood, 125 Kennett Square, PA19348, USA

1914 MEWSE, Roy A., 3 Butterwick Rd., Freiston, Boston, Lincs, PE22 0LF

2488 WEGMAN William G., 5441 Hilltop Drive, Manotick, ON, Canada K4M 1G6

Removed from Membership

non-payment of subscription

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2549 Goul T E

2614 Neelin J K

860 Cook A P

1979 Hill D R

2242 Pacy R C

2625 Dales J B

2595 McCrea J M

2422 Russell B

2556 Davis G H

1322 Mallott R K

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1030 Des Rivieres G

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