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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN



Maple Leaves

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Journal of

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Vol.22 No. 8

JANUARY 1992

Whole No. 236

EDITORIAL

Yes, we did notice the glaring omission on the opening page of the October issue. This being repeat text, it was not included in the proof seen by your editor; it was kind of most of you not to mention it! The printers have duly apologised and a suitable adjustment is being made to the bill, fortunately no meaningful text was lost.

Your editor and several other members and spouses made the trip to BNAPS Convention in Vancouver, a markedly different affair from our own. With nearly 200 sitting down to the closing banquet perhaps this is not surprising. The emphasis is on the competitive exhibition (a magnificent show) and the dealers' stands; with study circles being largely business orientated. Most of our travellers found something for their collection, Dr Charles Hollingsworth was co-opted onto the judging panel and yours truly brought home a gold medal (they really do know their stuff over there!). The welcome we received was extremely warm, in contrast to the weather which was extremely wet. Those of us who stayed on, however, were treated to a glorious second week.

We have heard from Canadian Postal Archives that they have acquired from member Dick Malott, the eminent aerophilatelist, his collection of manuscripts and photographs that document the development of airmail services in Canada. This archive should prove to be of great value to fellow and future students.

FROM THE PRESIDENT

Convention 1991 may seem a distant event, however, those responsible for its organisation know only too well how quickly time flies and of the need to keep ahead with the schedule. In this respect acceptances from members who will display at Perth have been received, with showings of ADMIRALS, mainly SMALL QUEENS, CANADIAN BOER WAR MAIL and EARLY B.C. STEAMBOAT MAILS plus slides offered.

At this time thanks should be accorded to the officers and members who, by their strenuous support of the Society's activities, so greatly assist in our general well-being. The Society provides excellent facilities, therefore I would commend them to you all and so make the most of your membership.

Once again the new year is upon us so I take this opportunity of wishing all members a prosperous New Year; may you be fortunate in finding that item which has proved so elusive.

Jim McLaren

VINCENT GRAVES GREENE PHILATELIC RESEARCH FOUNDATION EXPERT COMMITTEE RESTRUCTURED

Kenneth Rowe, Chairman of the Foundation, announced that the Expert Committee is now holding its meetings in the newly opened Foundation Office, Library and Meeting Rooms in central Toronto.

As part of this change of venue, membership of the Committee has been reviewed and now consists of the following leading Canadian Philatelists:-

Dr. Robert Chaplin	Committee Chairman
Jim Hennok	Member
Richard Lamb	Member
Steve Menich	Member
Dr. Alan Selby	Member
Kenneth Rowe	Alternate
Harry Sutherland	Secretary

The Expert Committee, which over the last 15 years has become established as a leading expertisation body for B.N.A. material, meets on a regular basis. In addition to its regular membership, the Committee is also able to call on the expertise of a number of senior philatelists in various BNA specialities.

PYRAMIDS

by The Yellow Peril Photos by Canadian Stamp News

Philatelically speaking, pyramids are those triangular shape marginal markings found on some of the regular, postage due and revenue stamps produced during the Admiral period. In 'The Admiral Issue of Canada' Marler describes these markings to be perforation guides engraved on plates to print stamps by the wet process i.e. printing while the paper is damp, and gumming after printed sheets have dried. There are two types of these perforation guides. The first design consists of five parallel vertical lines of which the middle is 15.5mm long, bisected by a single horizontal line also 15.5mm long. It resembles two side-by-side pyramids sharing a common base. It was engraved in February 1922 on plates 110 and 111 for the 3c brown in the right margin opposite the space between the fifth and sixth horizontal rows of the upper and lower right panes.

The second, and by far the more common type of perforation guide, appeared for the first time on the 1c yellow in March 1922. It consists of six parallel vertical lines bisected by a single horizontal line and is in the form of a triangle or pyramid of which the base is parallel to the side of the stamps. This guide was engraved in the right margin of the plate opposite the space between the fifth and sixth horizontal rows of the upper and lower right panes. Later in 1922, it was engraved in the left margin. Apparently the purpose of these guides was to facilitate accurate perforation on the printed sheets. So long as the sheets were printed on dampened paper the perforation guides served a useful purpose but once the manufacturers had mastered the process of printing on dry paper (previously gummed paper), which eliminated the shrinking that occurred first after printing and then after gumming the sheets, the perforation guides were no longer needed.

A detailed list of pyramids, together with the plate numbers on which these guides appear, can be found on page 60 of 'Marler'. According to this list three stamps have a pyramid in the left margin - 2c (green), 50c, \$1, three stamps have a pyramid in the right margin - 1c (yellow) 3c (brown) 4c; and three stamps have a pyramid in the left and in the right margins - 3c (carmine) 5c (violet) and 10c (blue).

The rarity of Admiral stamps with perforation guides varies from common to very rare. The 3c carmine, in imperforated state with a pyramid is relatively common, whereas a pyramid on the same stamp perforated is scarce. The 2c green (left), 3c brown (type 2), 4c, 5c, 10c, \$1 are rare and the 1c yellow, 2c green (right) 3c brown (type 1) and the 50c pyramids are very rare. Complete pyramids on the 1c yellow, 2c green

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Following the March '91 London auction success, our October sale at the Cavendish Hotel in London attracted even more buyers. Viewers flew in from all over Canada and the Continent. In just a few hours 875 lots were knocked down to a tense room, with many lots being hotly contested.

The six-figure total for the auction (excluding buyer's premium) included the following notable results:

Lot.	Result (incl.B.P.)
274. 3c on 15c block of 25	£1100
397. 1921 Airmail ovpt.inverted block	£6820
536. 1857 7½d major re-entry	£1100
600. 1859-64 17c plate reconstruction	£1980
680. Large Queen 5c olive-green block	£1430

The success of the new venture - auctions in London by CAVENDISH - firmly establishes the fact that the Derby firm will continue to take major auctions to London whenever its vendors request it and the material justifies it.

The next B.N.A. auction by CAVENDISH is provisionally scheduled for May 1992. Suitable material should be submitted as soon as possible - for further information please contact James Grimwood-Taylor.

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(right) and 50c have never been seen.

