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CANADIAN PHILATELIC SOCIETY  
OF GREAT BRITAIN



# Maple Leaves

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# MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

Founder:

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## EDITORIAL

Booking forms and competition entry forms for Convention 93 are enclosed in UK members' copies of this issue. Overseas members wishing to attend are asked to contact our President, Dr Alan Salmon, direct. Alan has arranged a tempting philatelic menu, details will be found in his message elsewhere in this issue, and Chester itself is a most attractive, historic city. Those unable to attend during the week should note that, in response to requests, a top class display is being presented after the AGM on the Saturday morning. We are looking forward to a good attendance.

Librarian Colin Banfield has produced a supplementary library list and copies will accompany the June issue.

Several members have complained in the past of the high visibility of 'Maple Leaves' in its clear plastic wrapper, preferring not to advertise their interest in philately as a possible inducement to burglary. We hope that the new wrapper, first used with the January issue, goes a long way to alleviating their worries. The new wrapper has been specially designed with the help of the mailing house. It must be borne in mind that, in order to qualify for the 'printed paper' rate of postage, the Post Office must be able to satisfy themselves as to content. This is achieved by leaving a paper envelope unsealed, an option not available when using a heat sealed plastic wrapper. The new wrapper and insert involve the Society in a modest increase in mailing

costs, we should not wish to go further and jeopardise the 'printed paper' rate for overseas members which would involve a substantial rise in costs.

Members, particularly those living outside North America, may not be aware of the Canadiana Study Unit., Formed in 1987, the group is now over 200 strong and concerns itself with the appearance of Canada-related images on stamps of other countries. We have before us a copy of the group's 32-page journal (issue 23) but unfortunately pressure of space has prevented us from reviewing it in this issue. We hope to return to the subject in a subsequent issue. Members requiring further information meanwhile should write to John Peebles at Box 3262, Station A, London, ON, Canada, N6A 4K3. Dues are \$10 in North America and \$15 elsewhere.

In the August issue we announced the magnificent gift to the Canadian Postal Archives, by member George Manley, of his outstanding collection of precancelled postal stationery. We have now received formal notice from the C.P.Archives; interested collectors can obtain more information on the

subject from Canadian Postal Archives, National Archives of Canada, 365 Laurier Ave. West, Ottawa, ON, Canada, K1A 0N3. We would remind UK members that George also generously donated a photostat record of the collection to the CPS library for ease of reference.

The year 1992 was the 125th anniversary of Canada's Confederation. The Canadian Aerophilatelic Society has seized the opportunity to produce a special cover which was used in conjunction with other aviation organisations to mark special events. A full set amounts to 15 covers and full details can be obtained from Dick Malott at 16 Harwick Cres., Nepean, ON, Canada, K2H 6R1.

And finally, to the congratulations:

1. We hear that John Hillson collected a Large Vermeil at Philitex, N.Y., for his updated Small Queens book, published by Robson Lowe.
2. Arthur Jones has proved that his interests spread beyond the Centennial issue. In the New Year's Honours List Arthur was awarded a CBE for services to Badminton.

### **CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN**

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

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

# THE STAMP THAT NEVER WAS

## R.B.Winmill

**When he became Postmaster General on 8 July, 1940, William Pate Mulock became Canada's 36th PMG since Confederation.(1) Following in the footsteps of his famous grandfather, he decided to initiate a new commemorative stamp with a patriotic overtone.(2)**

William Pate Mulock (WPM) was born in 1897. He was appointed K.C. in 1935, having practised law since being called to the Bar in 1920. In 1915 he had joined the army, becoming an artillery officer and later serving in Siberia.(3)

It has been claimed that the then Prime Minister Sir Wilfred Laurier, when visiting Sir William Mulock met the 13 year old grandson and told him, "I want you to promise that when you grow up you will run as a Liberal candidate in North York."(4)

Perhaps this episode, if indeed it ever occurred, was a harbinger of the future; young WPM made his first foray into federal politics in North York Riding in 1930, when he was defeated by the Tory, T.Hubert Lennox. When Colonel Lennox expired, young WPM won the seat at the resultant 1934 by-election and held it continuously until he left the House of Commons just prior to the 1945 election. He died on 25 August, 1954 at his farm near Newmarket, Ontario.(5)

If it is accurate to characterise Sir William Mulock as 'The Father of Imperial Penny Postage', then his grandson must be cited for his role in the development of Canada's embryonic airmail system, along with C.D.Howe who was also instrumental in this matter, and his organisational skills and ability with respect to the

delivery of wartime mails to and from the troops.

However, these two crowning achievements, while representing his most significant accomplishments, are not his most interesting efforts. That distinction belongs to his initiative in attempting to provide a stamp honouring three principal war time leaders. This obscure proposed issue is not widely known to the philatelic community; nor are historians aware of this interesting facet of wartime postal affairs. Nowhere in 'Minuse and Pratt' does any reference to the model appear.(6) No essays and/or die proof, or plate proofs can exist, because the proposed stamp was aborted before any die could be prepared.

The development of the idea is rather interesting. Mulock wrote to McKenzie King stating, "There have been suggestions made from different parts of the country from time to time that a new stamp or series of stamps should be issued by the Post Office Department to obtain revenue for the government. This idea is growing from day to day, and I feel, after discussing the matter with officials of this department, that action should be taken while there is still time for the Government to get credit for it."(7)

These are of course politically astute observations. Whether the idea originated with Mulock or senior departmental officials is unclear, but it is certain that had public pressure mounted, it would have appeared as though the Government was responding to demand rather than being in the vanguard and providing strong

leadership. Mulock continued advocating such a stamp as a means of garnering additional philatelic revenue, especially from the United States. Of course, it can be argued that the purpose of a stamp is to frank a letter and not serve as a means of raising revenue. Mulock proposed that the date of issue should coincide with the signing of 'Bill 1776' - the 'Lend-Lease Bill'.(8)

The object of this commemorative issue was to be the promotion of friendship and understanding between the United States and Great Britain. The proposed issue was to bear the likenesses of Churchill, King and Roosevelt. It was felt that such a stamp would have 'more than ordinary appeal throughout the United States'.(9)

Always in tune with political considerations, Mulock continued, "Might I also suggest that the tremendous moral (sic) effect which this stamp would have on people receiving letters throughout the world would greatly outweigh any political considerations that might seem to be involved."(10)

A model had been prepared by the Canadian Bank Note Company Ltd., obviously on instructions from either Mulock or a senior departmental official, in all likelihood the Deputy Minister, John Alexander Sullivan.(11) The letter, together with the model, was dispatched on 11 February, 1941, to King for his consideration and approval.

The idea was aborted in its embryonic stage. Prior to Mulock seeking permission of either Churchill or Roosevelt, King telephoned Mulock, rejecting the proposed design. In his follow-up letter, he stated, "While I do not think, for the reasons which I

mentioned, that it would be advisable to use the particular design suggested, the idea of a special stamp to commemorate Canadian-American friendship is undoubtedly one which has much merit."(12)

These reasons, cited by King, can only be the subject of speculation because no transcript of the telephone conversation is known to exist. However, given King's proclivity for privacy in his personal life and affairs, perhaps he objected to the use of his likeness on a postage stamp, especially one to be so blatantly employed to raise revenue. The idea does appear to have flattered King, however, because he continued, "I need hardly add that I appreciate the kind thought which prompted you and your officials to bring the suggestion forward".(13) Of course, Canadian policy was that no identifiable living person, other than the reigning monarch and family, could be featured on a Canadian stamp.(14)

International relations could have been a major consideration. King may have pointed out the problems the stamp could present to the United States in the light of the fact that they were technically neutral.(15) Consideration may also have been given to the consequences of antagonising the large German population in the United States, by emphasising this allied connection.

France could also be antagonised and while Roosevelt, Churchill and King were three major allied leaders, it would be unwise to introduce an alleged slur on the Free French leadership because, while lacking military clout, they could prove to be a thorn in the side of the Empire.(16)

It is also important to note that the Tories could have made political hay

out of the blatant political act of placing a likeness of a 'Grit'(King) on a stamp.

But was the idea really abandoned? It must be recalled that King was not opposed to a new stamp; could the suggestion have been expanded to an entire issue and to encompass 'War Effort' as opposed to merely United States-Canada co-operation? It must be recalled that only a year later, on 1 July 1942, the War Effort issue was released. Is it possible to attribute this issue, directly or indirectly, to WPM's 1941 proposal? This is a possibility suggested by some students.

The answers to many of these speculations are obscured by the passage of time and in all likelihood will never be known.

The model sent to King included a memorandum reading, "Note: kindly make all notes covering alterations or additions to model in ink on tissue sheet only". Mr James Brennan of the Canadian postal archives examined this model and kindly consented to forward information on it to the author. The model itself is dark blue, with vignettes and value tablets in black. Its dimensions are 23x35mm and it is mounted on a white card measuring about-5<sup>3</sup>/<sub>4</sub>x8<sup>5</sup>/<sub>8</sub> inches.

