

ISSN 0951-5283
JOURNAL OF THE
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:

A. E. Stephenson, FCPS.

Edited by: David Sessions, FRPSL, FCPS.

36 The Chimes, Nailsea, Bristol BS19 2NH

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

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

Annual Subscription £10.50 - Due 1 October

Vol.23 No.5

OCTOBER 1993

Whole No. 245

EDITORIAL

These notes are being written shortly before travelling to Toronto for the annual convention of our sister society, the British North America P.S.

Having prepared an exhibit for the competitive display and, at the same time, done likewise for our own competition, I was given pause for thought. The problems in mounting the two exhibitions seem totally diverse. For BNAPEX the entries are limited to between two and ten frames (32 sheets and 160 sheets) and the problem concerns limiting the entries, in some cases, to less sheets than the exhibitor wants. The problem for organisers of the CPS competition lies in attracting sufficient entries to create genuine competition and provide compulsive viewing; yet our entries are

limited to a maximum of 18 sheets!

The CPS has always tried to avoid charging a convention fee to members, who pay only for their own accommodation, food and social events. This means that the competition has to be of modest size to avoid the very high cost of hiring adequate exhibition space. But the paucity of entries suggests that this, at least, does not constitute a problem.

Why is this? Are our friends in North America naturally more competitive, are we too diffident about the quality of our collections? Is this diffidence a contributory factor to the relative lack of success of our major sporting teams? Is the Editor rambling again.... ?

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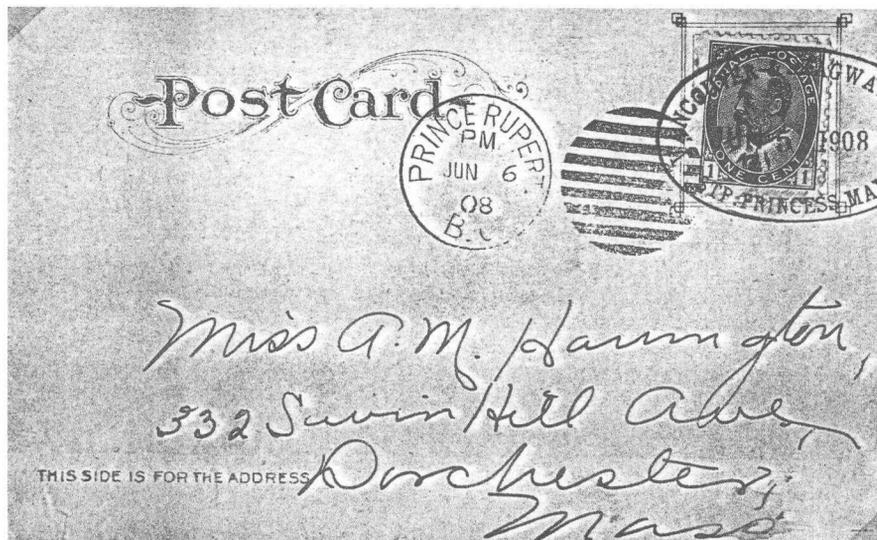
Bill Robinson gave a fine display of ship mail along the British Columbian coast at the Perth Convention in October 1992. The material was unfamiliar to many of those present and Bill kindly agreed to make his notes available to a wider audience. The pity is we are unable to reproduce the hundred or so slides Bill showed in the course of his talk.

SHIP MAIL ALONG THE B.C.COAST W.G.Robinson

During the latter part of the 19th century and the first half of the 20th, most of the mail up and down the B.C. coast was carried by local steamers under contract to the Post Office Department. The vast majority of these were ships of the Canadian Pacific Coast Steamships (and its predecessors the Canadian Pacific Navigation Co. and the Esquimalt and Nanaimo Railway Co.), the Canadian National Steamship Co. (and predecessor Grand Trunk Pacific Steamship Co.), and the Union Steamship Co. of British Columbia.

The Canadian Pacific and Canadian National ships were mostly on the main run between Vancouver or Victoria, Prince Rupert and Skagway, Alaska - with stops at way points. Union served mainly the mining, fishing and logging settlements off the beaten track along the Inside Passage. Canadian Pacific also serviced the west coast of Vancouver Island.

Much of the mail accepted or discharged at way points can be identified by ship markings - such as the oval 'Vancouver & Skagway R.P.O./ Str.PRINCESS MAY'.



The 'Princess May's' oval marking - Vancouver & Skagway R.P.O.

Some of these markings were officially sanctioned by the Railway Mail Service of the Post Office, and contain the 'R.P.O.' or 'T.P.O.' designations. These were usually registered in the Ottawa proof books. Others were the Ship's Purser's Office Stamp or Ticket Stamp, while still others are straight-line markings merely showing the name of the ship.

EARLY SHIPS

The earliest markings date from 1888-89, originating with the S. S. Sardonyx, purchased by the C. P. Navigation Co. in 1887, and used on the Victoria to Skeena River run until she foundered near Skidegate on the Queen Charlotte Islands, 13 June, 1890.

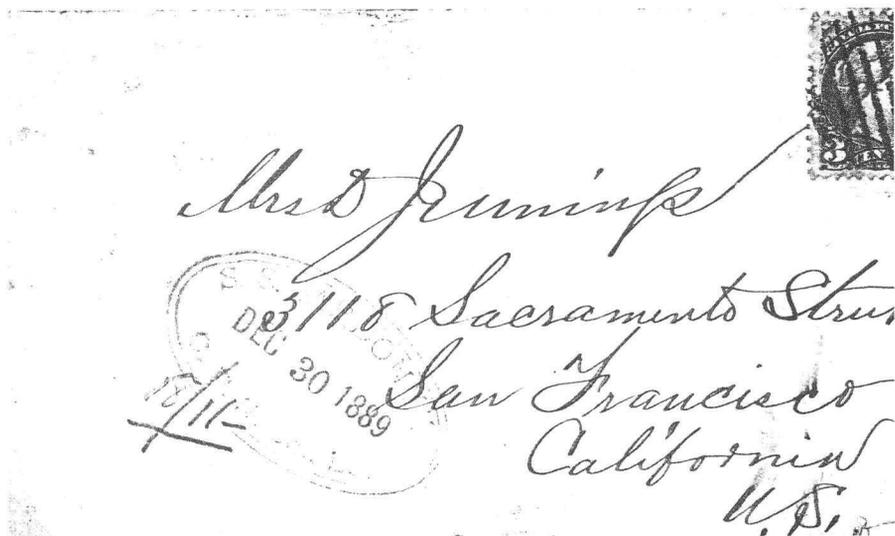
Another early ship on this run was the S.S. Willapa, originally owned by the Alaska Steamship Co., wrecked near Bella Bella on 19 March, 1897, salvaged and placed in use by C.P. Navigation.

A ship which covered the Sidney-Gulf Islands - Fraser River run was the S.S. Iroquois, which sank in a squall on 10 April, 1911 with a loss of 14 lives, while the S.S. Charmer of C.P. Navigation served the Vancouver-Victoria run for many years. This company, was purchased by the Canadian Pacific Railway Co. in 1905.

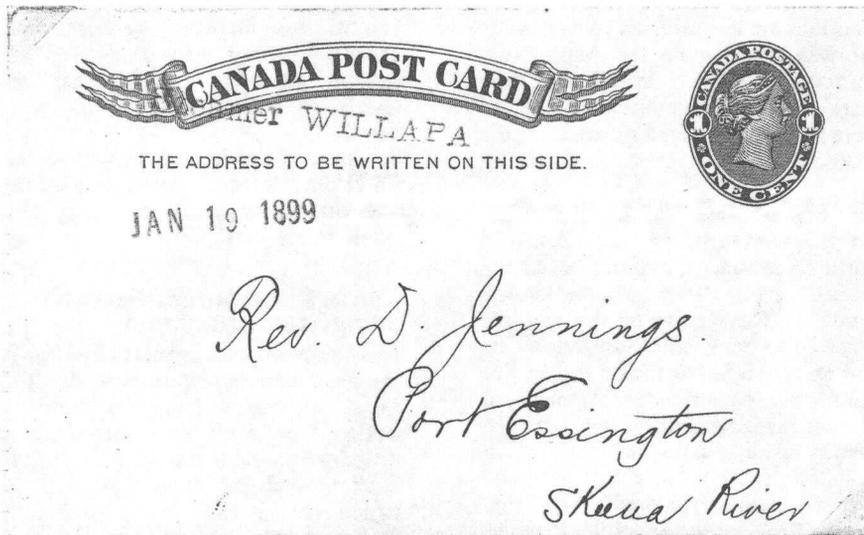
Some of the markings do not name a specific ship, while other markings do designate the ship. S.S. Queen City was a C.P. Navigation ship used on several runs; straight-line markings, from the west coast of Vancouver Island, the Vancouver & Naas River R.P.O. oval and the Vancouver & Prince Rupert R.P.O. oval are all recorded from this ship.

CANADIAN PACIFIC RAILWAY - B.C. COAST STEAMSHIPS

The S.S. City of Nanaimo worked mainly between Vancouver, Victoria



Double oval 'S.S. Sardonyx/C.P.N.Co.Ltd.' -latest recorded example, 30 December, 1889.