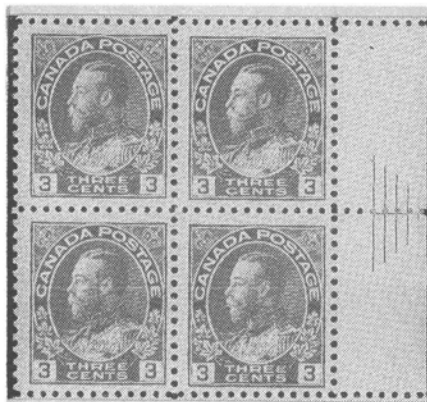
As the 1c yellow was printed from two plates (181 - 182) and the 2c green from seven plates (175 - 181), these low value stamps with pyramids should not be so rare.



*1c yellow and 2c green
(right) pyramids.*



*3c brown Type 1 and Type 2
pyramids.*



The 3c brown Type 1 was printed from two plates (110 - 111). Perhaps some Type 1 pyramids are resting in stock books waiting to be discovered. Type 2 was printed from five plates (112 - 113) and (118 - 120).

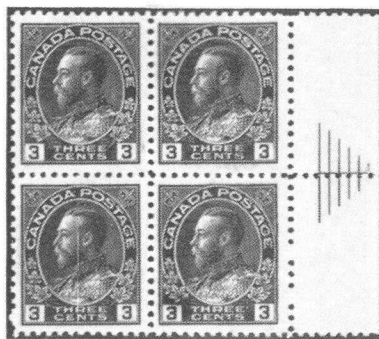


(Above) A position piece of the 2c green (on thin paper) with five-line pyramid between fifth and sixth horizontal rows.

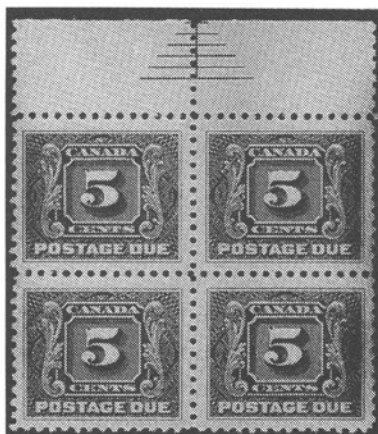
(Right) 50c pyramid (plate 3). Acquired at the Todd Sale by Harmers of London on July 7, 1989.



3c carmine left and right pyramid blocks. Note full six-line pyramid on lower block.



Attending the Harmer sale for the first time was an unusual experience, It seemed quicker to walk to Harmer's New Bond Street galleries from Soho than to take the bus, hack, or tube. The sale was unexpectedly delayed two days because of the the ritual of weekly transit strikes. Staying in the U.K. two days longer to capture this rarity was worth missing the Philex France opening ceremonies. It was a pleasant surprise to finally meet long standing member Norman Todd. It was a great surprise to learn that he had this item in stock; and it was an even greater surprise that Norm hadn't sold this jewel long before!



1906 5c Postage Due with pyramid at top margin between fifth and sixth vertical rows.



1915 George V 1/4c Excise Tax stamps with pyramid at bottom margin fifth and sixth vertical rows.

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*Pyramids on 1c yellow and 2c green booklet panes of four from plate 1.
(Above and on facing page)*

The 1c pane clearly showing two pyramid lines and the 2c pane with three lines on the top row are wider than the 1c pane barely showing two lines and the 2c pane with one line on the bottom row. Albino pyramids exist on the 2c panes.



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Anyone having information on these perforation guides, especially details of plate layout of the booklet pane, postage due and exise tax stamps, is requested to advise the Editor. The writer is always on the lookout for rare pyramids.

FIFTY YEARS BACK - January 1941.

by Kim Dodwell

War with Japan started from their surprise attacks against Pearl Harbour, Hong Kong and Malaya, all on 7 December, 1941. The immediate effect, from the postal history viewpoint, was that mail in transit to the threatened areas was held and, in most cases, eventually returned to senders. Various postal markings accompanied this procedure. Most had already been seen on mail held after the outbreak of war with Germany, but some now appeared (apparently) for the first time, and what follows is a review of the various types found. The list does not claim to be complete; it would be interesting to hear of any variants in other collections.

Type 1 (a) is the commonest. Usually in blue, frequently of a distinctive turquoise shade. Often (but not always) accompanied on the back of the cover by a boxed rectangular 'Inspection Division/Dead Letter Office/ (date)/No.4/Ottawa,-Canada'. ('No.6' also occurs in the place of 'No.4') Less common is a similarly boxed handstamp in a different format - 'INSPECTION SERVICE/date/DEAD LETTER OFFICE/ OTTAWA.(14)' As the ink used for both the mark on the front and

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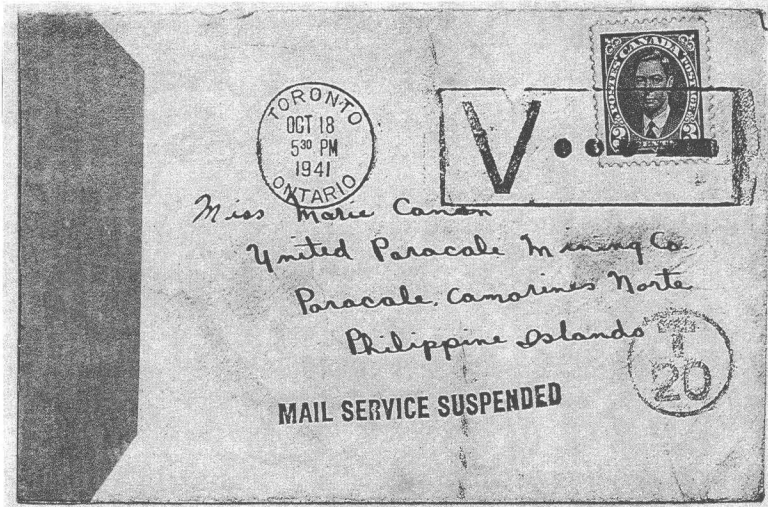
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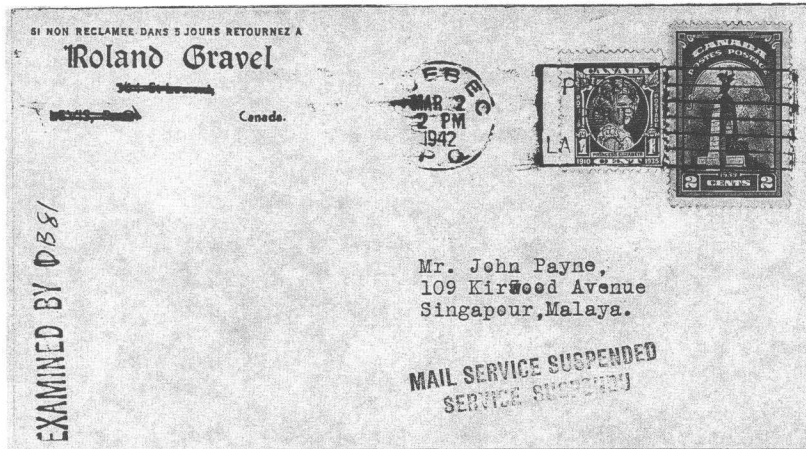
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GROW WITH THE ROYAL