On the reverse is inscribed 'Canadian Bank Note Company-Limited/ 224 Wellington Street/ Ottawa, Ontario'. A handstamped 'Feb 11, 1941' also appears on the reverse in the lower right corner.

To date, production information on this model has proved to be elusive and remains undiscovered. Of course it may not be extant today.

The design itself featured portraits of the three men, contained in a frame

somewhat similar to the 13 cent Halifax Harbour stamp of 1938. It is interesting to note that these three men did appear together, on two stamps and a souvenir sheet, issued in April 1948, by El Salvador. Perhaps the final chapter in this story relates to these items because the inscription under the portraits does not match the order in which the men appear on the stamps!

#### Footnote

*The essay is mentioned by Lola Caron in 'Philatelie Quebecoise hors de la Seconde Guerre Mondiale 1939-1945' in CAHIER DU 10e ANNIVERSAIRE 1980-1990, Montreal (Societe d'Histoire Postale du Quebec) 1990, p75. The publication carries a presentable photograph of the essay.*

#### References:

1. Technically, this is in error because Alexander Campbell served as PMG on four separate occasions, John O'Connor was called upon three times and John Carling served twice. A number of appointments were on an acting basis, for example Robert Manion acted in this capacity from 29 June to 12 July, 1926. The following day he received the substantive appointment.
2. Sir William Mulock, Father of the Imperial Penny Postage scheme, was the proponent of the Map Stamp. He served from 13 July, 1896 to 15 October, 1905, when poor health dictated that he resign. Despite his fragile state of health, he did not expire until well after his one hundredth birthday. Indeed he lived to see his then 43 year old grandson enter the McKenzie King cabinet as its youngest member.
3. A tolerably good account of WPM's life is to be found in his many obituaries. See for example, 'Hon. William P.Mulock, 57, ex Cabinet Member Dies', in the Toronto Star, 26 August, 1954, p4.
4. Sir Wilfred Laurier, *ibid*.
5. See Toronto Public Library:Biographies of Men, p202.

6. 'The Essays and Proofs of BNA', K. Minuse & R. Pratt, Sissons Publications 1970.

7. Mulock-King, 11 February, 1941; PAC, MG26, J1, Vol.312.

8, 9, 10. Ibid.

11. John Alexander Sullivan, the fifth deputy minister since Confederation, in office from 14 August, 1935 to 9 June, 1945.

12. King-Mulock, 14 February, 1941, PAC, MG26, J, Vol.312.

13. Ibid.

14. Only a handful of deceased persons, such as Cartier, MacDonald, Laurier, Baldwin and Lafontaine had appeared on Canadian stamps. Even to this day, the policy generally holds though, given the steady stream of commemoratives, far more deceased people have been featured.

15. Pearl Harbour attack, which marked the

entry of the United States into WWII, did not occur until 7 December, 1941; though the 'Lend-Lease' programme was hardly the act of a neutral party. Equally inconsistent with the doctrine of neutrality was the fact that United States' warships performed North Atlantic convoy duty.

16. Their independent bent and lack of full co-operation is well documented; consider St. Pierre & Miquelon.

17. J. Brennan-R.B. Winmill, personal communication 28 May, 1992.

### ERRATA.

'Research Sources for Postal Historians' In the above article (ML237, April 1992), on page 321, Ron Winmill apologises for two minor errors. The special issue 3) St Thomas Times, 2 August 1952 should read 'St Thomas Times-Journal, 1 August 1952.



**RON LEITH**  
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## FOURTEEN MINUTES

Rodney Baker

It is usually a pleasure and sometimes informative to display and talk about Canadian philately. Certainly you never know who is sitting in front of you! I was recently doing just this in the New Forest and had made passing reference to the tragic loss of CPR's 'EMPRESS OF IRELAND', little realising that this was to be very much a case in point.

At the end of the evening a gentleman with a Canadian accent approached me and said that he had some personal connection with the tragedy. His mother, then living in Ontario, had sent a letter to a relative in the U.K. which had been put aboard the ill-fated Empress on 28 May at Quebec (Fig 1). Needless to say it never reached its destination!

It might be appropriate to remind ourselves of this major disaster so often

forgotten and always overshadowed by the 'TITANIC' and the First World War. The CPR had only just become a major player on the North Atlantic shipping routes and the 'EMPRESSES OF IRELAND and BRITAIN' were the first ordered specifically for this route in 1904. Delivered in 1906, the 'EMPRESS OF IRELAND' was a vessel of 14,191 gross tons with accommodation for 350 first class, 350 second class and 800 third class passengers (Fig 2). She served very successfully on the North Atlantic until that ill-fated day at the end of May 1914. The voyage began in Quebec on 28 May. At 2.30 am on the following morning, while nearly everyone aboard was asleep, the Norwegian vessel 'STORSTAD' collided with the 'EMPRESS OF IRELAND' off Father Point in the St. Lawrence River.