Straight line 'Steamer WILLAPA' - earliest recorded example, 19 January, 1899.

and Nanaimo for the Esquimalt & Nanaimo Railway, and later for the C.P.R., while the S.S. Princess Beatrice was used mainly on the Alaska run. S.S. Princess May was also a fixture on the Alaska run. The former is known to have featured the Victoria-Alaska R.P.O. double oval and the latter the Vancouver & Skagway R.P.O. oval.

Another C.P.R. ship on the Vancouver-Skagway run was the wooden S.S. Princess Royal built at Esquimalt in 1905-06.

A long time traveller on both the Gulf Islands and Alaska runs was the S.S. Princess Mary. She was built at Paisley, Scotland and later cut into two and lengthened by 40 feet. Both an oval marking and a rectangular purser marking are known from this vessel.

S.S. Princess Alice used a purser's ticket stamp on many trips to Alaska

and various oval markings. The Princess Louise was almost a sister ship to the Alice. She also served the Alaska run for many years and various rectangular markings are known.

The ill-fated S.S. Princess Sophia used a purser's ticket stamp in 1913-14; only two examples are reported. A straight line marking is also known during the same period. She ran aground on Vanderbilt Reef in Lynn Canal on 24 October, 1918 and sank the next day with the loss of all 343 aboard. This was the only major tragedy on the Alaska run.

One of the reliable ships on the Victoria-Vancouver run was the S.S. Princess Victoria. A 'Vic. & Van. R.P.O.' steel cds was used on this ship, and a few favour strikes of a purser's ticket stamp are known. Another ship on this run was the S.S. Princess Charlotte. Rectangular purser

markings are known from periods when she was relieving on the Alaska run. Vancouver 'Way Mail' machine markings are noted on mail received from the C.P.R. coastal ships during the 1930s.

S.S. Princess Norah was the last C.P.R. ship placed on the commercial north coast run (as opposed to Alaska cruises). A circular marking is known. When the C.P.R. gave up this run, she was sold to Northland Navigation Co., and became S.S. Northland Prince. She did not carry mail under that name, as by that time, all mail on the coast was carried by air.

The real orphan of the C.P.R. coast fleet was the S.S. Princess Maquinna which served the west coast of Vancouver Island for some 30 years. A rectangular marking is recorded in 1913, a straight line in 1939 and a circular marking in 1942.

Before leaving the west coast of Vancouver Island, we should also mention the Mail Packet Cox which ran between Alberni and Ucluelet about 1916-17. An oval marking is recorded, but little else is known about this small vessel.

GRAND TRUNK PACIFIC. later CANADIAN NATIONAL STEAMSHIPS
Before World War I, the Grand Trunk Pacific Railway Co. completed their transcontinental line to Prince Rupert, and placed two fast ships - the S.S. Prince Rupert and S.S. Prince George on the run from Prince Rupert to Vancouver, Victoria and Seattle. Oval markings inscribed 'Vancouver - Prince Rupert R.P.O.' and the ship name were originally used. Later oval, rectangular and straight-line markings are known.

The twin oval markings, were inscribed 'R.O.P.' in error instead of 'R.P.O.'. Despite numerous mishaps these two vessels served for 40 years.

Several smaller vessels, such as the S.S. Prince Albert, served the Queen Charlotte Islands and used rectangular purser stamp markings.

UNION STEAMSHIP COMPANY OF BRITISH COLUMBIA

This company was organized by British and local management in 1890, and the S.S. Cutch was obtained to start the service. One cover is known with a straight-line marking. S.S. Comox, Capilano and Coquitlam were built at Vancouver in 1891 using steel hull sections fabricated in Glasgow. Further vessels followed, and the company was awarded mail contracts, starting in 1906, covering canneries, mines and logging camps off the main run to Alaska.

The first markings are known from S.S. Comox in 1906 - the earliest being the oval 'Vancouver & Port Neville R.P.O.', 18 March, 1906. From 1907 to 1909 Comox used a straight-line marking.

S.S. Camosun has two straight-line markings known from 1906 to 1914. One example of another straight line with S.S. 'CAMOSUN' is known during 1908. An oval marking inscribed 'Vancouver & Prince Rupert/R.P.O./Str.Camosun' is known from 1908 to 1911, the earliest reported example being 22 November, 1908. Later this ship used a marking with several straight lines and no frame.

S.S. Cassiar also used a Vancouver & Port Neville R.P.O. oval, and one example is known, dated 25 June, 1909.

S.S. St. Denis was a small steamer chartered in 1909 to replace the first S.S. Venture, destroyed by fire. The latest known example of mail from this vessel is dated 2 November, 1910. As she foundered with all hands on 21 November, 1910, it is doubtful if a later example will be found.

S.S. Cowichan, built in Scotland in 1908, was employed on the Vancouver & Cracroft run. A Vancouver & Cracroft R.P.O. marking is known, as is a straight-line marking, similar to that of the early Camosun.

The second S.S. Venture was built for the Boscowitz Steamship Co. in Scotland, 1910. She became part of the union fleet in 1911. The only examples reported of 'Venture' markings are a dual inscription (1913), a straight line marking and a rectangular marking of 1931.

S.S. Chelohsin was built in Ireland in 1911. An oval marking is known from 1913 to 1917. A rectangular marking is known from 1928 to 1930, the latest reported example being 21 March, 1930.

S.S. Cheakamus was built in North Vancouver, 1913, and served from then until 1942. An octagonal ticket stamp is known during 1937.

S.S. Ballena was formerly the 'Joan' of the Esquimalt & Nanaimo Railway. She joined the Union fleet in 1914, and burned in 1920. One example is known of a straight-line marking - probably from 1916.

S.S. Catala was built in Scotland in 1925, and worked on the Prince Rupert and 'cannery' runs. A rectangular marking is known from 1926.

S.S. Cardena was similar to 'Catala' and operated the same runs. A straight-line marking is known from 1927 to 1930.

S.S. Lady Alexandra was an excursion steamer on Howe Sound, a rectangular marking is known from 1929 to 1931.

S.S. Lady Cecilia and S.S. Lady Cynthia were sister ships, originally British World War I minesweepers, converted in Scotland in 1925, for use as passenger vessels. They served Howe Sound until the 1950s. A rectangular marking dated 17 December, 1928 is known from the 'Cecilia', while an octagonal marking is recorded in 1931 on the back of a commercial cover. The front of the cover shows a straight-line 'Way Mail' marking, which is not often found on Union S.S. mail. Rectangular 'Cynthia' markings are known from 1931 and 1936.

S.S. Lady Pam was a small steamer built in 1883, and modernized for Union S.S. in 1935. One rectangular 1943 marking is known.

M/V. Lady Rose is a small vessel, built in Scotland in 1937. She served west Howe Sound for Union S.S., from 1937 to 1951, and now provides passenger, mail and freight service from Port Alberni to Tahsis and way points on the west coast of Vancouver Island. A rectangular marking is known from 1937 to 1940, while a 1987 cachet celebrates her 50 years of service. The cachet has been noted in use up to 1990 without the 1937-1987 inscription.

It is hoped that this brief survey of the ships and some of the markings used will give readers some insight into mail delivery on this rugged coast during the period in question.

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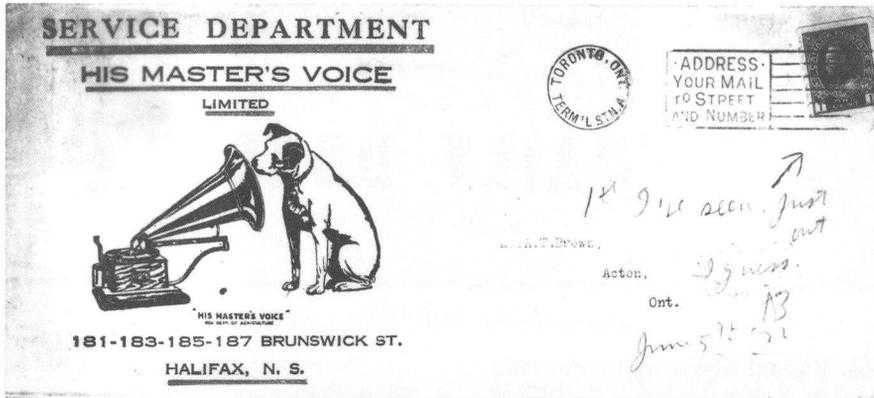
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SWEET MUSIC


The Yellow Peril

Photos by 'Super B'



Nipper and the gramophone.

I just couldn't resist adding this most attractive, large, green and red 'HIS MASTER'S VOICE' illustrated advertising cover to my music collection'. The cover depicts 'Nipper' the dog listening to a sound reproducing machine. This world-famous trademark is from an 1899 painting by the British artist Francis James Barraud. Over time, the popular painting of Nipper became possibly as well or even better known than the Mona Lisa!

The artist's brother, Mark Henry Barraud, had a bull-terrier - named Nipper because of his habit of nipping at children's and visitors' heels. After Mark died, Nipper went to live with Francis. It was during the early days of phonographs when waxed cylinders were used. Barraud noticed how the dog cocked his ears and listened whenever the phonograph 'talked'. Whether one of the voices resembled that of the dog's master is not known but Nipper's intense attitude gave

Francis the inspiration for a picture. He painted Nipper listening to the phonograph and entitled the work 'His Master's Voice'.