the back of the cover is usually (but not always) the same, I conclude that the marks were all applied in the D.L.O. Out of 14 covers seen with this mark, only one is in black.



Type 1(a)

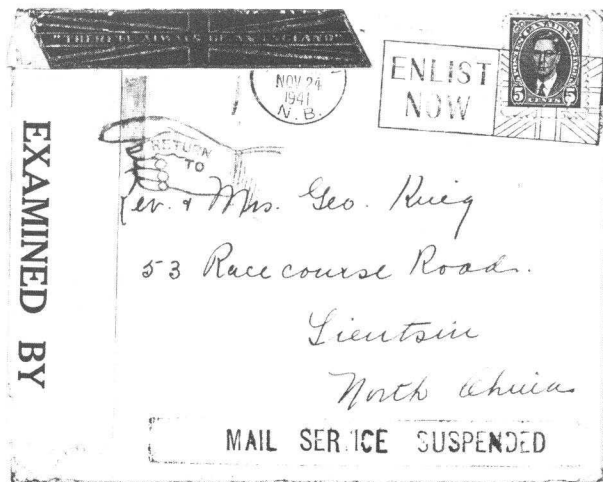


Type 1(b)

Type 1 (b) Bi-lingual. Only one has been seen, in blue ink, with a similarly coloured oval back mark 'Canadian Postal Censorship/date/Ottawa, - Canada', used on a cover from Quebec. The franking and very late date suggest possible philatelic inspiration. The only other example of this mark I have seen is on a December, 1942 cover to Switzerland, not connected to the Japanese war.

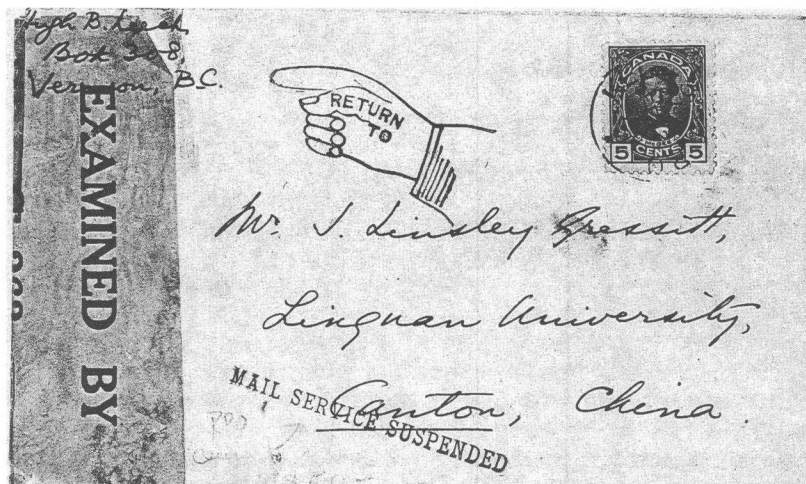
TYPE 1. in French only. 'SERVICE SUSPENDU'. Not seen by me on covers connected with the war in the Far East, although such covers probably exist. I have examples on covers to Europe from Quebec and Montreal, in the same blue ink.

TYPE 2. Bold, unseriffed capitals, in a faint rectangular box. I have seen only two of these; that illustrated, from St John, N.B., is in purple, with a 'RETURN TO' hand in blue on the back; the other is in black from Montreal, 2 DEC 1941 to Shanghai. Neither have any DLO markings, unless the blue hand can be considered proof of such routing, however both have the same Canadian civil censor sealing strip number, C 280, which Tyacke considers to be a West Coast censor, and it may be that this 'suspended mark' is of Vancouver origin.



Type 2

TYPE 3. Fine, seriffed capitals. Only two seen, both from B.C.. That illustrated is in a distinctive grey ink, the other is in deep blue. Each also has a 'RETURN/TO' hand in the same inks. These marks were probably applied in Vancouver.



Type 3

This article has considered the negative philatelic aspect of the Japanese attack. The positive side was the re-routing of mails to avoid the suddenly arising areas of conflict. As the alternative routes took some weeks to arrange, their story can properly wait for the next issue.

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PERFORATIONS by George B. Arfken

The general adoption of measuring perforation as the number of perforation holes per two centimetres has been very unfortunate for the study of nineteenth century Canadian stamps, specifically for the Large and Small Queens and for the Registered Letter Stamps. Despite what one reads in catalogues, hand books and journal articles, these stamps were not perforated 12. Some were perforated 12.1, some 11.9 but not 12. Nor were these stamps perforated $11 \frac{1}{2}$. Some were perforated 11.6 but not 11.5.

A part of the trouble is that serious collectors have carefully measured perforations of 12.1 or 11.9 and then simply reported their results as 12. The 12.1 and 11.9 perforations were produced by two different perforating machines, often used for extended but different periods. To report the measurement as 12 is to throw away useful information and to limit the value of the report. Sadly, this has happened.

For nineteenth century Canadian stamps, the traditional two centimetre scale has no rational basis. Nineteenth century Canadian machinists did not use centimetres; they used inches. These machinists did not lay out holes per two centimetres; they measured centre-to-centre distances in thousandths of an inch (i). Building upon (1) this use of British units and (2) the use of centre-to-centre distance, Richard Kiusalas developed a different perforation scale (with a rational basis) and a gauge (ii).