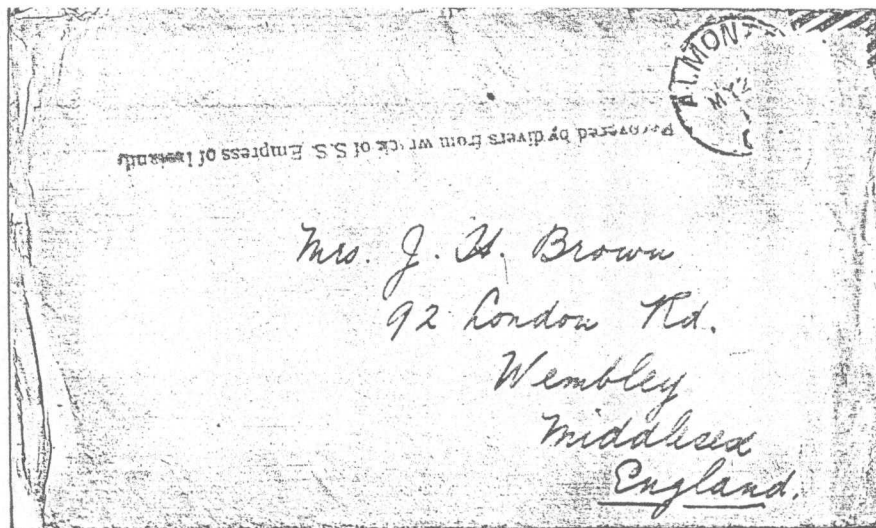


Figure 1

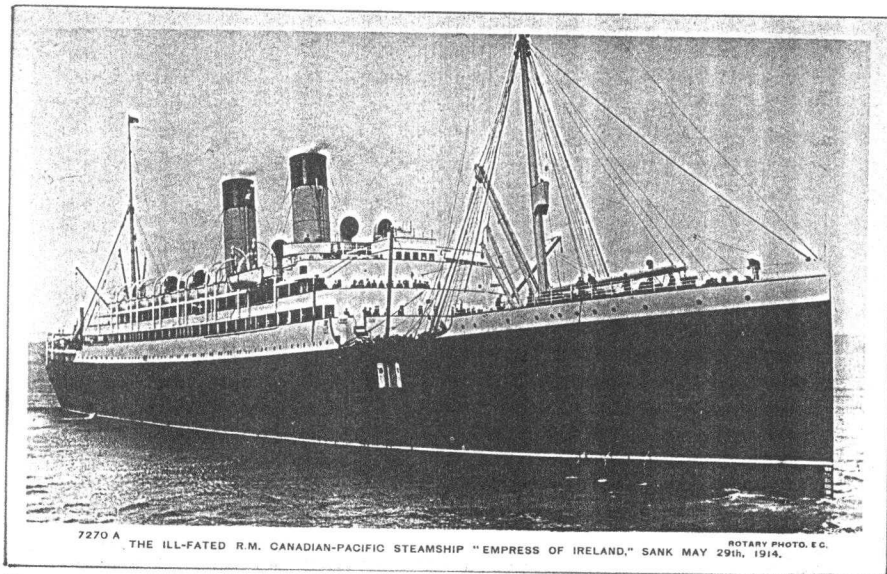


Figure 2

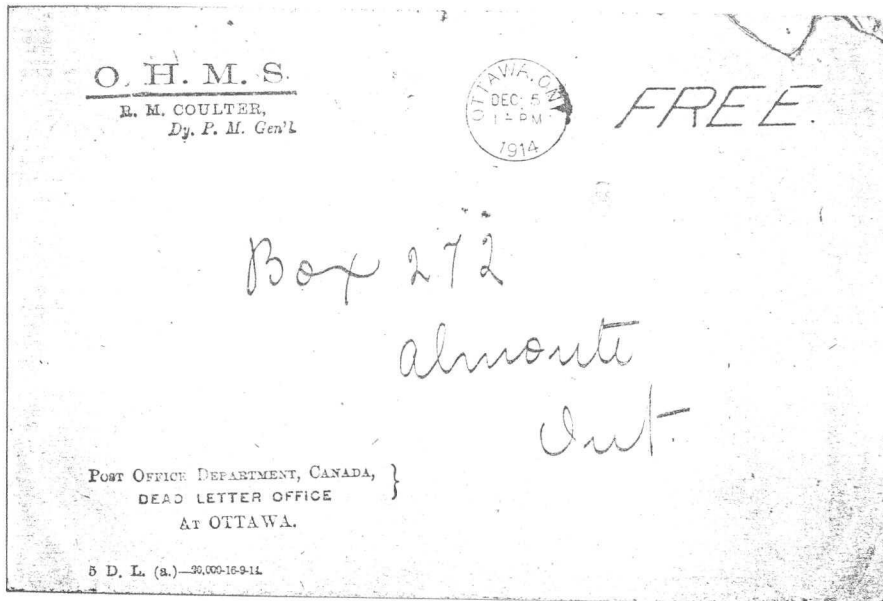


Figure 3

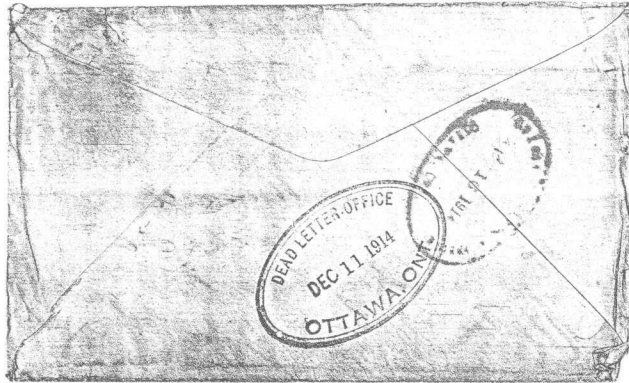


Figure 4

River. Fourteen minutes later the CPR liner sank, taking just over 1,000 souls with her.

Initially the Canadian Post Office held out no hope of any mail being recovered but this did not turn out to be the case. Hopkins, in his book 'A HISTORY OF WRECK COVERS', states that mail dated between October

1914 and February 1915 by the Branch Dead Letter Office, Ottawa is known to exist. The cover in question was returned by the DLO to Almonte, Ontario on 5 December (Fig 3). Why it was returned again to the DLO (Fig 4) and yet still reached the family of the present owner he does not know. Finally the cachet in Figure 1 is in green but others are known to be in purple.

## BNAPLEX 1993 - TORONTO

Several members have indicated they may wish to join the CPS party in Toronto for the annual BNAPS show. Charles King has been in contact with them to provide further details.

It is not too late to add your name to the list, but time is running out.

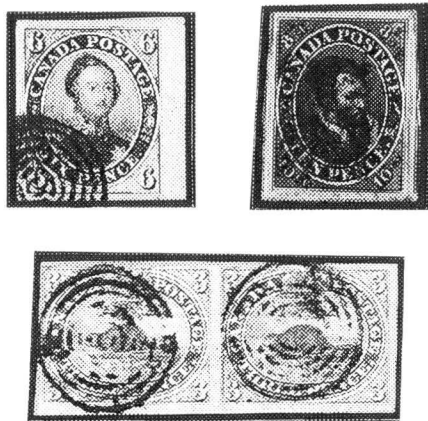
Fares depend on date and airport of departure but are likely to range from £262 to £312 return, including taxes. The concession rate for the Royal York Hotel of \$CAN109 per room per night is still very good, despite the antics of sterling. Departures are available from Gatwick, Manchester, Birmingham and Leeds/Bradford. Outward and return flights can be arranged to suit your requirements if you wish to extend your stay either before or after the show.

A tremendous display of BNA material will be on show and a number of dealers will fill the bourse with as much BNA material as one would see in years of searching in the UK.

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## O'DACITY

By The Yellow Peril

Photo by P.Prude

The cover (Fig. 1) and its accompanying letter (Fig. 2) are not only self-explanatory but they are amusing as well. How anyone could have the unmitigated gall to ask, officially, the District Director of Postal Services to back-date a date and add it to an undated postmark that was used to cancel a stamp two weeks earlier, is so titillating that yours truly could not resist the temptation to share this 'chuckle of the day' with readers of Maple Leaves!

It would appear that the original sender had wanted to 'kill two birds with one stone!' First; send an advertising circular, price list, or what-have-you to a customer and second give the addressee a commercial first day cover of the 1c George VI War Issue

stamp by posting it on 1 July 1942. The sender's good intentions unfortunately backfired for the letter was postmarked with an undated machine cancellation.

The addressee, probably a little irate at receiving a no date first day cover, asked the Postal Services Director in Toronto (where the letter originated) to back-date the cover. The Director obviously unable to comply with the request, returned the cover to the sender with the explanation that sufficient postage would be required on a letter in order for it to receive a dated postmark.

Collectors do have o'dacity!

*Editor's Note: O'dacity can also be spelled 'audacity.'*

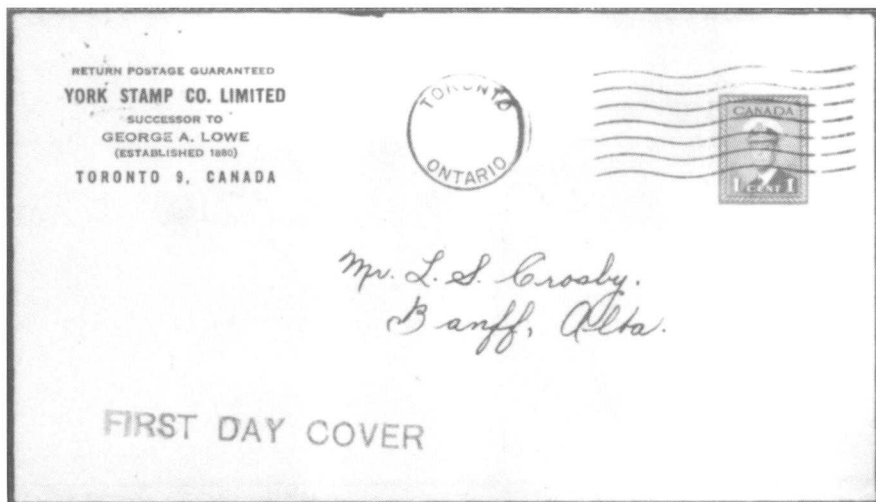


Fig. 1 An unsealed and undated first day cover.



Office of District Director of Postal Services

Toronto, Ontario,  
July 14, 1942.

Mr. L.S. Crosby,  
Banff, Alta.

Dear Sir:

Referring to your letter of the 6th inst. and with return of a first-day cover envelope bearing a 1-cent stamp of the July 1st issue, it is noted that this envelope was cancelled in the regular manner of cancelling 1-cent circulars in the Post Office, i.e. no date was shown in the machine cancellation.

I regret that it would be strictly contrary to Postal regulations to make any change in the official cancellation mark appearing on this envelope. It is contrary to strict instructions to back-date any Post Office cancellation.

I am sorry that I am not in a position to oblige you in this matter and can only suggest if you desire a Post Office date on first-day covers, they should bear postage that would entitle them to treatment as letters.

Yours truly,

A.M. Gibson,  
District Director  
of Postal Services.

Enc.

Fig. 2. Letter stressing that it is contrary to strict instruction to back-date any cancellation.

**There is no such thing as 'the average collector' so it's always nice to find out what makes a fellow collector tick. It was refreshing therefore to receive the following unsolicited script; one might almost say, "Tanks for the memory".**

## **ONE COLLECTOR OF CANADA**

**Stan White**

**1932 issue, lightly used, one or two blunted perfs but with fresh appearance..... that's me I suppose.**

I started collecting Canadian stamps by scrounging them from the Canadian troops billeted around the seaside village in Sussex that was my home. I recall there was the Duke of Hamilton's Light Infantry, with their attractive maple leaf cap badge in brass and silver, and the Governor General's Foot Guards with knife-like creases in their trousers. I remember with some affection the crew of one of their Ram tanks; it had 'Fort York' painted in white on the side of the vehicle, and I used daily to be given sixpence by the crew to go to the local bakery and buy oven-warm buns. There would be one bun left over which was my reward for the swift cycle ride to the bakery. What generous men these were to a boy who collected all kinds of military memorabilia, the Sweet Caporal aircraft recognition cards - and the stamps on their letters from home, some of which showed those Ram tanks.

Eventually the Canadians left and, for a while, I collected all those badges that American GIs wore signifying that they were proficient in various military skills and, of course, they introduced me to chewing gum that came in flat foil-wrapped strips. I collected a number of their stamps of the period, too, with the flags of various countries which I assumed were Allies. But the seed had been planted by those beautiful War

Effort stamps from Canada, with their Harvards, their Field Guns and their dashing Destroyers. My youthful eyes could appreciate, unaided then by spectacles, the marvellous detail within the design, and so it was that Canadian stamps came to have a special place within my schoolboy collection.