Thinking that the painting might interest phonograph manufacturers Francis took it to a business then prominent in the sale of wax cylinder machines. Strange as it may seem, they were not impressed. He next approached the Gramophone Company who asked him to substitute a disk gramophone for the cylinder phonograph in the painting. In 1900 the company bought the revised painting and its copyright. That same year, Emile Berliner, inventor of the microphone and the disc record, registered 'Nipper' as a trademark - first in the United States and subsequently in Canada, thereby commencing Nipper's rapid rise to fame.

'Daily Dozen' is the name of a



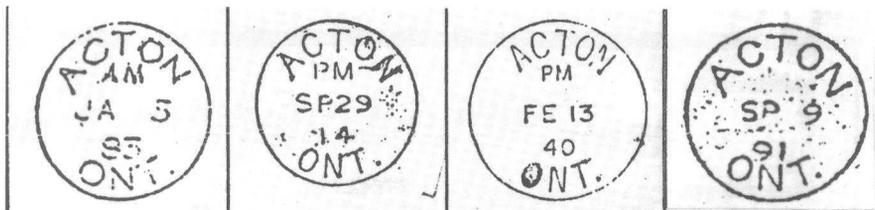
Acton June 5 22 backstamp and 'THE "DAILY DOZEN"' (in red)

song. Richard Myers wrote the music and Leo Robin the lyrics. In 1928 it appeared with other songs such as "We Might Play Tiddle de Winks" and "He Man" in a musical with the bizarre title "Hello Yourself!" The fact that there are so few references in print to this musical production suggests to me the reviews were poor and the "Daily Dozen" no hit single. Apparently, "Hello Yourself!" etiquette did not have much appeal for polite audiences of the time.

The above unsealed envelope, prepaid by a 1c (for printed matter) yellow Admiral horizontal coil stamp, is tied by a dateless Toronto hub "ADDRESS YOUR MAIL TO STREET AND NUMBER" slogan cancellation. It is sent to Mr. A.T. Brown, Acton, Ont. and is backstamped 'ACTON JUN 5 22 ONT.' I was just about to improve the appearance of the cover by erasing the pencil note when I saw the arrow pointing to the stamp. Mr. Brown, the addressee, must have noticed the new yellow coil stamp as soon as he received the letter for he annotated the cover "1st I've seen. Just out I guess. AB June 5 22."

The printed matter rate of 1c per 2 ozs. to Empire and UPU countries was increased to 2c on 1 October, 1921. In accordance with UPU regulations the colour of the existing 2c red stamp was changed to green; and to avoid having two green Admiral stamps simultaneously, the colour of the 1c green stamp was changed to yellow. The 1c yellow stamp, however, was not issued until eight months after the change of rate, on 7 June, 1922.

The date of issue of the 1c yellow coil is not known. Member Hans Reiche states on page 37 of his 1965 'The Admiral Stamps of 1911-1925' that: (1) the Philatelic Agency has no record when this stamp was issued; (2) Holmes gives it as 1922; (3) but it is believed that they were issued earlier because the UPU letter and printed matter rates were changed around 1st October, 1921. Mr. Reiche's belief that the yellow coil stamp was issued earlier may not be too far-fetched after all. As a matter of fact, 5 June being two days earlier than the accepted first day for the regular 1c yellow stamp opens up the matter of the 7 June, 1922 date for further research. Coil stamps usually appear at the same



Full circle proof strikes of the Acton hammer.

time or shortly after the regular stamp - not before. Furthermore, since 5 June in 1922 was a Monday, the new coil stamp would have had to be purchased on the preceding post office business day, Saturday, 3 June, if not before. (Heaven only knows when the coil stamps were delivered to Toronto's Terminal Station A.)

Even the postmarks check out. The Acton backstamp (with its time indicia removed) is convincing and matches the 1914 proof above. As to the "ADDRESS YOUR MAIL TO STREET AND NUMBER" machine cancellation, this slogan was first put to use at Toronto in 1922 (Maple Leaves, April 1957, Whole Number 47 page 254). Member Dan Rosenblat advises that it was used as early as 27 May 1922 - also from Terminal A.

After weighing the facts, I am inclined to rule this cover provocative-indeed positively erotic. As an Admiral enthusiast and a bit of a first-day nut and music lover, I find this treasure more than sweet music to my ears

Acknowledgements

Thompson Consumer Electronics Canada Inc. and the Wall Street Journal are acknowledged for their kind assistance. Thanks also to Miss Ann Allan of the Don Mills Public Library for her painstaking research into behaviour manners of the twenties. A very special "thank you" to Mr. Oliver Berliner for the gift of the Nipper story and for providing so much interesting information on his grandfather's creation.

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Levine, Richard and Simon, Alfred. **Songs of the Theatre.** New York: The H.W. Wilson Company, 1984.

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Footnotes:

1. *Dateless hubs, hubless machine cancels, and circular date stamps with time indicia removed are not uncommon in this class of mail.*
2. *In 1987, Germany honoured Emile Berliner with the stamp '100 years of Disk Records'.*

EDITOR ON THE MOVE

A preliminary warning to all readers and contributors - I shall be moving to Worthing in mid-November. The provisional date is 18/19 November and response to correspondence, for several weeks around that time, will be more tardy than usual. The new address will be: 99, Offington Ave., Worthing, W. Sussex, BN14 9PR



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

NUMERAL ISSUE
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O.H.M.S. PERFINS
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THE 'ROYAL' LINE, (1910-14) L.D. (Mac) McConnell

The success of the integrated CPR line of railways and steamships, especially as the prairie and western provinces opened up and large scale immigration developed, prompted the Canadian Northern Railway to expand in the years prior to the first World War.

Whilst the CNR was progressing from its hitherto restricted prairie province territory it also moved into shipping. Maritime operations were served by two subsidiary companies; the Uranium Steamship Co. and Canadian Northern Steamships Ltd. The first operated a number of secondhand vessels on a Rotterdam - New York run via Halifax.

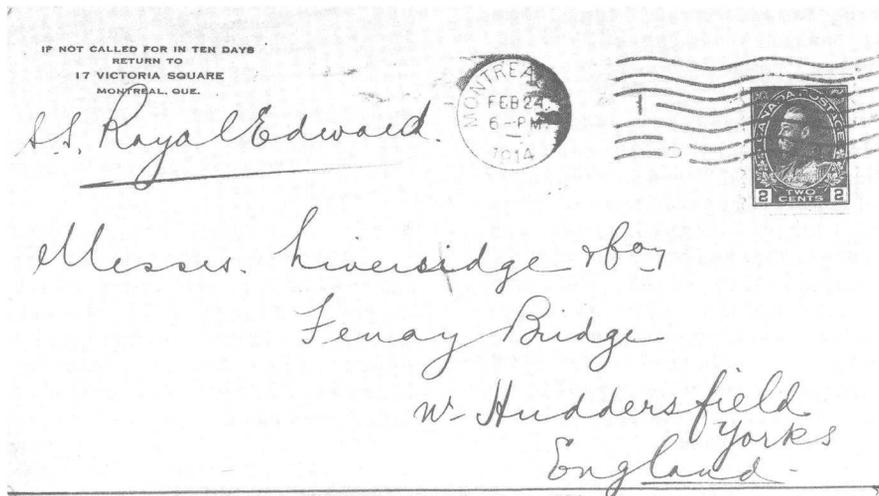
The Canadian Northern Steamships operated a fortnightly

passenger and mail service from Canada to Avonmouth (U.K.) and was more widely known as the Royal Line. The fleet consisted of two sister vessels, the 'Royal Edward' and 'Royal George', each 11,150 tons, 526ft (160m) long by 60ft (18.25m) beam.

The Canadian Post Office awarded the Canadian Northern Steamships Co. a contract for the fortnightly service and this opened when the Royal Edward sailed from Avonmouth on 12 May, 1910.

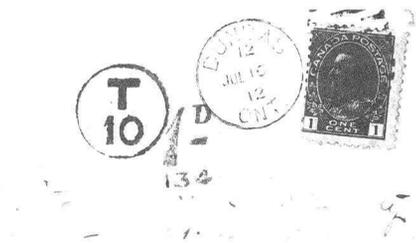
Avonmouth, as a terminus, had been made possible by the completion of the Royal Edward Dock and remained the eastern terminus throughout the life of the line.

Sailings were to Quebec and



Montreal to Huddersfield (England) per SS 'Royal Edward' leaving Montreal 26 February, 1914.

Montreal, with a call at Rimouski, during the eight months of the year when the St. Lawrence was open to navigation. The winter terminal was originally Halifax until December 1913 when it was changed to St. John NB.



Short-paid postcard from Dundas to Cowes, Isle of Wight (England) with Canadian T10 and UK 1d/134 of Bristol as port of entry. Not designated but almost certainly carried by 'Royal Edward' ex Montreal, 18 July, 1912.

The 'Royal' pair were popular despite a tendency to roll heavily during bad weather which earned them the nicknames 'Rolling Edward' and 'Rolling George'.

On her maiden voyage 'Royal Edward' crossed from Avonmouth to Rimouski in 5d 22h 45m (19.1 knots) but normal passages averaged 6 1/2 days (17 1/2 knots). For speed, comfort and reliability they compared well with the Liverpool Mail service. Only one mishap occurred, when the Royal George became stranded approaching Quebec on 9 November 1912 and appeared destined to be trapped by ice but was unexpectedly refloated just before the river froze.

Both vessels were requisitioned for troopng in October 1914 and for a short while the service was maintained by substitution of the Uranium

company's ships 'Campanello' and 'Principello' until it closed down completely.