First, the scale. Kiusalas assumed that the perforating machines used in Canada would be built with a centre-to-centre pin spacing of 63 thousandths of an inch or 64 thousandths of an inch, etc. In decimal form, these spacings become 0.063, 0.064, etc. It is convenient to multiply these decimal numbers by 1000 and express the centre-to-centre spacing as 63, 64, etc. These Kiusalas numbers define a perforation. To convert a Kiusalas perforation value to perfs per 2 cm., start with the number of centimetres per inch as 2.54 (exactly). Then the number of inches per centimetre, the reciprocal of 2.54 or 0.39370, and the number of inches in 2 cm. is 0.78740. Multiplying both this number and the centre-to-centre spacing by 1000, for convenience, the equivalence between the two perforation scales may be written

Perfs per 2 cm. = $787.40 / K$ where $K = 63, 64, 65, \text{etc.}$

Table 1 lists these equivalences for the perforations found on the Large Queens, Small Queens and Registered Letter Stamps. It should

beunderstood that the perfs per 2 cm. values are mathematical equivalences. Few people claim to measure perforations on the traditional scale to better than 0.1.

Table 1. The Kiusalas Perforation Scale and the corresponding traditional values.

Kiusalas scale	63	64	65	66	67	68
Metric scale	12.50	12.30	12.11	11.93	11.75	11.58

A Kiusalas gauge and a rare 10c Small Queen are shown in Figure 1. The perforation is 63 on the Kiusalas scale or 12.5 on the traditional scale. The stamp should be moved very slightly to the left for a perfect register. (The vertical perforation is 64.) Figure 2 displays a 2c

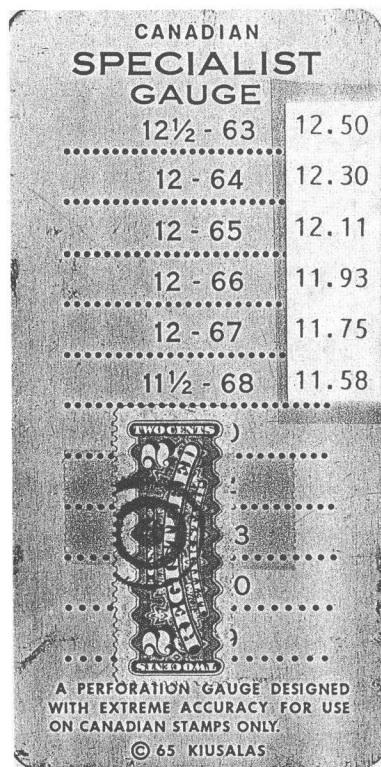


Figure 1. A 10c Small Queen. The top perforation teeth match the dots for 63 on the Kiusalas gauge. Courtesy of William L Simpson.

Figure 2. A 2c RLS. The end perforation holes match the dots for 68 on the Kiusalas gauge. Courtesy of Harry W. Lussey.

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RLS on a Kiusalas gauge. Here, the perforation holes have been filled with the Kiusalas dots. The perforation is 68 or 11.6. It is not $11 \frac{1}{2}$. (The top and bottom perforations are 66. They are not 12.)

The real test of the Kiusalas scale and the Kiusalas gauge is - does this system work? Do these nineteenth century Canadian stamps come with perforations that match closely one of the series of dots on the Kiusalas gauge? The answer is a resounding YES. Simpson, working with the Small Queens, has found excellent agreement between the Small Queen perforations and the Kiusalas gauge. Lussey, working with the Large Queens and the Registered Letter Stamps, has found the same excellent agreement (iii). As a corollary, the continued use of perf $12 \frac{1}{4}$, perf 12 and perf $11 \frac{1}{2}$. becomes an over-simplification.

There is one significant limitation to the direct use of the Kiusalas gauge. With black dots on aluminum, it is not suitable for direct measurement of the perforations of stamps on cover. For stamps on cover, one can use some off-cover stamps to form secondary standards. Holding these secondary standard stamps against the on-cover stamps provides a quick and accurate determination of the perforation.

For those wishing to use an Instanta gauge, two precautions are suggested: (1) Check the reading of the Instanta gauge against a Kiusalas gauge or against a stamp of accurately known perforation. The plastic of the older Instanta gauges may have shrunk resulting in erroneous readings. This writer's own 16 year old Instanta now reads about 0.1 too low. (2) Mark the Instanta gauge with the values shown in Table 1: 12.50, 12.30, 12.11, 11.93, 11.75 and 11.58 and forget about the arbitrary numbers $12 \frac{1}{4}$, 12 and $11 \frac{1}{2}$.

I am grateful to William L. Simpson and to Harry W. Lussey for their help and for many fruitful discussions.

References:

- (i) Early American Perforating Machines and Perforations, Winthrop S. Boggs, 1954, Unitrade reprint 1982.
- (ii) Specialized Perforation Gauges, Richard A. Kiusalas, U.S. Spec. vol. 37, pp. 60-61, Feb. 1966.
- (iii) Perforations on Canadian Stamps, Harry W. Lussey, BNA Topics vol. 33, pp. 32-33, Mar.-Apr. 1976.

Editor's Note:

By the time this article appears, your Editor hopes to be in possession of a very small supply of the Kiusalas gauge; Canadian/American members should contact R. Maresch & Son.

THE PEOPLE ON THE STAMPS - RADISSON AND GROSEILLIERS

by Alan Salmon

*We, in the ages lying
In the buried past of the earth,
Built Nineveh with our sighing,
And Babel itself in our mirth;
And o'erthrew them with prophesying
To the old of the new world's worth;
For each age is a dream that is dying,
Or one that is coming to birth.*

Ode. A W E O'Shaughnessy.

One wonders how to describe succinctly these two men - they were certainly men (in the heroic sense of the word); if they were alive today they would probably be described as great characters, wheeler-dealers, international entrepreneurs. Perhaps the description they would argue the least with is the latter, pointing out that they were also great explorers and prophets of the new world's worth. They are depicted on the 1987 multi-coloured 34c stamp (SG 1233, SS 1128) in the series honouring the explorers of New France.