It would be nice to say I have those stamps still and that I could remember the faces of those who submitted so graciously to my ambushes. Alas they must have gone with all those other things that somehow disappear from the treasure chest that youth hoards. I remember selling my stamp collection to raise a bit of cash before I joined the RAF, and for the next five years I had little time for hobbies. When I next thought of stamps and the fun that I'd had collecting them, nostalgia directed me to those Canadian War Efforts, and the collection started again, but in earnest this time!

Fifty years have elapsed and I still derive a childish pleasure from those stamps issued during the war years. Today I've reached the stage where I recognise that I'll never own the stamps that are needed to fill the gaps in the collection, for they would be very expensive and I will never be able to afford them. It does not worry me, however, for I see little satisfaction and fun in collecting via the cheque book. It is the memories of how they were acquired and the challenge of the hunt that adds special value to the stamps in

*Continued on page 51*

## CANADIAN RAILWAY POSTMARK ERRORS (Part 11) L.F.Gillam F.C.P.S.

*"He would lament an error of a single letter as  
a heavy calamity." (Dr. Samuel Johnson)*

When I was but a tiny boy my father bought me a huge Bartholomew's World Atlas, perhaps in the mistaken belief that the larger the book the more knowledge could be crammed into my small and not very receptive head.

A good inch and a quarter thick it was like Caesar's Gaul, divided into three parts: political maps (one third of which were coloured red!) physical geography maps in the usual shades, varying from green to very dark brown, and a gazetteer which must have consisted of the better part of a third of the number of pages. It was here that I found the location of Popocatepetl, Timbuctu and Macgillicuddy's Reeks, all of which have enlivened thousands of dreary geography lessons for many generations.

In the end, to my eternal sorrow, I lost it in the time-honoured fashion: I 'lent' it to a friend who gave it to a charity shop. But this fortunately was not before, in my more mature years, I had been infected by the Canadian railway bug.

There is no need for me to say by which of the huge pages my attention was rivetted. There was one devoted to Prince Edward Island and Nova Scotia; New Brunswick had one to itself; Quebec, Labrador and most of Ontario had a double page spread while, not to be outdone, from north of Lake Superior to Vancouver Island and from the Canadian Arctic to the 49th parallel this immense land mass enjoyed equally generous provision.

Such blessings were not unalloyed, however; all the railways were coloured black, there was no distinction between branch lines and major trunk routes or the three transcontinental lines, and none of them bore any distinguishing initials. Here indeed was the cartographer's equivalent to a Chinese crossword puzzle. Nowhere was this more apparent and frustrating than in the western provinces. It needs a superhuman effort of the imagination to conjure up the picture presented by the vast complex of Canadian Pacific branch lines over which were superimposed the transcontinental lines of the Canadian Northern and Grand Trunk Pacific, together with their less prolific but bewildering enough network of subsidiary lines. The draughtsmanship involved must surely have taxed Bartholomew's mapmakers' patience and skill to the utmost. To me they presented a challenge and untold are the hours that I spent poring over their work while' with the aid of every Canadian railway history book I could buy, and every illustrated timetable I could obtain, I gradually untangled the skein. "Say not the struggle naught availeth," wrote Arthur Hugh Clough; I have echoed those words many a time when near despair. "But nothing worthy is ever achieved without effort," as Benjamin Franklin once philosophised.

Thus it was I eventually found that among the many branch lines the Canadian Pacific Railway built, in order to feed its main line with traffic, was that from Sudbury in Ontario to Sault Ste. Marie and its twin across the



canal in America, Soo. This was completed in 1800 and among the six postmarks that were used by the R.P.O. which operated between these two points, at least between 1895 and 1931, was one (0-335C) which read SUB. & SOO. R.P.O. instead of the normal abbreviation SUD. But not for long; it made a brief appearance in 1923 and then was seen no more. Perhaps the error was too blatant even for the least discriminating eye.

The same can be said of one of six 'official' postmarks, as opposed to the many impressions from mail clerks' private handstamps, which were used on the former Calgary & Edmonton Railway for at least 60 years between 1894 and 1954. This line was leased to the C.P.R. in 1904 and, of the six, one reading Calgary & Edmonton (W.20A) made a brief bow upon the R.P.O. stage in 1953 and then, if not immediately retired, was certainly withdrawn from use in the following year when railway post office services were finally suspended. How frequently the letter 'D' was omitted from railway postmarks, confused with the letter 'O' or transposed, previous articles bear witness. Just why it should have posed such problems to handstamp manufacturers (apart from the similarity of the form of the letters) remains a mystery.

Far to the east in Quebec this trio of C.P.R. postmark errors is completed with one which is unique in so far as the wording is in French in its entirety: TROIS RIVERES & GRAND MERE (Q-304A) instead of the Anglicised THREE RIVERS. Postmark evidence suggests that it is an impression from one of two hammers, one of which reads correctly RIVIERES, that were used simultaneously between 1925 and 1946 and possibly over a longer period

between 1914 and 1952, at which latter time R.P.O. services ceased. Originally incorporated in 1904 as the St. Maurice Valley Railway and completed in 1911, this short 27 mile long branch line of the former North Shore Railway (between Montreal and Quebec) never enjoyed independent existence. Upon completion it was promptly leased to the C.P.R. and it is very doubtful if it ever paid its way. Certainly the establishment of a railway post office service over such a short distance could never have been justified in purely economic terms. But ours is not to reason why the Canadian postal authorities were so liberal with the public purse; it is no good blaming public servants for extravagance or carelessness. As Mark Twain said, or perhaps it was Oscar Wilde, "They're only people after all !"

#### ONE COLLECTOR..... *from p. 49*



*Those Ram Tanks.*

my albums, when I see those 13c and 14c Ram tanks on the page I think not of some catalogue value. I muse instead what a bag of buns from the supermarket might cost today, and I hope that those who shared their buns with me survived Dieppe and Caen and enjoy a healthy retirement and THEIR memories.



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## THE PEOPLE ON THE STAMPS - ANTHONY HENDAY

### Alan Salmon

*I have trod the upward and the downward slope;  
I have endured and done in days before;  
I have longed for all, and bid farewell to hope;  
And I have lived and loved, and closed the door.*  
*A Fragment*                      *Robert Louis Stevenson*

In the east, for almost a century since its charter was granted in 1670, the Hudson Bay Company (HBC) had been content to stay on the Bay, waiting for the Indians to bring furs to its trading posts. The expedition of Henry Kelsey to the Touchwood Hills in 1690-92 was exceptional. In the west the French were not so passive; by 1750 La Verendrye and his sons had built a string of forts from Lake Superior to the Saskatchewan River, that could cut off the HBC from the interior. There were complaints in Parliament; it was said the HBC was 'sleeping beside a frozen sea'. Action was deemed necessary; Anthony Henday was chosen to extend the Company's activities westwards. His consequent exploits are commemorated on the 37c multicoloured stamp of 1988 (SG 1285, SS 1199) in the Exploration of Canada series.



James Isham was in charge of the HBC post at York Factory in 1750; he was greatly concerned that the French

were diverting trade from the Bay as they were much closer to many of the sources of the furs. He wrote, somewhat despairingly: "I doubt it will be impossible to Encrease ye trade to any Height at this place". Indeed during the previous decade the number of furs gathered at all the HBC posts had fallen by almost 25%. As early as 1743 Isham had suggested that the Company had to go to the Indians; at the third time of his trying in 1752, the London Committee agreed to his proposal that Company servants should be sent far inland to induce the Indians to come to the Bay to trade - Henday volunteered to go.

#### **A bold, enterprising Servant.**

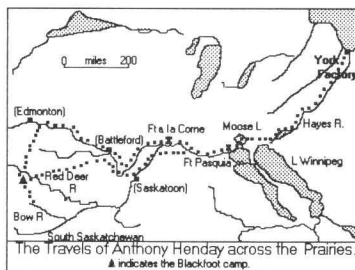
Henday was born on the Isle of Wight, but when is unknown. He had only been in the HBC since 1750 and was employed as a labourer and net-maker - he had been a fisherman. Rumour was that in 1748 he had been convicted of smuggling, but the Company was unaware of this when he was hired. He had made one journey of about 150 miles inland but this was hardly wide experience of the interior; nevertheless, and despite his lowly status in the Company, he was held in high regard as 'a bold, enterprising servant'. He left York on 26 June 1754, with a compass and writing paper, travelling with Crees returning to the Saskatchewan River.