The Royal Edward was torpedoed by UB14 on 13 August, 1915.

Mail can be found directed for carriage by the 'Royal' ships. Other eastbound mails carried can be identified if shortpaid, by the postage due marks of Bristol (134) applied on entry to the UK postal system as it was the only North Atlantic line into Avonmouth at that time.

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BRISTOL.	ROYAL GEORGE, May 26
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For full information write to Canadian Northern Steamships, Ltd., Bond Court, Walbrook, London, E.C. or to West End Office, 65, Haymarket, London. H.W.: Chapel Street, Liverpool; 141, Corporation Street, Birmingham; 65, Baldwin Street, Bristol; or to Local Agents, Hardy, Hodder and Son, 75, Queen Square; E. G. Langley, 17, Morley Road, Bodminster; and H. W. Gapper, 2, Cromwell Road, Bristol.	

Advertisement in the 'Western Daily Press' (local Bristol paper) of 3 May, 1910, concerning the inaugural sailings from Bristol.

Mails from some New England states of the U.S. were carried by the 'Royal' Line after transit through Canada. Underpaid items usually require some identification by Canadian markings in addition to Bristol entry marks.

Canadian Northern Railways did not reach the Pacific coast until 1915 and the Company was in liquidation by 1917 so the Atlantic service was never revived after the War.



Short-paid postcard from Marlborough, Mass., to Cheltenham, England with Canadian T10 mark applied in transit and Bristol 134 1d due mark on entry to U.K. Almost certainly carried by S.S. 'Royal George' ex Halifax, 10 December, 1910.

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A Bo(e)ring Squared Octagon Robert Lunn

Map stamp collectors are fortunate to have had two important historic events take place during its usage that have helped to enhance the rich postal history surrounding this issue. One event was the lowering of the postal rate between countries of the Empire from five cents to two cents (Imperial Penny Postage); the other, the one I would like to touch on in this article, was the Boer War.

Collectors have undoubtedly seen examples of the colourfully illustrated Boer War Patriotic Covers. What many collectors may not have seen is a Canadian stamp bearing a South African cancel. In fact a cancel from within the war zone. Figure 1 shows a map stamp having an Orange Free State squared octagonal cancel from Ficksburg, dated 17 July, 1900. The squared octagon is a variation of the better known squared circle.



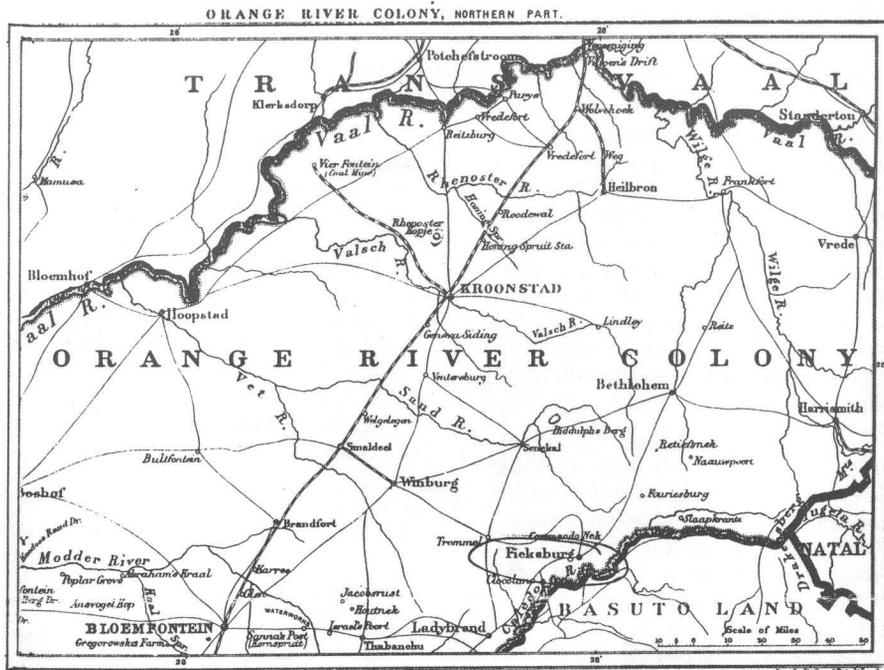
Figure 1 - South African postmark on map stamp

Canadians arrived in South Africa in November of 1899 and fought until the spring of 1902. There were 1019 contingents in total. One of the best known battles that Canadian soldiers were involved in was the battle at Paardeberg. However it is likely that Canadians fought elsewhere in South Africa as well, presumably under the command of British officers. The question I have been trying to answer is whether any Canadians fought in or around the town of Ficksburg.

Between 8 July, 1900 and September, 1900 there was a major battle at Brandwater Basin, Orange Free State. Lieutenant - General Sir Archibald Hunter was overall commander of the forces converging on Brandwater Basin. Hunter was a shrewd leader and had been a major player in the defence of Ladysmith earlier.

Hunter was of the opinion that the Boers were planning to break out of the Basin by Ficksburg and a road to the west. On 23 July attacks began on the two northern passes. Final surrender of the Boer commander, Prinsloo, came on the morning of 30 July, 1900.

All this brings me back to the stamp shown in figure 1. It would appear that the stamp was used on mail that originated or terminated in Ficksburg during the early stages of the battle of Brandswater Basin. Could Canadians have participated in this battle? As Ron Winmill states: "Canadian or any other foreign stamps had no postal validity within South Africa". Therefore what led to this



Printed 1900

Figure 2. Map courtesy of J.C. Campbell

stamp being cancelled by the Ficksburg squared octagonal cancel? Perhaps the patriotic feelings evoked by the stamp (boldly depicting the empire in red and having the patriotic line 'WE HOLD A VASTER EMPIRE THAN HAS BEEN') led to a soldier placing the stamp on a piece of correspondence home, while writing of a battle that was going well.

In Billig's Philatelic Handbook (p 120) the occurrence of foreign stamps used within South Africa is explained as follows:

"covers are known franking correspondence originating within the war zone. These should be considered on their

merits as philatelic desiderata or curiosities having regard to family ties and friendships temporarily severed by war. These are exclusive of the normal F.P.O. channels."

Fellow CPS member J.C. Campbell could not find any specific references to Canadian troops in Ficksburg but said it was "not unlikely" that some were in the area. Interestingly Mr. Campbell had received a query regarding a Canadian soldier who died at Winberg, South Africa, during the Boer War, a distance of only 60 miles north east of Ficksburg (Figure 2).

Continued on page 163

FIFTY YEARS AGO - OCTOBER, 1943

Kim Dodwell

In the summer of 1941 there was doubt in Britain as to the exact intentions of the Japanese. In the hope of adding weight to the factors deterring them from entering the war, it was decided to reinforce the Hong Kong garrison. British troops were already fully occupied elsewhere, so the Canadian government was asked to send two battalions and a brigade headquarters, which they did in November.

The freshly arrived Canadians, 1975 in all, had little time to settle down and complete their defensive positions before the Japanese attacked Pearl Harbour on 7 December, and Hong Kong the next day. The small garrison was overwhelmed after a gallant fight, and for the 1685 surviving Canadians there started nearly four years of captivity under the most appalling conditions. By the war's end, 267 of these young men had died in captivity.

Mail from Canada to the prisoners is not particularly rare, partly because much of it was held back by their captors and never delivered, to be found in unopened bags by the rescuing Allies in 1945. Surviving mail going in the opposite direction, from the camps to Canada, is scarcer, and I make no apologies for the condition of the cover illustrated. It is an envelope specially printed for use by the POWs and was sent by Jack Rose, who was in the 'H' Camp. The Japanese characters on the right read 'POW Mail', and those on the left form the oval chop 'kanji' of the Hong Kong censor, with the transparent sealing strip of the Canadian censor (no.444 - Ottawa) stuck over it.

The Swedish-American ship 'Gripsholm' completed two voyages carrying internees, mail and Red Cross parcels, meeting Japanese ships in the neutral ports of Lourenço Marques and Marmagoa on the first and second voyages respectively, under arrangements made by the International Red Cross. However, the ship arrived back in New York from these exchanges on 25 August 1942 and 2 December 1943, so this cover did not travel on the 'Gripsholm'.

The other route by which POW mail to and from Japan travelled was via Russia, which remained at peace with Japan until after the war with Germany had been won. Mail was exchanged at the Anglo-Russian check point in northern Persia, but I have been unable to find out how mail from the Canadian prisoners travelled from there. If it was bagged separately, it would have been treated as North American mail and sent across Africa to Lagos, thence to Natal (Brazil) and up to Miami, New York, Montreal and Ottawa. If however the Japanese had bagged the mail from Canadians together with that from the British Hong Kong POWs, then it would have gone through North Africa to Gibraltar, Lisbon and Britain. Although not endorsed for air mail treatment until the cover reached Ottawa, it would have almost certainly been given airmail status as far as Britain: Hopkins ('A History of Wreck Covers') describes a BOAC flying boat crashing in Co. Derry, Eire, on 28 July 1943 carrying 30,000 letters from British POWs in Japanese hands; this would have been mail arriving from Russia.