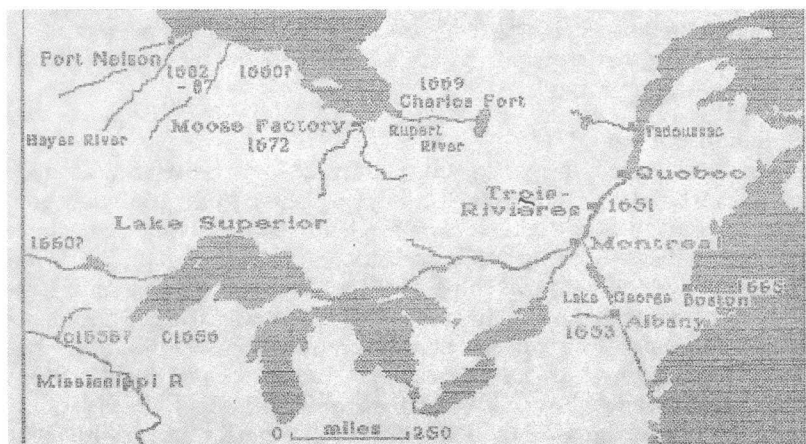
Groseilliers, or to give him his full name Medard Chouart, Sieur* des Groseilliers, was the oldest of the two partners, being born in

Charly-sur-Marne, France, in 1618. His parents had managed a farm in Charly known as Les Groseilliers - the gooseberry bushes. As I write I've come across six different spellings of Groseilliers in the literature; the Hudson Bay Company's clerks had such difficulty with the spelling that eventually they settled on Gooseberry. The two are sometimes known, by those with little respect as Radishes and Gooseberries. The date of his arrival in New France is unknown but in 1646 Groseilliers was an assistant at one of the Jesuit missions near Georgian Bay. When the missionaries were driven back to the St. Lawrence he married and settled at Trois-Rivieres. His wife died in 1651; he married in 1653, the half-sister, widowed by the Iroquois, of a Pierre Radisson.

Radisson was born in Paris in 1636, his family settled at Trois-Rivieres in 1651. The next year the young Radisson was captured, whilst duck hunting, by the Iroquois. His two companions were killed, but he was adopted by a Mohawk family living near Lake Champlain; he learnt their language and effectively became a Mohawk. He attempted to escape but was recaptured and tortured; however he eventually did escape, to the Dutch at Fort Orange (now Albany), whence home to Trois-Rivieres, via Amsterdam! This period with the Iroquois, albeit harrowing, must have given him an insight into the Indian mentality which would be priceless in the future.

The Fur Traders

Groseilliers was better educated than the average settler, Radisson was a tough, young adventurer; the two became partners in fur trading



The expeditions of Radisson and Groseilliers. (There were also several visits to London & Paris)

expeditions to the west. This close partnership, they referred to themselves as brothers, persuaded the Algonkians to brave the Iroquois harassment on the way to Ville Marie and Quebec. Radisson, perhaps surprisingly but read on, was the one who wrote the story of their travels; he noted "We weare Cesars, being nobody to contradict us." It is uncertain where they went amongst the Sioux beyond Lake Superior; they probably reached the Mississippi. They did recognise two major requirements of this new trade - the need to break through the commercial hold of the Indian middlemen of the Ottawa who traded with the relatively unsophisticated Sioux and Cree from farther west; and the need for adequate stocks of food on such long journeys into lands populated mainly by nomadic tribes.

In 1659 they were forbidden to go west without representatives of a new Governor, who wished to share their profits; nevertheless they went. In 1660 they were with the Cree to the north of Lake Superior; they may have been guided as far as Lake Winnipeg. Radisson claimed that they were taken to the southern shores of Hudson Bay but his descriptions may have been reports he heard from Cree hunters. What is certain is that they returned with a great cargo of furs - and a strong belief in the importance of Hudson Bay for the fur trade.

Returning down the Ottawa, with an armada of 60 fur-bearing Indian canoes, they passed the Long Sault shortly after Dollard des Ormeaux's battle with the Iroquois. They expected to be received as heroes for bringing such a vast quantity of furs to Ville Marie, but they were not forgiven by the Governor who fined them heavily and put Groseilliers in prison. Disgusted, Groseilliers, as soon as he was free, went to Paris to seek redress from King Louis XIV but was put off "with fair words and promises".

The Call of the Bay

Even more disgusted, the partners turned from New France and directed their efforts towards Hudson Bay, using English ships. In 1663 they got as far as Hudson Strait with a New England ship, but the master lost heart and withdrew, being more accustomed to the West Indies. The next year they tried with two ships, again without success and ending in arguments with the owners. However their luck changed when they met one of the English commissioners for colonial reorganisation; he arranged for them to travel to England. Danger seemed to dog their travels - they were captured at sea by the Dutch and found themselves in Spain; arriving in London the Plague was at its height and whilst they were staying at Windsor the Great Fire burnt London. Eventually they met Charles II, in Oxford because of the Plague, who was

to their ideas; an expedition was financed by a group of merchants recruited by Prince Rupert.

In June 1668 Radisson in the *Eaglet*, and Groseilliers in the *Nonsuch*, set sail from Gravesend, being wished farewell by Prince Rupert. The 300th anniversary of the voyage was commemorated by the issue of the 5c Canadian stamp of 1968 (SG 624, SS 482). Radisson's ship was dismantled and driven back by a storm, but the *Nonsuch* reached Rupert Bay in late August; the first vessel there since Hudson's *Discovery* in 1611. Radisson meanwhile, restless in England, wrote an account of their adventures. Groseilliers built Charles Fort at the mouth of Rupert River, bartered successfully with the Cree and returned to London in 1669 with a ship full of cheap, prime quality furs.

The Company of Adventurers

Thus began, in 1670, the enterprise of 'The Governor and Company of Adventurers of England trading into Hudsons Bay' - the Hudson's Bay Company (HBC) - with Prince Rupert as first Governor. Its Charter from Charles II effectively gave it Hudson Bay and its entire drainage system, an enormous territory, almost 40% of modern Canada, a colony to be called Rupert's Land.