Whatever happened to the writing

paper is uncertain, in the HBC archives there are four versions of his travels - all different and not one in his hand! The party set out south-west via the Hayes River, then turned west and, avoiding Lake Winnipeg, they took the more direct route across the Moose Lakes. On 22 July, 500 miles from York, Henday first encountered the French at their Fort Pasquia (The Pas), some hard words were exchanged but nothing more serious occurred. It was not exactly a major international confrontation, there were two Frenchmen, the rest had gone to Montreal, and Henday with his Crees, 400 men, women and children. There were greater problems: "The mosquitoes are intolerable, giving us no peace by day or night". Food was in short supply: "Neither bird nor beast is to be seen. We have nothing to eat". He progressed down the South Saskatchewan; on 27 July the party cached their canoes and set out over the prairie to the south-west. On 31 July he met a band of Assiniboins: "came to 10 tents of Aseenpoet Indians; being now entered their country". Accounts of their talks vary, one says: "they all promised to go with me to the fort next spring"; in another the Indians say: "we are more conveniently supplied from the French houses". In August Henday saw his first buffalo: "The buffalo are so numerous, like herds of English cattle, obliged to make them sheer out of our way". By 20 August he was back on the South Saskatchewan, in the vicinity of the future Saskatoon. Henday had more success in his next encounter, he met Eagle Indians, another band of the Assiniboins, just south of the future Battleford; the Eagles had never visited the Bay before but after the meeting they went annually.

Henday now followed the general

direction of the Battle River, seeking the Indians the HBC men knew as the Archithinues, almost certainly of the Blackfoot tribe. On 14 October he met them, in large numbers, south of the Red Deer River, between the future Edmonton and the future Calgary, after travelling 800 miles from Fort Pasquia. The camp had 200 tepees, in two rows, through which horsemen escorted Henday to the lodge of the 'Great Leader'. The lodge could seat 50 people, the chief was accompanied by 20 elderly councillors, Henday was received as an honoured guest. One version of the following talks states: "they will go with me to the fort and see the Governor... they are mad for our hatchets, knives...". In contrast another version says: "it (York) was far off, and they could not live without buffalo flesh.... they never wanted provisions".



*The Travels of Anthony Henday across the Prairies ▲ indicates the Blackfoot camp*

Henday was now with Indians closely related to those Kelsey had met some 60 years earlier, but there was a difference - they now had horses. The Spaniards had introduced the horse to the south-west in the 16th century; by 1750 its use had spread nearly 2,000 miles northwards. After his meeting with these equestrian Indians Henday went further west with his Crees, now at times they numbered no more than a

dozen; by December they seem to be in the region of the Bow River. He should have been in sight of the Rockies for a considerable period, but there is no unambiguous mention of them in any of the four versions. However on 24 December Henday records: "I had an extensive view of the Arsinie Watchie (the Shining Mountains) which will be the last this trip inland". Surely he saw the Shining Mountains, later to be called the Stonies and, eventually, the Rockies.

### **The Distribution System.**

In mid-January 1755 Henday set out for York, by early March he had reached the North Saskatchewan some 20 miles downstream from the present Edmonton. Here they camped for seven weeks, building canoes for the long journey east. As he travelled Henday eventually perceived the trading pattern of the Indians. He tried to get his Crees to trap furs but, to his surprise, this was greeted with derision. He was enlightened by his Indian partner: "my bedfellow informs me they get more wolves and beaver etc from the Archithinues and the Aseenepoets than they could carry..." In May 1755, when they again met the Archithinues, Henday saw the system described by his woman; at a huge camp his Crees traded for furs of all types to take to York. Henday had discovered that the Indians who came to York were middlemen and that the producers were the tribes of the west who never visited the Bay. The Crees promised to urge the Archithinues to go to York to trade, but that was certainly not to their advantage and they did little to fulfil their promise.

Eventually Henday left the Archithinues, the fleet of 60 canoes was loaded with furs: "not a pot or

kettle amongst us", everything had been bartered with the Blackfeet. At Fort Saint-Louis (later to be Fort à la Corne) the French attempted, with much brandy and considerable success, to divert the furs into their own trading system. The process was repeated at Pasquin, the Indians spent four days drinking and trading. Henday, rather naively, noted: "The Indians are all drunk but the (French post) master was very kind to me", He also noted: "The French talk several languages to perfection, they have the advantage to us in every shape, and if they had Brazile tobacco would certainly cut our trade off". He arrived at York Factory on 20 June with an armada, now of 70 canoes, but with many of the best furs lost to the French.

### **The Consequences.**

Henday had travelled 2,500 miles across the whole of present-day Manitoba and Saskatchewan and almost all of Alberta, he had reached farther west than any European before him, he had discovered the trading pattern of the Indians and had confirmed that the French had tied a noose around the neck of the HBC which one day might be tightened. All this had been accomplished alone. Professor Morton of the University of Saskatchewan says in his 'History of the Canadian West': "There is no feat in all the story of North-Western travel that surpasses this...."

Henday's journals provided sound arguments for the HBC to move inland, with the establishment of permanent posts. The HBC did begin to send travellers to the interior but, surprisingly, the posts stayed on the Bay, no trading posts were built inland. Perhaps the HBC in London discounted Henday's report, certainly his story of

Indian horsemen was derided at York. Perhaps the HBC was satisfied with the profits it could gain with minimal efforts. Perhaps it decided to reserve its options until the results of the fighting between New France and the other English colonies, which had begun in 1754 south of Lake Erie, became clear - the first colonial attack was led by a Lieutenant-Colonel George Washington. The not-so-illustrious Anthony Henday, the net-maker, was granted a bonus of £20 for his journey; his total income from 17 years service with the HBC was £120.

Henday's health seems to have been affected by the year-long journey; in each of the next three years he made

expeditions from York but each was incomplete, two of them because Henday became ill. In 1759 he again visited the Archithinues, returning in June 1760 with 61 canoes. No record of this journey remains, but afterwards the Bloods, a tribe of the Blackfeet, began to trade at York. In 1762, still with the rank of net-maker, he left the HBC, bitter at being reviled by supply ships' crews for not wishing to buy the merchandise they traded and disappointed that he had not received the promotion he felt he deserved. He returned to England and was never heard of again, he disappeared from history - a sad end for a bold, enterprising explorer of western Canada.

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In philately, as in most walks of life, one should never take things for granted. Hans Reiche, in the January issue (p21), put forward a convincing case for screws, as opposed to nails, as the means of fastening the precancel overprinting plate to a base. However, the Revd. David Izzett is not entirely convinced ....

## THE PRECANCEL NAILHEADS

David Izzett

When such an acknowledged authority on Canadian precancels as Hans Reiche makes a statement, one does not readily challenge it. But his unequivocal "...the nailheads are screws not nails" cannot be allowed to pass without comment.

It is true that his example on the one cent Admiral, Halifax, does show a screw slot, but this is exceptional. I have just examined over 200 precancels with nailheads and have not found a single example with so clear a slot. Some could be interpreted as screw heads but the majority show no slot at all. The one cent Admiral, Halifax (fig.1), is typical of the manner in which this dot appears.

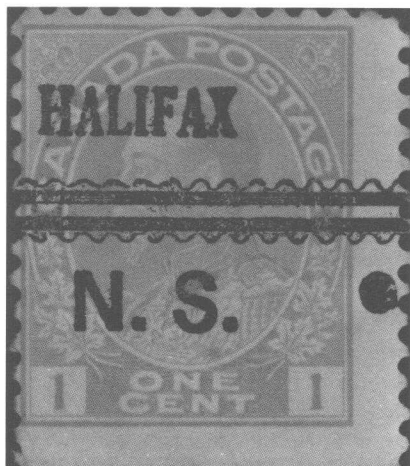


Figure 1

I have been in correspondence with Geoffrey Walburn, Editor in

Chief of the Standard Canada Precancel Catalogue, on this issue and he adheres firmly to the nailhead theory. He points out that the nail was sometimes bent over in a way that a screw could not be. The seven cent Admiral, Toronto (fig.2), illustrates this and is construed as a constant variety, appearing in the relevant handbook as Toronto (f). The evidence points to the use of both nails and screws. Possibly the latter, less common, supplementing the former.



Figure 2

Hans' paragraph on the location of the heads is interesting. The vast majority of the dots occur between the names of the cities or provinces, but occasionally they either fall on the bars, as in the two cents Admiral, Brandon

(fig.3), or, even less usually, on a name as in the seven cents Admiral, Winnipeg (fig.4), where it falls on the NI of MANITOBA.

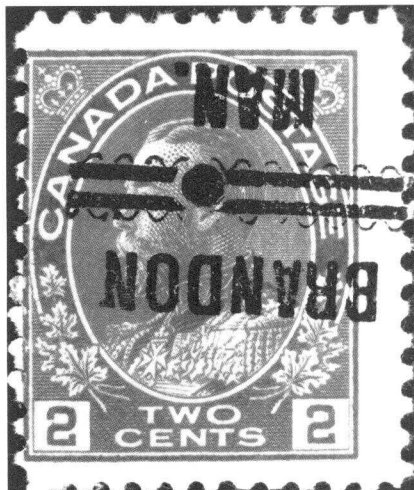


Figure 3

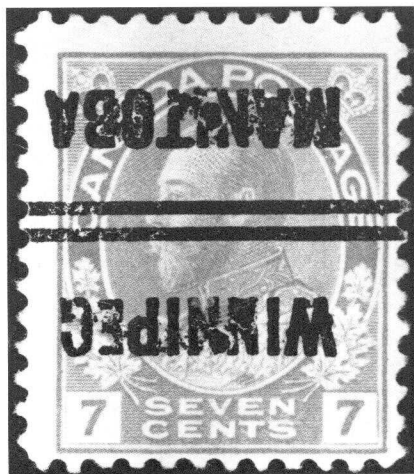


Figure 4

The illustration of an inverted double strike on the two cents Admiral, Toronto (fig.5), is interesting.