For anyone wishing to know about Hong Kong Canadian POW mail, the Centenary Anthology of the Canadian Military Mail Study Group of BNAPS (available through Bob Lee @ £18) has two good articles; one on the 'Gripsholm' transfers by Rich Toop, and the other by Ken Ellison on the subject in more general terms. In the latter there is an illustration of a cover from Hong Kong to Canada that had a

10c Special Delivery stamp affixed in Ottawa in August, 1942. This cover was from the first batch of mail received from the prisoners, and the Special Delivery treatment was a measure of its importance to Canadians. By the time my cover arrived in Canada the excitement must have died down, and a 7c air stamp, paying for the airmail service within Canada, was deemed sufficient.

Continued from page 161.

I would be interested in hearing from other Maple Leaves members who may have some additional knowledge of Canadian participation during the Boer War. Also it would be interesting to hear from any other collectors who have examples of Canadian stamps bearing South African cancels.

Acknowledgments

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For the postal historian the interest of covers and letters is primarily in tracing routes and rates, together with a study of postal markings. The contents of letters, especially from the early days of the postal system, may reveal historical details of significance, apart from the postal markings. The letter depicted here is one such, describing the hazards endured by an early immigrant to Canada, including an account of quarantine arrangements on the St. Lawrence. We hope to publish several further letters, perhaps other readers also have historical letters....

CANADA TO THE UK FORWARDED TO FRANCE

Dorothy Sanderson FRPSL, FCPS and Malcolm Montgomery MBE

The letter illustrated was written by a young man in Canada, George Jeffery, and sent to his mother in London; it describes his voyage to North America, an outbreak of Cholera on board the ship (and a 'remedy' made available by a fellow-passenger) the quarantine station near Berthier in the St. Lawrence, and the Cholera epidemic in Quebec in 1832. It travelled through the Queenston and Lewiston Exchange Offices, thence to New York for a private sailing ship to Liverpool. It was delivered to Mr Jeffery senior in London and was then forwarded from London to Boulogne, where George Jeffery's mother was on holiday, that summer of 1832.

The markings on the entire are quite complex and are explained below-

Reverse:

'LIVERPOOL SHIP LETTER'
Willcocks M1, boxed; red circle
London arrival, 'SE 5 1832';
incomplete black double-circle
'BOULOGNE', and a note: 'Recd at
Boulogne, Sept. 8 1832'.

Obverse:

Red double circle 'HAMILTON UC'
with manuscript date, 30 July 1832;

indistinct red 'LEWISTON' and 'U.S.P.
Paid 25', in red. 'ANGLETERRE PAR
CALAIS' two-line, in black, and
incomplete black double-circle
'CALAIS SEP'.

Rates:

British North America:

Hamilton to Queenston (less than 60 miles):	4 ¹ / ₂ d Cy.
Ferriage:	2d Cy.
Total:	6 ¹ / ₂ d Cy.

United States:

Lewiston to New York (over 400 miles) 25c:	1s 3d Cy.
Total prepaid in Canada:	1s 9 ¹ / ₂ d Cy.

United Kingdom

Ship letter fee:	8d Stg.
Inland postage (170-230 miles):	11d Stg.
Total collect in London-	1s 7d Stg.

London to Calais

(prepaid, red manuscript):	1s 2d Stg.
----------------------------	------------

France:

Calais to Boulogne (collect, black):	12 decimes.
Of this, 6 decimes was sea postage (black handstamp).	



The edited contents of the letter are as follows:

"Hamilton (Gore District) Upper Canada
July 22. 1832

Dearly beloved Mother

I parted from you on the 23d April & should have taken the opportunity of sending you a line by the Pilot, who left us off Deal the following day, but I was not prepared for so early an opportunity; & indeed, having parted but 24 hours previously, I should have had little to communicate - We had 30 Emigrants in the steerage & 4 Passengers besides myself in the cabin - You know we had 2 Wesleyan Missionaries, one of whom (Mr Newlove) my Father saw and spoke to; he was a promising young man but has since died at Montreal of the Cholera Morbis - The 2 Missionaries used to perform Church of England service every Sunday during the passage, & their good example & pious deportment had the most beneficial influence throughout the ship during our voyage - Mr Sifton (a Cabin Passenger who is come out to sell Morison's Pills) cured the Cabin Boy of the Cholera by means of these pills - I saw the cure, and (under God) am now and have been since I left you in perfect health by the continual use of these same pills..... We arrived at the quarantine ground

on 1st June, when we were ordered 3 days quarantine: now the wind (N.E.) was at that time most favorable being sufficiently high to carry us to Quebec in 3 hours if we had not been obliged to stop, but not being too violent; the next morning; however, this same wind increased to a hurricane, broke 5 cables of our Ship & obliged our Pilot to take us into a small harbour or pool at Berthier for safety - Gros Isle (the Quarantine Station) is 30 miles below Quebec - Berthier 24 miles below Quebec - This poor Pilot was drowned in this tremendous River 4 days after and I understand that many Pilots & others perish yearly in the same way - The Thames can give no conception of the St Lawrence - but I have not room for description - We could not get off shore for three weeks the water being sufficiently high to float us in that situation only every Spring tide - we missed getting off the first Spring tide and succeeded the second - The hurricane lasted 10 days, during which time many ships were damaged exceedingly, & some entirely lost by its violence - Whilst at Berthier, we heard that the Cholera was clearing Quebec of its population & indeed I had most ample opportunity of judging what this scourge can do, when 3 weeks afterwards I myself saw at Quebec the Deadcart at every hour day and night drawn slowly through the deserted & silent streets piled up with dead

corpses and some half-alive wretches who, 'ere dead, were confined and buried - You may easily suppose, such being the state of Quebec, that I had no means of getting forward, as no man could venture by land or water to Quebec at that crisis; so that I could not get any luggage forward..... I arrived at York July 12, having stayed at Montreal 3 days..... York is flat & unhealthy, as is almost the whole of Upper Canada, the inhabitants being very subject to the Lake Ague & Fever - As soon as I could get my luggage up to York from Montreal by the boat (which boat takes 2 Weeks to perform that distance) I proceeded to Hamilton and called on Mr McNab who readily, on the introductions which I produced, accepted my services..... I am sorry to find Religion at so low an ebb in America; it is indeed almost despised: there is as yet no place of worship at Hamilton except a small Scotch Chapel. I do not know how it comes to pass; but the 3 young men in

the office, Mr M. & all about seem unusually good people & are honorable & in high estimation, & yet openly laugh at all Religion as humbug, and I have met with a thousand examples of the same kind thro' Canada,..... I have yet many things more to tell you which I must altogether omit, indeed I have no room to tell you of the Ice Spring in Summer which furnishes hot water in Winter & many other natural wonders. Whenever, my dear Mother, you think of me, remember that God sees me & preserves me: I feel it, I know it: He has kept me in sound health, whilst in every part of Canada hundreds have fallen & are now falling Victims to the Cholera. He has privately counselled me when I have asked his advice. He has evidently befriended me in many plain instances. I cod. particularize, but have no more room. May He be always with my dear Mother & Father & Brothers & Sisters, is the wish of Your most affectionate & dutiful son."

George



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THE PEOPLE ON THE STAMPS - SAMUEL HEARNE

Alan Salmon

*On that journey, moving slowly,
Many weary spirits saw he,
Panting under heavy burdens,
Laden with war-clubs, bows and arrows,
Robes of fur, and pots and kettles,
And with food that friends had given
For that solitary journey.*

'The Song of Hiawatha'

Henry W Longfellow.

Samuel Hearne was the first European to travel overland to the Arctic Sea. The 200th anniversary of his journey is commemorated on the 6c stamp issued in 1972 (SG 682, SS 540). It depicts the map, from his journal, of the region at the mouth of the river he called the Copper Mine.



Hearne was born in London, England, in 1745; his father, the senior engineer of the London Bridge Water Works, died when the boy was three years old. After some elementary education he joined the Royal Navy at the age of 11; probably because of a need for employment rather than to satisfy a desire for fighting and heroics. He served as a midshipman and was in action against the French in the Seven Year War (1756-63). Leaving the Navy at the end of the war we next know of him when he joined the Hudson's Bay Company (HBC) in 1766.

On the Bay

His first appointment was as the mate of the 'Churchill', based at Prince of Wales Fort (Churchill MB), which was engaged in trading with the Eskimos. Two years later he became mate of the 'Charlotte', engaged in whaling. In 1768-69, whilst at the Fort, he improved his navigation by watching, and presumably assisting, an astronomer who was observing the transit of Venus between the Earth and the Sun. Captain Cook (SG910,SS 763) led an expedition to Tahiti as part of the co-ordinated effort to observe the transit.

The Governor of the Fort was Moses Norton, the son of an Indian and of a previous Governor. In 1768 Indians, coming to trade, brought pieces of copper; they said the source was the great river running into the north sea. This excited Norton, he went to London and persuaded the HBC Committee to authorise an expedition to discover the source of the copper and to chart the land between the mine and the Fort. Norton chose Hearne to lead the expedition but planned the operation and selected the members himself. Besides Hearne, there were two white cronies of Norton, two Crees employed by the Company and several Chipewyans to carry Hearne's

baggage; the leader of the Chipewyans was to act as a guide. Little food was provided, the expedition was to live off the land, and it departed late in the year.