A month after the Charter was signed, Radisson and Groseilliers, each with a Company ship, were off to the Bay again; they wintered at Charles Fort and engaged in extensive trading. On their visit in 1672 they established Moose Factory. But now at Rupert River there was a Father Charles Albanel who had been sent by Talon (SG 524, SS 398) to plant the French flag on the Bay. Jean Talon, in 1665, became the first Intendant of New France, second in command to the Governor and responsible for all civil matters, including finance. He was ambitious for the territorial and economic development of the region, thus the arrival of the English on the Bay, and their successful trading, which was taking business from the St. Lawrence, was a physical and economic threat. Albanel was an experienced, itinerant Jesuit; to reach Hudson Bay he had travelled across-country from Tadoussac on the St. Lawrence, a hard journey never accomplished before by a European.

Turn and Turn Again

Albanel was ordered by the then Governor, Frontenac (SG 720, SS 561), to encourage Radisson and Groseilliers to return to the service of New France, now with a population of 7,000, by promises of pardon and offers of financial reward. His cajoling fell on sympathetic ears as the brothers had begun to feel that they were inadequately appreciated by the HBC. In 1674 they switched allegiance. Albanel was removed to England by the HBC, but was soon allowed to go to France. The



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defection had little effect initially but Radisson took part in talks in Paris which led to the formation of La Compagnie de la Baie D'Hudson, the French answer to the HBC.

In August 1682 Radisson and Groseilliers were at the mouth of the Hayes River with two small ships and orders to establish a permanent post there; they had been promised 25% of the profits of the expedition. At nearly the same time a small New England ship had made a landfall a few miles away, with a much larger HBC ship not far behind. England and France were now holding their own with the Iroquois. The Bay, with its convenient access to fine furs, was a prize for both nations. Radisson, by a combination of bluff, good luck and good tactics defeated the English piecemeal. His prisoners were despatched to the HBC posts at the bottom of the Bay; with Groseilliers he returned to Quebec bringing 2,000 pelts traded during the winter.

Once again their efforts were not appreciated, just then the French did not wish to antagonise the English; their ship was confiscated and they were charged 25% duty on their furs. Groseilliers, now about 65, retired in disgust to his land at Trois-Rivieres, where he died peacefully in 1696, aged 78. Radisson, equally disgusted, set off to Paris to obtain support; he failed. He went back to the HBC and was appointed Chief Trader at Port Nelson. He returned to the Bay in the good ship Happy Return! He made several profitable voyages to the Bay before he retired to London, with a price on his head from the French, and an English wife and four children. His pension was £100 a year, which later was cut to £50 a year, a miserable sum considering his services, a seaman's annual wage was then about £25. Fighting to the last, he sued the Company and won; his pension was restored to £100 and he was paid £150 arrears. He died in London in 1710, aged 74.

Brothers, Hail, and Farewell Evermore

My apologies to the shade of Catullus for translating his famous obituary - *frater, ave atque vale* - into the plural, but it seems appropriate. It is difficult to find two brothers, or partners, who have taken part in such outstanding adventures. Their expeditions and their vision opened the west and the north to the fur trade, led to the formation of the Hudson's Bay Company and to the exploration and initial development of Canada. It would be good to see their faces on the next Canadian stamp to honour them - they were not pretty but they were full of character.

** Possibly the nearest translation of 'Sieur' is the old English 'sire'. It is, of course, the precursor of 'Monsieur'.*

LETTERS TO THE EDITOR

Allan Steinhart

SHORT PAID MAIL

In response to George Bellack's question in the August issue (p222), may I quote from the 1898, Canada Official Postal Guide.

Pagexxx - Foreign Post (including British and Colonial)

'2. Prepayment on letters addressed to the Postal Union Countries is not compulsory, but in case of non-prepayment or insufficient prepayment, the letters are stamped T (representing the word 'tax') at the dispatching Exchange Office, and go forward subject to a charge of double the amount of deficient postage.'

'4. Registered letters must, however, be fully prepaid at the time of posting, and if not fully prepaid, as regards, both postage and registration fee, will not go forward.'

Harry W. Lussey

THE KIUSALAS GAUGE

I believe I was one of the first of the Canadian specialists to use it. Leo Scarlet, who used to have an office in mid-town New York, got the bulk of the supply of gauges after Kiusalas died. I had about a dozen, almost all of which have been passed on to collectors. If Smythies, with whom I had extensive correspondence on Registrations, had a Kiusalas he would have achieved much more in his Registration studies. He was baffled by the perforation variations. He never knew about plate #2 which came only on the 12.30 x 12.11 perforation and was never able to nail down the compound perfs involving the 11.75 x 11.92, and the scarce 12.11 x 11.75 perfs. The Kiusalas gauge copies the wheels used by the Bank Note Co for the Small Cents and the Registrations - those with the holes 64/1000's apart (12.30), 65/1000's apart (11.58). There are still some Canadians who think that the perforation equipment was set up in millimetres in the American Bank Note Co. equipment. They are unaware of the fact that both English and American measurements were in inches and feet etc. I could name four very respected philatelists, who had the same problem with the Instanta gauge, made of plastic, it shrunk over the years. The Kiusalas is aluminum.

Editor's note:

See George Arfken's article on page 278

Susan So

COUNTERFEIT COIL

I enjoyed the recent stories on forgeries and I was amused by the bit about stamps that do not exist. I enclose a photograph of such an item. The pair of 39c coil is genuine but the block is a forgery. This coil as every coil since the 1969 Centennial coils exists imperforated - usually in strips of thirteen. The 39c stamp does not come imperforated. It has a yellowish dextrine gum whereas the gum of the genuine is white. I am told that it was printed in Montreal in sheets of 120, but I do not know by whom. Soon after they appeared, they were allegedly confiscated by the police authority. Apparently, however, one sheet escaped the police.



Genuine pair and counterfeit imperforate block of the 39c purple flag stamp (SG1354)

Editor's Note:

My understanding is that the counterfeits were printed in sheets of 440, four panes of 110, and that 220 (half a sheet) reached the philatelic market. As owner of a pair, I should like to think this was correct but the cynic in me says 'wait and see'. Three people have been charged and the case is to be heard in June.

Dave Armitage

DATE OF ISSUE?