Figure 5

As one would expect, the dot comes in exactly the same place at each printing. And there is, once again, no suggestion of a screw slot!



Toronto precancel showing example of bent-over nailhead in the upper right subject of a block of four. See also figure 2.



## 50 YEARS AGO - APRIL 1943

### Kim Dodwell

In the same way that the huge cost of the war effort in 1915 led to the imposition of the extra 1c War Tax on postage, so half way through World War II some postage rates had to be increased. For the collector of KGV1 stamps, 1 April 1943 is a significant date, dividing the reign into two. On that day the 3c per ounce first class domestic postage rate was increased to 4c. An exception was made for mail addressed to serving members of the armed forces, for whom the 3c rate was retained; the 2c charge for each additional ounce, or fraction thereof, remained unchanged for everyone. The 3c rate had been in force since the early 1930s, and the 4c rate was to stay until after the end of the reign. In fact the 3c rate never returned; 1 April 1943 was the first step in a remorseless rise in

postage rates.

The first class domestic rate also applied to mails from Canada to 'Great Britain and all other places within the Empire, Spain, the United States and all other places in North and South America' - the 'preferred rate' countries - so that these mails, too, attracted the extra 1c. For all other countries the old surface rate of 5 c for the first ounce, and 3c for each additional ounce, remained unchanged.

For a while after 1 April, 1943 the U.P.U. convention of red stamps for domestic first class postage, blue stamps for foreign surface mail, etc., had to go by the board until a supply of red 4c stamps could be made available; in the interim the 4c grey 'Grain Elevator' stamp came into its own.



*The above cover was posted in TERRACE, B.C., on 2 April 1943, an early commercial example of the 4c rate. It was twice censored; firstly in England, with the usual P.C.90 label, secondly after arrival in Ireland, with the red Irish label over the whole PC90. Some merchant ships must have sailed direct to Irish ports during wartime, but they do not appear to have carried any significant quantity of mail. It is rare to find Canadian mail to Ireland from this period that has not passed through British censors.*

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## FROM THE PRESIDENT ....

Time flies and a new year is upon us as I write; by the time you read this we shall be well into 1993. You should therefore be filling in your booking form, for Convention '93 at Chester.

Chester is a gem of a city, telling the story of the past 2,000 years, on England's north-west frontier with Wales. The Romans were previous visitors; their walls remain, an enchanting two-mile walk offering delightful views of the inner city. The walls, built to keep out the Welsh tribesmen, now encircle a host of architectural splendours. The Anglo-Saxons built the parish church of St Werburgh about 910, the Normans converted it into Werburgh Abbey, now Chester Cathedral, which celebrated its 900th anniversary last year. In the 14th Century the City's unique feature, the 'Rows' were built, two-tier galleries of shops lining both sides of the main streets. The Victorians added the Eastgate Clock; bring your cameras, it's the most photographed clock in the world after Big Ben. Outside the walls is the Roodee, once the site of a great Roman port, now a racecourse. Our friends from North America can partake of something that is impossible there - convive in an inn, The Blue Bell, which was first licensed in 1492! The energetic can play golf, or go rowing or cruising on the River Dee which winds its way around the city. Come to Chester, you'll fall in love with it, and agree with Boswell, of Dr Johnson fame, 'Chester pleases my fancy more than any town I ever saw...'

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### **Dr Harry Duckworth**

Cancellations on the Large Queens.

This year the format of the Convention will be slightly different from previous years. There will only be one afternoon visit, to the Albert Dock (ships and shops) and the Maritime Museum on the waterfront at Liverpool; this will allow a free afternoon for wandering around Chester. Dr Duckworth's display will be on the Saturday morning, following the AGM; this will encourage members to join us then if they can't come on other days. Finally, the competitors for the Society's prizes will be given the opportunity to say a few words about their offerings at one of the morning meetings; this will add to our appreciation of their displays. There will be a talk for the Ladies, appropriately on 'Wandering around Chester', the theatre visit and, of course, the Banquet (dress optional).

The Queen Hotel is close to the BR Station, two miles from the M53 motorway and 45 minutes from Manchester International Airport. Do come to Convention'93, you will be most welcome; if you haven't been to one before remember that everyone there, on one occasion, went to a convention for the first time. The booking form and the competition entry form are enclosed - it starts on Wednesday 29 September.

## BOOK REVIEWS

*It has been our practice to review only publications that are sent to the Editor for that purpose. However, a number of books on various aspects of BNA philately have been published in the last few years, some privately, often in small numbers, which have not come our way. Many members may not be aware of them or, more importantly, the significance of their content. Bibliophile Ron Winmill has kindly provided reviews of several such publications in an effort to repair the omission.*

**'The Post Office on Prince Edward Island'** by G. Douglas Murray. Privately published by the author in 1991 and available from him at Box 693, Charlottetown, PEI, Canada, CIA 7L3. Price approx £8 softbound, £12 hardbound incl. postage.

Over the years there have been several books relating to the philately and postal history of PEI, such as Tomlinson, Poole and the excellent Lehr work. However, nobody tackled the problem of listing all the post offices ever opened on the Island.

This handbook lists them alphabetically, chronologically and geographically - what more can the student ask for in an 80 page handbook? The book is the first of a contemplated pair. The author's tenacity has been brought to bear on the problems presented by such a task and he has succeeded admirably in presenting a fine volume that will fill a void in the library of any PEI student.

The work is well presented and researched and is a great credit to the author. Like so many other useful publications it is available in very limited numbers.

**'Proof Strikes of Canada'**, edited by J. Paul Hughes. Available from Robert A. Lee, #203 - 1139 Sutherland Ave., Kelowna, B.C., Canada, VIY 5Y2.

This is one of the most significant

and valuable research tools to become generally available in recent years, encompassing cancellations of all descriptions, from broken circles to POCONS and everything in between.

Horace Harrison drew attention to this fine series of publications in 'Maple Leaves' of June 1992 (p361/2) when he briefly covered the first 15 volumes. Suffice it here to say that the publication score has now reached 22 volumes, a rich resource for any postal history student.

**'Territorial Alberta, The Westhaver-Thompson Collection'**, Keith Spencer. Published 1989 by the Saskatoon Stamp Centre, Box 1870, Saskatoon, SK, Canada, S7K 3S2 at \$Can 27.50 - softbound.

This work of 168 pages is another reproduction of a valuable reference collection. However, it is more than a mere reproduction because Dr. Spencer has incorporated a chapter entitled 'The Rennie Seed Company and Western Postal History'. Similar information is available elsewhere, but here it is conveniently located. Short chapters on the naming of Alberta, the Prairie Survey, the history and postal history of Alberta and post offices established in Alberta, set the collection in the proper context and are most useful. The collection itself is well written up and a great deal of research is demonstrated.

One omission that might otherwise

have proved useful is the dates of service for each postmaster but the deficiency does not detract in any way from this work. The final portion is devoted to a listing of the various post offices found in Territorial Alberta, using a graphic display rather than raw dates. While this style of presentation would not be the one selected by the reviewer, many readers will prefer it. Dr. Spencer is to be commended and heartily congratulated on his presentation of this work.

The body of literature on the postal history of the West is not all that great and this work provides a useful contribution. A word of commendation too for publisher John Jamieson for making such a work available.

**'Territorial Assiniboia and Saskatchewan, The Westhaver-Thompson Collection'** Rosemary Gray. Published 1990 by Saskatoon Stamp Centre at \$CAN 49.95 soft bound, \$CAN 69.95 hard bound.

Much of the comment concerning the 'Territorial Alberta' book applies also to this 422 page publication. John Jamieson notes on page three that "This volume contains the Assiniboia, North West Territories and Territorial Saskatchewan portions of the collection". It does indeed in a very fine way. In addition to the expected information, Miss Gray has incorporated the dates of service for each postmaster. An interesting feature is the inclusion of photographs and postcards of some of the post office buildings. One appendix, in graphic format, shows the period each post office was open, while a second appendix provides the populations from the 1901 and 1911 censuses. This information is of value because, in part,

the number of persons utilising an office will determine the likelihood of finding a cancel from that location; it is but one measure of scarcity, but not the only one and it may not be the best.

Once again John Jamieson is to be commended for publishing this work and making available to collectors additional information in an area for which comparatively little literature is available. The author, his sister-in-law, a young university student and neophyte in the field of postal history, is to be especially commended for assembling this work. Printing was limited to 100 hardbound and 200 soft bound copies.