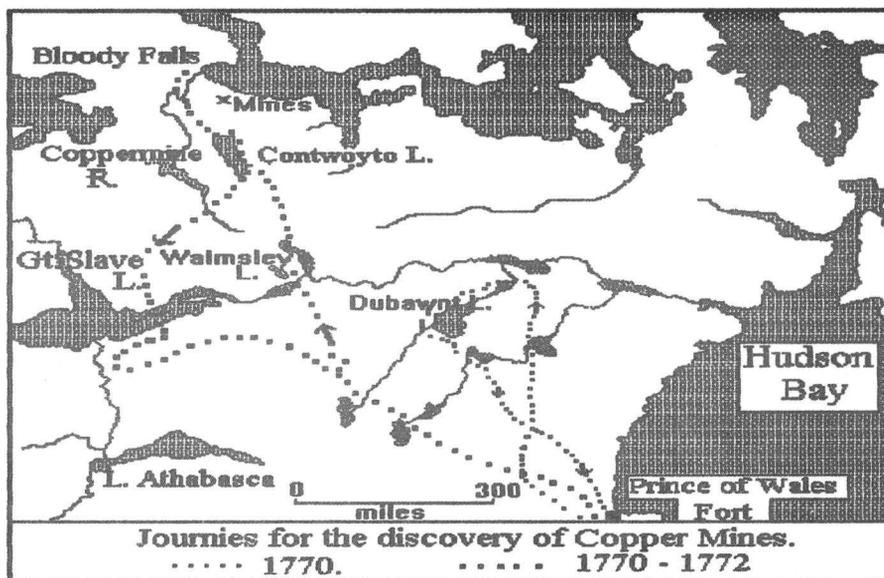
Try and Try again

They left on 6 November 1769; by 11 December Hearne was back at the Fort having been robbed and deserted by the Chipewyans some 200 miles to the north-west. The five HBC men had suffered considerably from the cold and hunger. Hearne arrived 'to my own great mortification and to the surprise of the Governor. Thus ended my first attempt to find the grand river of the copper mines'.

More Chipewyans had arrived at the Fort whilst Hearne was away, one said he had been near the river. Norton engaged him as the guide for a second expedition and decided that no women should travel with the party. Hearne says Norton 'well knew that we could

not do without their assistance for hauling our baggage, dressing skins for clothing, pitching camp, getting wood, and for other purposes'. The feminist movement may well have begun in the NWT of Canada!

Hearne set off again in February 1770 with two Crees and three Chipewyans; he had insisted that no other European go as they were no help. He was carrying a 60 lb pack, including his quadrant for estimating latitude. By mid-July they were on a great watery plain, deep into the rocky, tundra region known as the Barren Grounds. The weather had been bad, snowstorms in July, and food had been scarce. 'We often fasted...once upward of seven days, during which we tasted nothing except a few cranberries, scraps of old leather, and burnt bones'. Two factors did not help; when they killed a large animal they could feast but did not have sufficient man (or woman) power to carry the remains with them, and the



Chipewyans they met would give food to Hearne's Chipewyans but not to him and his two Crees.

His guide said that they could not reach the river that year and that they should winter with the Indians they had met, especially as there were many caribou in the region. The expedition then followed the Indians, who went wherever the roving caribou went. They were led west to Dubawnt Lake; when they were 450 miles from the Fort double disaster struck. On 12 August a gust of wind blew down his quadrant, it was broken and of no further use. That same day six Indians stole all his belongings, including his gun; he put up no fight. That night he decided to return to the Fort with Chipewyans who were bound there with furs. On the return journey the hunting was good but the weather was bad; Hearne and his Crees were extremely cold as they had no women to make suitable clothes for them and the Chipewyans would neither trade clothes nor allow their women to help.

Matonabbee

Fortunately the party met an Indian, Matonabbee (SG 1319, SS 1233), who had worked at the Fort for several years where he had learnt English. His parents were Chipewyan, his mother had been a Cree captive. He was six foot tall and a great hunter; Hearne said 'he combined the vivacity of a Frenchman and the sincerity of an Englishman with the gravity and nobleness of a Turk'. He had shown such qualities that he had been sent as an ambassador from the Fort to ensure peace between the Chipewyans and Athabaskan Crees; both traded at the Fort and were usually at war. He made several visits to the tribes, displaying great bravery, and eventually succeeded in establishing

peace, to the benefit of the Indians and the HBC. Matonabbee ensured that Hearne and his Crees were well-clothed and they travelled together part of the way to the Fort. En route Matonabbee asked Hearne if he would try again to reach the mines, Hearne said he would if he could find a reliable guide. Matonabbee offered to be his guide as he had been in the region the previous year; the scene was set for the final attempt.

The Copper Mine

Hearne arrived back at the Fort on 25 November 1770, after nine months of hard travelling; on 7 December he was away on his third attempt. The saga was familiar, intense cold and days without food, but now when they caught a large animal they had enough women to carry the remains with them and Matonabbee's leadership was first-class. They kept close to the forest until mid-April when they went north, moving with the caribou. At Walmsley Lake, Matonabbee arranged for most of the women and the children to camp whilst a striking force went forward, light and fast. Hearne was now aware that the Indians were going to attack the Eskimos who fished for salmon in the Coppermine. Hearne protested, but eventually, fearful for his life, he told them he 'did not care if they rendered the Eskimos extinct'.

They were joined by some Copper Indians and the war-party, now some 150 strong and travelling up to 30 miles a day, reached the river on 14 July. There the Indians found a camp of about 20 Eskimos; men, women and children were killed, 'they all fell a sacrifice to Indian barbarity'; Hearne 'stood neuter in the rear'. He moved in with the attack as he was afraid to stay apart from the Indians in case an

Eskimo escaped and found him alone. He paid dearly for this; an Eskimo girl was speared several times whilst clutching his legs. Years later he wrote 'even at this hour I cannot reflect on the transactions of that horrid day without shedding tears'. He named the spot Bloody Falls. After the Indians had destroyed another camp and killed two old Eskimos, abandoned by those escaping, they told Hearne they were now ready to assist him again in his survey. He reached the sea on 17 July.

He found the mines, about 30 miles from the mouth of the river, but the ore, although of good quality, was too sparse to be of any significance. He also noted that the Coppermine River was useless for navigation, being narrow, full of shoals and with numerous falls. The journey was not the commercial success that had been desired, but Hearne was the first European to reach the Arctic Ocean overland from Hudson Bay and he brought back copious notes on the land and its people.

Aftermath

About 20 July the group set out south-east at speed to get back to their wives, some days travelling over 40 miles; Hearne's feet left a trail of blood as he walked. Having found the women they camped for several days; the rest gave time for his feet to heal, he had feared he was going to be left by the Indians. On Christmas Eve 1771 he was the first European to see Great Slave Lake; they took over a week to cross the ice. Eventually '...on the morning of 29th of June 1772, I arrived back at Prince of Wales Fort. I had been absent eighteen months and twenty-three days on this, my third expedition'. He had travelled almost 5,000 miles in search of the new Coppermine.

Hearne returned to be mate of the 'Charlotte' once more, however in 1774 he was sent to establish Cumberland House, the HBC's first western inland trading post, on the Saskatchewan River; it is the oldest settlement in Saskatchewan. In 1776 he was promoted to Governor of Prince of Wales Fort. In 1782 three French ships, supporting the Colonial rebels, attacked it with 300 soldiers; Hearne had 39 men, he surrendered without a shot being fired. The Fort was destroyed but he was back to build Fort Churchill the next year. Matonabee hung himself when he heard of the capture of the Fort.

In 1787 Hearne returned to England, in poor health, to write his story of the discovery of the Coppermine River, the flora and fauna of the north-west and of the Indians. He died in London in 1792 of the dropsy, swelling caused by fluid which has leaked from the circulatory system; he was 47 years old. He was somewhat timorous, and yet with a taste for adventure. He had tremendous endurance, these long journeys were on foot, unlike Kelsey and Henday he could not go by canoe, the terrain precluded this; he learnt the only way to travel then in the Barren Grounds was with the Indians. He was a fine observer and writer. His account of his travels was published in 1795, the first great classic of Canadian exploration.

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At the C.P.S. Convention in Malvern (1991), Dr Russell displayed registered and rate covers. Following the display, Stanley Cohen formally handed over a file of research carried out by the late George Searles FCPS, on condition that the material was written up for publication in 'Maple Leaves'. George Searles had written a short article in ML in 1965 (No. 95 pp 273-8) but it was felt that a more complete record would be helpful to students.

COMPULSORY REGISTRATION BETWEEN THE UK AND THE COLONIES

Dr Michael Russell

The story begins in October 1955 when George Searles, intrigued by the label on the reverse of a cover obtained some years previously (Fig.1), wrote to the P.O. Records Dept. in London to try to find out more about it. The initial response was merely provision of photostats of P.O. Guides for January 1867 and October 1867, which made clear the change which had taken place between these dates, viz the extension of the system from 'Inland Only' to include the colonies.

Fortunately George stuck to his task and, in September 1956, the Records Dept. found the relevant Treasury Warrant dated 24 June, 1867. A month later a photostat record of the complete correspondence arrived and George was in business!