I am hoping a member can provide an explanation for the cover illustrated. The issue date, according to several catalogues, was 23 March, 1946 but this cover was posted two days earlier.

I could understand the discrepancy if the cover was posted from some outlying sub post office but not from a main post town like St. John's.



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The auction sales are organised into Great Britain, British Commonwealth, Foreign countries and 'Collections and Ranges', along with specialised sales including our annual Far East auction held in Hong Kong. We close the season in June with an All World auction; this year it was a bumper sale with over 3200 lots.

Each auction, other than Collections and Ranges, is presented in a lavishly illustrated catalogue. Important specialised sales held in the 1990/91 season included the Great Britain 'Romano' collection of King Edward VII and the 'Mey' collection of King George VI, British Levant, the Gold Coast 'Ashanti' collection and the 'Lion' collection of Classic Persia.

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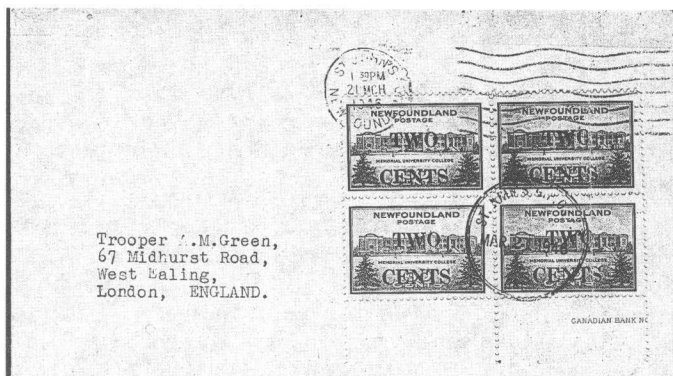
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Editor's note: Several catalogues do indeed but I see that the Robson Lowe Encyclopedia and Stanley Gibbons.(Part 1, 1992) both show 21 March. Interestingly, an old copy of Part 1 (1979) shows 23 March so SG have changed their mind. Perhaps 23 March was the intended release date but the reality was different.

Bob Holdeman

NEW MEMBERS

Ron Winmill's letter in August Maple Leaves (p217) has perhaps unwittingly provided the clue as to why there is a lack of new members coming into the Society.

Ron assumes that everyone can afford to pay out £10 per week on a hobby; pay a minimum £5 in Society auctions; and can study Small Queens etc relatively cheaply.

With knowledge of some ten or eleven persons collecting Canada, whose ages run from 17 to 70, and whose interests range from modern mint, booklets, fdc's, stamps on cover, air-mails, slogans, postmarks, WWI & WW2 forces covers and paquebot mail; none of them as far as I am aware, can afford to spend more than £5 per month on the hobby. Despite the latter, most have three or four albums on their subjects and participate in local society displays. A few only have a basic representation of earlier stamps. These people are keen and display no small amount of knowledge on their subjects.

Can it be that the CPS is too specialised to interest these persons? Whilst the backbone of the Society resides in the collectors of classic and other issues, together with postal history, Maple Leaves must also reflect their interest. From an editor's point of view, an influx of new members such as those mentioned above, could prove awkward, for who could provide material for ML articles to keep their interest?

Doug Murray

P.E.I. HANDSTAMP

I refer to Brian Cartwright's query in the October issue of 'Maple Leaves' (p261)

The marking is new to me and somewhat unusual. A more normal abbreviation used was 'P E Island' and I have never seen 'Prince Edward I' before. The stamp itself dates from 1870 to 1882, depending on which variety it is, so the mark could date before or after Confederation (1873 for PEI). It is not shown in the Pritchard & Andrews proof books of Canadian cancels but they are incomplete in those early years and I'm not sure if they made these miscellaneous markings or not at that period.

All that sounds very negative so perhaps a little speculation might encourage an open mind being kept for the moment. As it is on an American stamp and given the fact that there was considerable correspondence to and from the New England states in this period, it could be a transportation marking as Mr Cartwright postulated. The American origin could explain the odd abbreviation as well.

I am not convinced that it is a forgery.

Hans Reiche

ADMIRAL ON THICK PAPER

Reference to Mr. Rosen's letter I would like to mention that thick papers on Admirals are well known on various values. In my book 'Canada The Admiral Stamps Part 2' I show the paper distribution of thin and thick papers given accurate measurements. From 2.7 to 4.5 thousandths of an inch can be found, a wide range indeed. The 3c brown thick paper copy in my own collection measures 4.2 without gum. Mr. Marler discussed paper variations with me on a number of occasions but found that there was no pattern, due to the fact that paper for the printing was ordered by weight and length not thickness. Marler did not own such a thick paper sheet and I have never seen one in his collection which I saw many times, as he lived only three minutes from my place. If he had such a sheet or was even aware that such a rarity existed, he certainly would have mentioned this in his outstanding research book. It would be interesting to measure this mentioned 3c and compare it against other existing so called thick papers.

Jim Kraemer,

ADMIRAL ON THICK PAPER

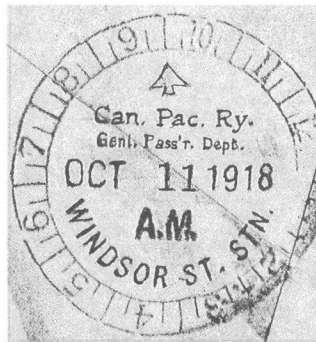
The letter from Jonathan Rosen, (August 1991), concerning the 3c brown Admiral (Scott 108) on very thick paper is very interesting and I am certain will elicit replies from others more knowledgeable than the writer. However, the statement that the piece came from the George Marler estate, " the sheet having been broken up before the (1982) sale and sold to various collectors", requires clarification. The writer had the privilege of checking and appraising the philatelic material in the Marler Estate and then assembling it for auction. On the instruction of Mrs Phyllis Marler I delivered the material to the auction house for sale by auction. Not a single item from the estate was sold prior to the auction. It is possible that before George Marler's death, (10 April, 1981), Mr Marler might have sold this sheet. This would seem strange and highly unlikely since an item of this stature would most certainly have been written up and included in Mr Marler's book on the Admirals. Mr Marler was meticulous in his study of the Admirals and if he had such an important item in his collection or available to him, he would not have over-looked it in his study of the Admirals.