**'Restoration and Interpretation of the Wellesley Post Office, Waterloo County, 1914'**, published in 1986 by the regional Municipality of Waterloo.

This useful work is not for all collectors but rather those with an interest in this particular area or with an interest in museum work. The popularity of this 66 page spiral bound booklet is attested to by the fact that it has gone through two printings. The work contains material relating to the restoration of this post office and, while much of the information comes from sources such as the Postal Guides, PMG Reports etc., this is used to place the subject matter in its proper context.

The work is fairly representative, though more substantial than a number of booklets published on assorted small post offices. It is recommended for the postal historians of the region or persons interested in historic interpretation. However, the general collector will find it of little interest or value.



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## LETTERS TO THE EDITOR

R.D.Leith

### SMALL QUEEN PERFORATIONS

This letter is a response to Mr. Hillson's note in Maple Leaves (Vol-22, #11 pp 396-397). He implies that paper used for 19th century postage stamps is unstable and subject to expansion and contraction due to atmospheric moisture levels. He goes further to suggest that contemporary low humidity storage of our valuable Small Queen stamps may cause additional shrinkage of the sensitive papers. Since paper deformation would also distort the perforation spread, he concludes that "too much importance is attached to minor differences in perforation measurements". I have conducted numerous studies on this subject and my conclusions are consistent. The damp paper used to print the Large and Small Queen stamps did in fact shrink after printing. This occurred during the drying process where we note an approximate 2% shrinkage at right angles to the paper mesh. Another extensive study comparing perforation measurements, both on and off cover, of the 3c copper-red Small Queen on horizontal mesh paper versus the 3c rose-red vertical mesh paper stamp of the same period, showed an unmeasurable difference between the horizontal and vertical perforations (measurements were identical to two decimal places on the Instanta Gauge metric scale). The conclusion was that

there is negligible additional paper shrinkage after the original printed sheets were dried and perforated. The study is important in that it means perforation measurements made today are accurate representations of the original perforations made over 100 years ago. Consequently, this lends credibility to the notion that accurate perforation values can be used to draw meaningful research conclusions on the Small Queen stamp issue, contrary to Mr. Hillson's assertion. It also means that anyone publishing information on perforations had best ensure the accuracy of any quoted perforation values.

This brings up a second point about the much discussed Kiusalas perforation measurements. The Kiusalas Gauge is a highly accurate device but it forces the user to choose from a fixed scale of perforation dots. The differences between each Kiusalas number is sufficiently small that when measuring a Small Queen stamp, it is quite easy to make a minuscule stamp shift to credibly 'fit' an intermediate Kiusalas value exactly on a Kiusalas number. As a result, the gauge is in fact only accurate to within  $\pm 0.5$  Kiusalas units. This translates into a whopping  $\pm 0.09$  metric units on the Instanta Gauge where routine measurement tolerances are  $\pm 0.03$  ( $\pm 0.01$  if a ten power glass is used). The Kiusalas accuracy can be best appreciated in the chart below.

Kiusalas Value	Kiusalas Metric Equivalent	Kiusalas Metric Uncertainty Range
68 $\pm$ 0.5	11.58 $\pm$ 0.09	11.49-11.67
67 $\pm$ 0.5	11.75 $\pm$ 0.09	11.66-11.84
66 $\pm$ 0.5	11.93 $\pm$ 0.09	11.84-12.02

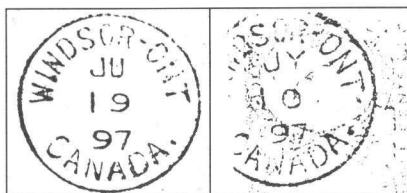
With such a broad range of measurement uncertainty, it is strongly recommended that the Kiusalas Gauge NOT be used when conducting philatelic research projects. A calibrated Instanta gauge is the most accurate measurement available today and values should be quoted to two decimal places.

Mr. Arfken advances another idea in response to various reader comments on his Kiusalas Gauge article published both in Maple Leaves and BNA Topics. He concludes that each different perforation wheel used on the Small Queen stamps falls on a Kiusalas number. On closer examination, this theory falls apart. Although there is some evidence that the perforation gauge on many NEW perforation machine pin wheels fall close to a Kiusalas number, these values change significantly soon after installation. In fact, we note many cases where stamps have different perforations on all four sides (compound perforations) often with none of them matching Kiusalas numbers. There have been numerous attempts to explain the perforation value changes, including paper shrinkage, multiple machines with different fixed pin sizes, etcetera. Most of these have been disproved while only one still remains credible in light of all logic, physical parameters, and actual measurements. It is the hypothesis that the pins become blunt and require periodic sharpening. Each sharpening shaves approximately one millimetre off the perforation pins resulting in a 0.10 increase in the metric perforation gauge. For a detailed accounting of this theory, refer to the Small Queen Study Group Newsletter (Vol-14, #1). This explains why only a small proportion of Small Queen perforations fall on Kiusalas numbers, why we routinely have

compound perforations, and why perforation gauges increase with time. I hope these comments have at least directed a few Small Queen students to exercise caution when either reading or publishing articles on this fascinating stamp issue.

### The Yellow Peril

### WINDSOR POSTMARK



Illustrated above are two strikes of the WINDSOR-ONT CANADA three-line circular date stamp. The first is a 'JU 19 97' free strike on the back of a registered cover, the second impression is on a 3c Jubilee dated three weeks later - 'JY 10 97'. This postmark is seldom seen, little known and is not like any of the examples in the J. Paul Hughes - Robert A. Lee proof book.

Member Joe Smith, a specialist in postmarks on the 3c Jubilee, explains that the hammer may have been used only for registered letters (which would account for its scarcity). Mr. Smith believes "the hammer was proofed as 'AM AP 9/87' so it was about ten years old at the time and does not seem to have worn much. Many such hammers of the period did not have a slot for time marks however, this one did hence they could create a three-line date."

Any member having covers and/or stamps with this marking are requested to report them to 'Maple Leaves.'





*Map cover - not what it seems*

**Fred Fawn**

**MAP AND RLS ON 'DOCTORED' COVER.**

The 'Maple Leaves' editorial of June 1992 (Whole No.238) gave a most interesting and timely notice on fakes and forgeries; Map covers are no exceptions to the old 'caveat emptor' adage. For instance:

There is an amazing similarity in the method of fabrication between this 'Map cover' and the fake cover reported by the Y. P. in 'Maple Leaves' April 1991, page 116.

Both are 2c Queen Victoria postal stationery envelopes, having prepaid the local letter rate. Both covers had been 'improved' after having passed through the Mail system - real stamps and 'R' cancels were posthumously added, thus transforming them into registered covers.

The difference between the two

fakes is that the Peter St. cover is very deceptive. It was made into a 'pretty' philatelic item with extensive colour frankings of four different issues, while the Beloeil cover was fabricated into a seldom seen double rate Map cover by adding a Map stamp and a 5c Registered Letter Stamp which had been out of print for ten years at the time.

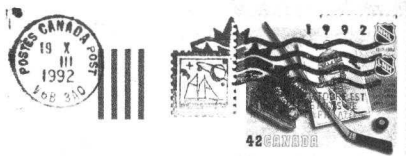
The 'R-in-oval' on the Peter St. cover is most likely genuine, while the 'R-in-circle' on the above Map cover is so crude that it should not fool anyone.

**Gerry Churley,**

**CANCELLATION-'OCTOBER IS STAMP MONTH'**

The Canadian Postal Administration could not have designed a worse cancellation unless it was their aim to destroy the bulk of the stamp to which it is applied. I feel we should register our thoughts on the Postal Advisory

Board's choice of cancel. Personally I do not think it will do much to encourage a person to collect used Canadian stamps.



One letter from a disgruntled collector would make little impression on the Canadian postal folk but maybe a missive from our Society would make a small dint.

*Editor's Note: The Editor cannot pretend to speak on behalf of the whole Society and life is too short to start collecting petitions. He does however share Gerry's sentiments and has written to Canada Post accordingly, at the same time taking the opportunity to sound off over the frequent mutilation of commemorative stamps that collectors so*

*kindly put on letters to said Editor. The stamps on Gerry's covering letter were not cancelled at all. This is nearly as bad! A 'right of reply' has been offered to Canada Post.*

Alan Spencer,

**'BRITISH MAIL BRANCH'  
- MONTREAL**

Some time ago I purchased the post card shown below. The stamp is cancelled with a postmark I do not recognise, i.e. 'British Mail Branch/ Sep 3 1912/ Post Office Montreal'.

A check through my reference material revealed nothing about this postmark. A similar blank has been drawn by the Society's Librarian, who kindly checked through his files.

If anyone can throw light on its possible usage I shall be delighted to hear about it.



Bob Bayes

### RARE 'AR' RATE

Below is the only recorded example of a single 20c Advice of Receipt (AR) card.