The correspondence starts with a letter from the Post Office to the Treasury, asking permission to extend to the Colonies a policy that had been introduced in the UK on 1 August, 1862:

17th February 1865

To the Treasury

In my letter of the 17th January 1862 I represented to your Lordships the necessity which appeared to me to exist for making a regulation that all letters unquestionably containing coin, whole bank notes, watches or jewellery, dropped into the letter boxes without the security of registration, should be compulsorily registered, and charged on delivery with a double fee; and you were pleased, by your letter of the 13th of the following month to sanction such a regulation; restricting it, however, in the first instance, to inland letters

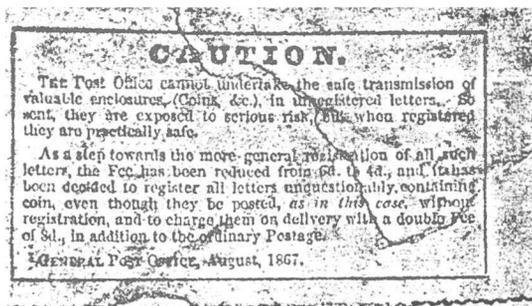


Figure 1. Label showing that a letter from Canada had been compulsorily registered on arrival in the UK and that double the registration fee (2x4d) had been charged to the recipient. Photo of the label and front of the cover appear on p294 of 'Maple Leaves', June 1965.

unquestionably containing coin and passing through the chief office in London.

This regulation was carried into operation on the 1st August 1862, and having been attended with marked success, your Lordships, by a letter dated 9th April 1863, authorized its extension to cover letters passing through the Dublin and Edinburgh Offices and all the Provincial Head Offices.

I think that the time has arrived when the regulation may be advantageously extended to letters addressed to British Colonies and Foreign countries: and I request the authority of your Lordships for making the necessary proposals to the several Colonial Governments, through the Colonial Office and direct to the Heads of the various Foreign Post Offices with which arrangements exist for the registration of letters.

As regards the division between this Country and the various Colonies and Foreign States of the double fee on letters which may be compulsorily registered, I propose that the same principles shall be applied as now exist in the case of letters registered in due course: that is, that in those instances where the registration fee is now divided between the despatching and receiving Post Offices (as is the general practice) the double fee shall also be divided: and in those instances where the fee is now retained altogether by the despatching Office, to this same office shall also be paid over the double fee.

The response was swift, on 24 February the Treasury gave the go ahead:

24th February 1865

I am directed by the Lords Commissioners of Her Majesty's Treasury to state that the Lords have had before them your Lordship's letter of the 17th inst, recommending that the system of compulsory registration now in force in regard to letters containing coin passing through the Chief office in London, the Dublin and Edinburgh Post Offices, and all the provincial Head offices should be

extended to letters addressed to British Colonies and Foreign Countries.

I am to state that My Lords, in compliance with Your Lordships recommendation, sanction the said extension being carried into effect, and authorize you to make the necessary proposals to the several Colonial Governments, through the Colonial Office, and direct to the heads of the various Foreign Post Offices with which arrangements exist for the registration of letters.

With regard to the division between this country and the various Colonies and Foreign States of the double fee on letters which may be compulsorily registered, My Lords concur with Your Lordship in opinion that the same principles should be applied as now exist in the case of letters registered in due course, that is, that in those instances where the registration fee is now divided between despatching and receiving Post Offices, the double fee should also be divided and in those instances where the fee is now retained altogether by the despatching office, to this same office should also be paid over the double fee.

On 3 March, 1865, Sir P. Rogers Bart., for the Post Office, wrote to the Colonial Office asking them to approach the various Colonies.

3 March 1865

In order to put a stop to the frequent loss of letters containing coin forwarded through the post without the security of registration, and to remove from the officers of the Post Office the temptation of dishonesty offered by the passage of such letters, a regulation was made in 1862 that all letters, unquestionably containing coin, which might be dropped into the letter boxes in this Country without the security of registration, should be compulsorily registered, and charged on delivery with a double registration fee.

This regulation, however, was restricted to letters addressed to places within the United Kingdom, as without the concurrence of the several British Colonies which have entered

into arrangements with this office for the exchange of registered letters, under certain conditions, the measure could not be extended to the colonies.

More than two years' experience having proved the utility of this regulation, the P.M.G. considers that the time has arrived when it may be advantageously extended to letters addressed to and received from the several British Colonies; and with the authority of the Lords Commissioners of her Majesty's Treasury his Lordship requests that Mr Secretary Cardwell will have the goodness to make a proposal on this subject to the governments of the under-mentioned Colonies vizt: Canada, New Brunswick, Nova Scotia, Prince Edward Isld, Newfoundland, Bermuda, Antigua, Bahamas, Barbados, Brit. Guiana, Dominica, Grenada, Honduras, Jamaica, Montserrat, Nevis, St Kitts, St Lucia, St Vincent, Tobago, Tortola, Trinidad, Turks Isld, Cape of Good Hope, Natal, St Helena, Mauritius, Ceylon, Hong Kong, Labuan, Falkland Isles, Gambia, Gold Coast, Sierra Leone, Lagos, New South Wales, South Australia, Queensland, Victoria, Western Australia, Tasmania, New Zealand, India.

It is proposed that the double registration fee which may be charged on letters containing coin thus compulsorily registered shall be shared equally between the despatching and

receiving offices, in the same manner as the fees charged on letters which are now registered in the usual manner.

In the event of a double registration fee being charged on a letter supposed to contain coin, and proof being afterwards afforded by the person addressed that such letter did not contain coin, authority will be given to refund the charge.

In communicating with the several Colonial Governments on this subject, the Postmaster General requests that Mr Cardwell will be good enough to state that, for the present, the concurrence only of the respective Governments in the proposed regulations is asked for, and that the time for carrying the new system into operation will be left for future arrangement.

Pencilled notes in the margin of the letter are interesting. They reflect India's special status with her own Secretary of State. There is 'omit' against New Brunswick, which is odd as they did not join the Dominion of Canada until 1 July, 1867, the same time as Nova Scotia. Trinidad had to pass a special Act and some Colonies obviously took their time to reply.

To be continued

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Annual subscription, due on 1 October, £10.50, payable to the Society, to
Dr John Gatecliff, Subscription Manager

The dollar equivalents are \$21 CAN (+ \$5.00 if airmail delivery required) and \$18 US (+ \$4.00 if airmail delivery required)

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.

A description by Winthrop Boggs in his epic 'CANADA', is usually taken at face value, but nothing is sacred. Horace Harrison, FCPS, kindly drew our attention to a recent auction offering and we felt readers might like to share in the discussion of

A REGISTERED GEM



The magnificent cover illustrated here featured in a Maresch sale on 9 December last and the description was based upon that in Boggs' 'CANADA', where the cover is illustrated on p159.

Subsequent to release of the catalogue, two collectors contacted the auctioneers to say the rating, as described, was incorrect. The original description suggested that the 21d rate was a double Canadian Packet rate plus a double registration rate; Bill Maresch swiftly put out a revised description to interested parties, which suggested that 20d covered the double Cunard rate, via New York, plus 1d for registration in Canada only. At the time (December 1857) neither registration to USA nor to the UK could be prepaid. The UK

authorities, noting the straight line 'Registered', (barely visible in the illustration), duly registered the letter for transportation in the UK by application of a red 'Crown' registered mark and charged the 6d collect (see manuscript '6').

A backstamp shows that the cover travelled on the 'Arabia', a Cunard ship, thus confirming the Cunard rate, but Horace Harrison is convinced that the 21d is an overpayment of 1d, the post office at Barrie not being stocked with 10d stamps. There is support for this contention in two covers sent from Barrie in 1858 and 1859 (sold by Harmers in 1976) with the 10d rate covered in each case by 3d + 7¹/₂d

stamps. He is also reasonably confident that English mail was at this time transmitted through the U.S. and on to London in closed bags, an arrangement made by the GPO in London leaving the Canadian authorities nothing to do with the arrangements in either direction.

Facility to register mail from Canada to London, whether direct or through the U.S., came into being on 1 January 1858, similar arrangements for U.S. - London mail having been instigated on 1 May, 1856. Postmarked 21 November, 1857 (London arrival

7 December), the cover in question is therefore one of the last to travel under the pre-January 1858 arrangement.

U.K. postal historian, Vivien Sussex, confirms that 6d was indeed the G.B. internal rate from 1848 to 1862 and she is of the opinion that the Crown Registered mark is late use of a worn London Crown rather than a Liverpool Crown.

All of this goes to show that a true student takes nothing for granted and the new owner has a good story, even if it did cost almost \$25,000 to acquire it!

SOCIETY NEWS

From the CEO.

At a recent meeting of the Executive, several points were raised; I was asked to bring them to the attention of members and if members have any useful comments it would be appreciated if they could pass them on to me so that they may be discussed at the A.G.M.

1. **Competition Rules.** These are listed in the Constitution and Rules. As the number of entries at recent Convention Competitions has been less than they used to be, we wondered if members had any thoughts on revision of the rules to reflect changes in collecting interests.

2. **Exchange Packet.** The Exchange Packets are circulating again but the Packet Secretary, Reg Lyon, tells me that there is a real need for a big increase of booklets of material to go into the packets. It would be appreciated if members with material for disposal would prepare some booklets and send them to Reg.

3. **Study Groups.** The list of Study

Groups and their contact members are in the Members Handbook. The activity of study groups has declined in the last few years. It would be appreciated if any members who would like to join the Study Groups would get in touch with the contact members. Also if there are any ideas on forming study groups on different subjects will they please let us know so that we can publicise it in Maple Leaves.

If any members wish to raise any points relating to any aspect of the Society will they please let me know - Dr. C.W. Hollingsworth, 17 Mellish Road, Walsall, West Midlands, WS4 2DQ.