Derrick Avery,

WINDSOR STREET STATION (MONTREAL)

Although it is doubtful whether the handstamp illustrated will ever be found used as a canceller, I am recording it for the benefit of those who collect Railway Depot marks.

It is struck in purple on the back of a cover posted in Vancouver on 6 October, 1918 and addressed care of C.P.R.LY. MONTREAL. The small print in the second horizontal line reads 'Genl. Pass'r Dept' which translates to 'General Passenger Department'.



Norman Reilly

With reference to Derrick Avery's response (October issue p255) to Mr Sunderland's letter I have a mint 1969 Christmas booklet which clearly shows the variety described on stamp R1/3 of each pane (booklet contains two panes of ten stamps). At the time of purchase, I was told it was a constant flaw.



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BOOK REVIEWS

A CANADIAN MILITARY POSTAL HISTORY ANTHOLOGY

Members interested in military postal history and cancellations will welcome the recent effort by B N A P S' Canadian Military Mail Study Group. The work is the 100th anniversary edition of the Study Group's Newsletter and contains 48 articles by 28 different military-mail specialists. Although not intended as a complete examination of the field, the book does deal with a wide range of topics from the early nineteenth to the mid-twentieth century. Several general and more in-depth articles are included to accommodate a wide range of reader interest.

The Anthology begins with an appropriate article concerning military research references, giving readers an excellent bibliographic resource to help with their collection. It is followed by such diverse topics as the Canadian Postal Corps, Camp Borden, blackout cancellations, soldiers' and seamen's rate covers, militia cancels, censor markings, P.O.W. mail, Boer War Mail from the Canadian Contingent, battalion mail, to name but a few. Many of the articles are updated with new finds and new information. The book is liberally illustrated although some of the pictures are second generation photocopies. This does not detract as most are excellent and indicative of this interesting field.

If Canadian military postal history is your field, this book is a fine complement to the others in your library. Even if military topics are only a passing interest, it is still a stimulating read. Although there is little material from the post-Second World War period, the diversity that is apparent in the military field may well convince others to take up the challenge.

Available from Robert A. Lee, #203 - 1139 Sutherland Avenue, Kelowna, B.C. V1Y 5Y2, 230pp. 8 1/2 x 11" card cover edition £18.00; deluxe library bound edition £24.00 (only a small number available). Card cover editions limited to 250 copies (of which 88 are reserved for Study Group members)

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The inland postal rates of both the UK and North America have been well studied over the years, as indeed have the packet rates between the two locations. Yet how many of us, faced with an 'interesting' Transatlantic cover, can go straight to a handy source to verify the rate(s) charged? Maybe those who do this often enough have evolved their own sets of notes. Malcolm Montgomery is one such and the result of 20 years of note taking, rate shuffling and mileage calculation is now available to us all. The availability stems from the urgings of colleagues (including Dr Dorothy Sanderson), who were aware of the scope of the notes, to have them published.

The result is a first class, and very extensive, codification of inland rates on both sides of the Atlantic, as well as the rates of passage between them. Malcolm modestly, but rightly, points out that the work is by no means complete; this is so, as absence of primary sources always leaves room for conjecture and discussion. But, my word, we do now have an invaluable tool when it comes to rating.

Despite the title, the volume will be of great value to all postal historians interested in the mails on either side of the Atlantic, thanks to the comprehensive coverage of inland rates.

A summary of the workings of the North Atlantic mails is followed by lists of postal rates and tables of distances and rates, set out in a most practical fashion and where Malcolm scores heavily is in the meticulous inclusion of sources as well as an extensive bibliography. The source references alone should do much to quell arguments before they start!

Our review copy was in proof form so we cannot comment on binding but the presentation of the 250-odd pages seen is such that we are confident that no student of postal history in general, or rates in particular, will be disappointed at the price. No pictures in this one - just the facts.

We understand the cover price will be £16 + p&p and we hope our Handbooks Manager will have a few copies by the time this review appears.

**THE CANADIAN MILITARY POSTS, VOL.3.
OPERATIONS IN NATO, UNITED NATIONS AND
CANADA 1947 TO 1989. By W.J.Bailey and E.R.Toop.**

This is the third and final volume of an outstanding trilogy and covers the post WWII period.

There may be those who think that military mail ceases to be collectible post 1945. This view was possibly shared by the Canadian government; the Military Postal Service was effectively demobilised and their post-handling authority was withdrawn in 1946! The error in judgement was not rectified until 1950 when the Post Office admitted that post offices in military establishments should be manned by service personnel.

Wars in Korea and Vietnam, and contribution by the Canadian Services to a number of United Nations peace-keeping forces, proved the Post Office to be correct in its revised judgement. This hardback volume covers them all in around 260 pages. The mails in wartime (WWI & WWII) have been heavily studied and written up, but I should imagine that post-war military mail operations are a closed book to all but the most avid student; the information just didn't seem to be available. Now it is, in one handy volume.

The word 'indispensable' is much overworked in reviewing circles but no student of Canadian Military Mail can possibly keep up with his peers without this book (and vols. 1 & 2) unless the cover of the album does indeed slam shut as at 1945.

Bill Bailey and Ritch Toop must have laboured mightily to bring forth a veritable mountain of information in readily accessible form.

The book is published by Ted Proud and we were pleased to see that the adverts have disappeared from between the textual pages. Despite a few minor typos, this well illustrated book is unreservedly recommended. Copies are available from Vera Trinder Ltd in the UK and George Wegg (Toronto) and F.E. Eaton (Vancouver) in Canada.

REPORTS FROM THE REGIONS

The London Group has accepted an invitation to participate in the 1992 Essex County Exhibition. This takes place on 28/29 March at MILL HILL, BELLINGHAM LANE, RAYLEIGH, ESSEX. Members will provide 104 sheets for the static display over two days and, in addition, will hold an 'Open Forum' on Saturday, 28 March at Ilam.

All CPS members in the south-east are cordially invited to come along and support the Society's efforts.

The London Group opened the new season with 'New Acquisitions and Bourse'. Members having attended Convention at Malvern and BNAPEX in Vancouver, not to mention Stampex the previous week, there were a few prized trophies being gloated over.

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