In August 1921 the Post Office introduced a new AR form in the shape of a small card. On 1 October, 1921, the fee rose to 10c if the registered item was sent at the same time.

The fee was 20c if acknowledgment of receipt was requested after the posting of the registered article. "In such a case the Postmaster, after filling in the information required on the card (care being taken to see that the 'original number' given the article at the office of posting and the date on which it was posted, are endorsed thereon), will send the card to the District Supt. of Postal Service".


Few requests were made for receipts after the registered article had been sent as the cost would be double.

Dean Mario

### A CHRISTMAS HUMBUG\* OF 1992

Canada Post Corporation certainly had a dismal Christmas last year. The error-plagued Christmas issue was cause for great concern and no doubt was responsible for many headaches. A printing mistake was discovered on the 42c and 84c values early on in the stamps' production. The umlaut, two dots over the 'e' in Noël, had shifted and was found over the 'o' by mistake. Officials attempted to correct the problem, blamed on a computer 'glitch', and subsequently destroyed over half of the production run. While the booklet stamps were seemingly unaffected, the regular stock was delayed for a few weeks.

However it appears that the rush to get the stamps to the public created another problem. Stocks of the 42c value, as the illustration shows,

ACKNOWLEDGMENT OF RECEIPT AVIS DE RÉCEPTION		STAMP OF OFFICE OF ORIGIN. Timbre du bureau, expéditeur.
"ORIGINAL" REGISTERED No. Numéro original de recommandation.)	<u>Hollyburn 146</u>	
RETURN TO Retournez à	<u>M. successful Clerk</u> <u>Hollyburn</u>	
<u>Mr Walter Gray</u> <u>Capilano</u> <u>Bt</u>	PLACE — Endroit.	
POST OFFICE DEPARTMENT, CANADA. Administration des postes, Canada.	COUNTRY — Pays.	

39 B—150,060—9-3-23.



appeared with one row of the perforations missing. Apparently the error was a minor one, so officials determined to circulate them anyway. One wonders if Christmas 1993 will bring the collector more 'goodies'.

*\*In this case, something sweet and tasty for collectors*

Mac McConnell

## CANADA TO N.Z. via U.K.

George Arfken's 'Registered to New Zealand' in Jan. 1993 Maple Leaves was excellent for supporting documentary references. I am very reluctant to take issue in the slightest way with it. One sentence, however, was almost, but not totally, correct. The restoration of the Pacific mail service (via San Francisco) in 1874 was not quite the end of the 'via England' mail from Canada to New Zealand.

There was a brief revival in 1939 and it came about thus: the Trans-Atlantic air mails from Canada and the U.S. began with the Pan American Airways service in June 1939 and strengthened with the Imperial Airways service on 10 August 1939. After the heavy philatelic mailings of the first flights it was used as an alternative to

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the Pacific sailings to ensure a quicker transmission time to further destinations. The cover illustrated used this route.

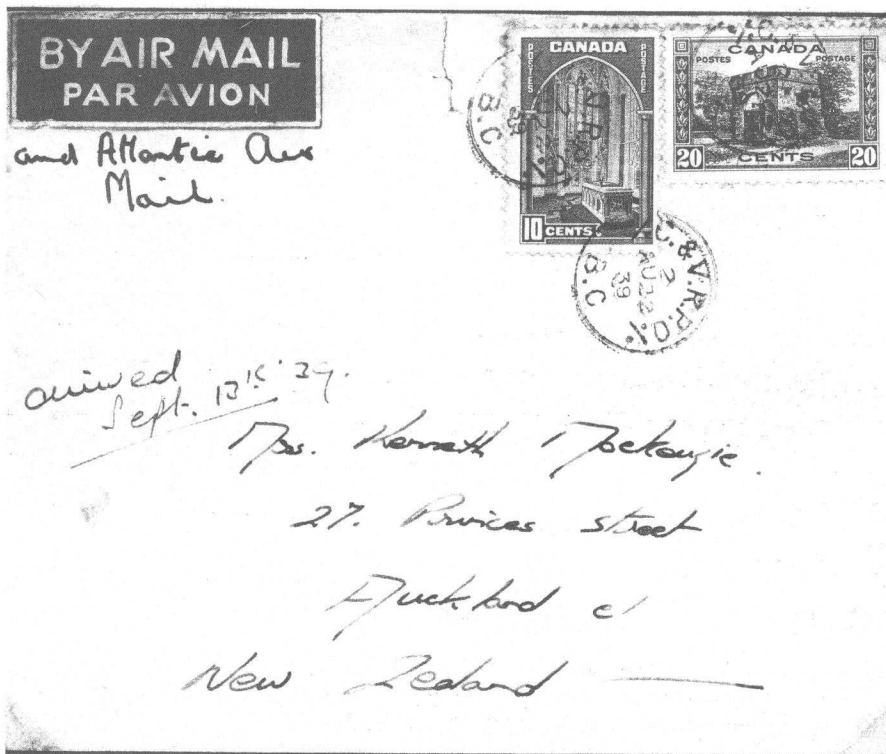
It was posted onto the %C&V RPO% / 2, i.e. eastbound, on 22 August 1939, rated 30c all the way. The Airmail sticker has been supplemented by a manuscript addition 'and Atlantic Air Mail'.

The 22 August date was too late for the San Francisco 16 Aug sailing and slightly early for the Vancouver sailing of RMS Aorangi on 30 August, arriving Auckland on 7 September. It would have gone for 3c by Pacific surface mails.

By going eastwards across the Atlantic to U.K. it connected at Southampton with the Imperial Airways service via Egypt, India and Singapore to Australia and then by TEAL to New Zealand where it arrived on 13 September, i.e. ahead of the Aorangi.

Whilst the letter was on its way eastwards war had been declared, on 3 September. Fortunately it was ahead of the immediate withdrawal of the Imperial services from the UK - Egypt sector and the drastic increase in air mail charges which followed.

There must have been some registered mail by this short-lived revival!



# AMENDMENTS TO MEMBERSHIP to 21 February 1993

## New Members

2678 D A IRELAND, 11 Berkeley Rd, Shirley, Solihull, W Midlands, B90 2HS. CS,CQ,PS  
2679 S J HUNDT, 6713 West Trail, Edina, Minnesota 55439, USA. C,FDC  
2680 Donald A URE, 6706 Emerald Lake Dr, Troy, Michigan, USA. 48098 BS,PH,PL

## Reinstated

2448 WALKER Miss A S

## Resigned

2647 Collins J P 2661 Randall R W. 2425 Torson B

## Deceased

1510 Bayley C H

## Change of Address

2640 BRYAN W, 32 Thirty-sixth Street, Etobicoke, ON, Canada, M8W 3K9.  
2364 BUREGA P M, 16 Aldgate Crescent, Nepean, ON, Canada, K2J 2G4  
2007 EICHELE M, c/o Philaclassica AG, Gerbergasse 24, Post Fach 563, CH-4001,  
Basel, Switzerland.  
2335 ESTOK Paul, 130 Wallace Avenue, Toronto, ON, M6H 1T5.  
2658 GUFFOG Peter H S, 62 St Thomas' Road, St Annes-on-Sea, Lancs, FY8 1JR.  
2671 HULLAND R J, Royal Tor, Redcliffe House, Petitor Road, St Mary Church,  
Torquay, TQ1 4QF.  
1825 HENNOCK Jim A, Correct surname to Hennok.  
1883 JARNICK J C, 108 Duncan Drive, Troy, MI 48098-4613, USA.  
2572 LEE A T, PO Box 1749,Tuggeranong, ACT, Australia 2901.  
2398 LEMIRE, Change Box No. to 2124  
1696 LEGGETT A W, 401 Queens Quay West, STE 709, Toronto, ON, Canada, M5V 2Y2.  
2601 MICHEL, S.C. 640 Sheppard Avenue, Suite 1201, Willowdale, ON, Canada, M2K 1B8  
2125 MALENFANT M G, PO Box 729, St Leonard, NB, Canada, EOL 1MO.  
2629 MONTGOMERY M B MBE, 76 Glen Eyre Road, Bassett, Southampton, S02 3NL.  
2630 MOULD J T, Correct Postal Code to TIJ 4K8.  
2382 NEWMAN Geoffrey R, 13 Scott Crescent, Perth, ON, Canada, K7H 3J4.  
2287 PAYNE Prof P L, 7 Kirkton Road, Westhill, Skene, Aberdeenshire, AB32 6LF.  
2619 PLANTE J,950 Therese Casgrain, Appt 141, Chicoutimi, Quebec, Canada, G7H 6K8.  
2127 REED J W, 85 Harris Road, PO Box 39, Delaware, ON, Canada, NOL 1EO.  
2674 THOMPSON R, 5500 Boul Plamondon #310,St Lambert, Quebec, J4S 1G7.  
2491 WASHINGTON Thomas, 1244 Skyridge St SE, Olympia, WA, 98503-1857, USA.

Revised Total 509

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