CLASSIFIED ADVERT.

For Sale: Literature etc. 'Toronto' 18 photogravure views c 1914 £6 incl. 'Toronto' - illustrated tour. Large format, contains history, first post office, trams, vintage cars, mail handling, aviation etc. £8 incl. 'Maple Leaves' - eight years from Jan.84 to date, complete with members lists, indexes, convention catalogues and other well illustrated catalogues - £20 collect or add postage. Major T.S.Martin, 323 Chesterfield Road South, Mansfield, NG19 7ES

LETTERS TO THE EDITOR

Harry Lussey

NAILS 'N SCREWS 'N PINS 'N PERFS

I have just finished reading the notes by Hans Reiche and Ron Leith in the April issue of *Maple Leaves*. David Izzett's reply to the former took care of things and I know that Frank Campbell actually saw the 'nailed' process. As regards Ron Leith's letter to the Editor, headed 'Small Queen Perforations', which was critical of the Kiusalas gauge and expounded a theory that sharpening pins on a rotary perforator altered the perforations on a stamp, I should like to offer some comments.

In his comments regarding Mr Hillson's notes, Mr Leith continued his criticism of the Kiusalas and his 'pin sharpening' theory. First let us consider his Kiusalas comments. These raise a question regarding his conception of what Kiusalas is and what it was designed to do. To use Leith's own phraseology, 'I shudder every time I read a poorly researched article', criticising the Kiusalas as an inaccurate measuring instrument. **THE KIUSALAS IS NOT A MEASURING DEVICE!**

The Kiusalas provides philatelists with an absolutely exact reproduction of the spacing between the holes in the counterpart wheel of the various rotary perforators used by the American Bank Note and British American Bank Note Companies in the perforation of Canadian stamps. There is no such thing as a 'margin of error' with the Kiusalas. If a stamp is placed in the Kiusalas, with the same degree of care as is essential when using the Instanta, and the perforations do not coincide

with one of the rows of dots, the stamp was perforated by someone other than the Bank Note Co. Paper shrinkage is of very minor importance. The sheets were gummed before perforating and Bank Note Companies would be stupid to attempt perforating any sheet that was not perfectly dry. It would result in a tangled mess in the perforator.

The paper sustained a certain amount of stress as it was fed through the perforator and, on rare occasions, this resulted in some irregular perforations. These can usually be noted without the use of a glass and are seldom encountered. It is impossible for 'pin sharpening' to influence perforation spacing; more on this later. There will be instances, and these are rare, where the perforations on a stamp will not meet a row of dots on the Kiusalas perfectly, being off to an extremely small extent. If this should involve the 66/1000s row of dots then check the 65/1000s and 67/1000s and it will be found neither of these rows are close to the perfs on the stamp. In such cases it is clear that the 66/1000s wheel was used to perforate the item.

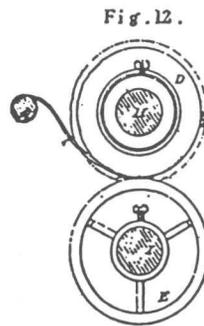
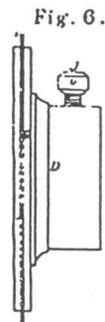
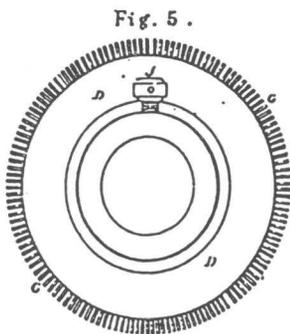
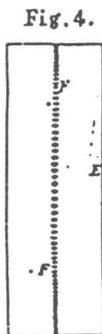
Mr Leith's arithmetical calculations fail to impress me as do some of his statements based on these calculations. I would much prefer to see some photographic evidence rather than verbiage. This applies particularly to his statement - "We note many cases where stamps have different perforations on all four sides often with none of them matching Kiusalas number". Obviously he has access to a Kiusalas so it would be a simple matter to put one of these stamps on a Kiusalas and make a photo of each of the four sides of the stamp. I am sure that we would all appreciate

viewing one of these rare items. In using any gauge, it is essential if you are comparing the perfs on the left of the horizontal row, that your head is directly over that part of the stamp. Then, in checking the right side, your head should be shifted so that it is over the right side, merely turning the head slightly will not provide an accurate check. It is also necessary that the stamp be perfectly flat and not turned up slightly at either side.

At one point Mr. Leith strongly recommends that the Kiusalas Gauge NOT be used when conducting philatelic research projects. This is hardly appropriate when there is rather strong evidence that he does not understand the function of the Kiusalas. He then terms a calibrated Instanta the most accurate measurement gauge available. I will not argue as it is an excellent 'measurement gauge' if you keep the stamp in a perfect horizontal position against the vertically sloping lines on the gauge.

Now let us turn to 'the sharpening of the pins'. Condensing what Mr Leith states on p 66 of Maple Leaves we have "There have been numerous attempts to explain perforation value changes...most have been disproved...

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 1mm off the pins resulting in a 0.10 increase in the metric perforating gauge. This explains why only a small proportion of Small Queens perforations fall on Kiusalas numbers, why we routinely have compound perforations, and why perforation gauges increase with time". He refers to the Small Queen Group Newsletter article he wrote some time ago. Very briefly he contended that, after three sharpenings, the perforation on a perf 12 item would become very close to 12 1/2. Rather than attempt to dispute any of these unusual conclusions I think it more effective to illustrate the makeup of the rotary perforating equipment used by the Bank Note Companies. This information has been available to philatelists for many years and I have taken it from my old friend Win Boggs' writings on 'Early American Perforating Machines and Perforations'. The following reproductions are from the drawings incorporated in the patent papers filed by the Bemrose Brothers in England on their rotary perforating machine. The perforations used by the Bank Note



Companies producing Canadian stamps are reproductions of the original equipment with some minor improvements.

Figure 4 is an edge view of the counterpart wheel, with the holes drilled into it, which determine the spacings in thousandths of an inch between the centre of one hole and the centre of the next. Different wheels exist on different machines and these determine the perforation of any given stamp. Figures 5 & 6 are side and edge views respectively of the perforating wheel. This can have several hundred pins which fit, almost perpendicularly, into the holes in the counterpart wheel. Figure 12 shows how the perforating pins fit, to their full length, into the counterpart holes as the two wheels mesh in rotation as the spindles turn. In view of the alignment of the two wheels there can be a tight tolerance in the diameter of the pins and the counterpart holes. From time to time some adjustments may be required and the pins might be sharpened a few times before being discarded. However, irrespective of the length of a pin, it is the spacing between the holes in the counterpart wheel which determine the perforation gauge and the spacing never changes. Stamps perforated by a machine in 1880 will have the same perforation as stamps perforated in 1885.

While Mr. Leith's theory may be intriguing, collectors may be wasting their time searching for 'pin sharpening' varieties. With due acknowledgement to Mr. Leith I would like to end this Letter by saying - I hope these comments have at least directed a few Small Queens students to exercise caution when reading or publishing articles on this fascinating stamp issue.

The Yellow Peril

CANCELLATIONS

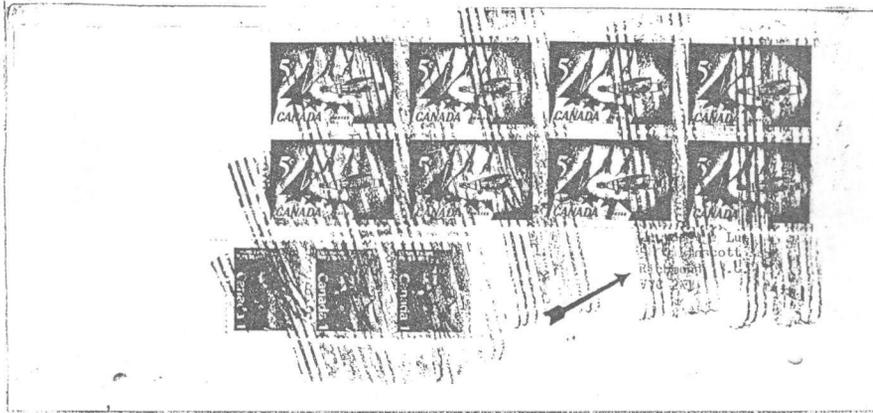
There are heavy cancellations and there are heavy cancellations. The roller cancel on this cover is one of those.

Two weeks after posting the above letter in Toronto, it was returned to sender without any explanation or the usual non-delivery markings. The reason was too obvious. An over-zealous postal worker got carried away with the hand canceller. The clerk cancelled both the stamps and the address - thus rendering the letter undeliverable. Traces of the address can still be seen where the arrow is pointing.

The following is a portion of a letter from Tim McGurrin, Officer Federal Government Relations, Canada Post Corporation, dated 10 March, 1993 to my MP:

"The proper procedure for the cancellation of stamps requires that the official Canada Post Corporation postmark be used at all times. When mail items are too bulky or too fragile to be cancelled mechanically, or when an item has been overlooked in the machine cancellation process, our employees must hand cancel the item using a revolving canceller, a rubber date stamp or hand steel date stamp.

I can understand that stamp collectors do not want the cancellations to decrease the philatelic value of stamps, and upon examination of the photocopy enclosed, I agree that the stamps were cancelled excessively with a roller canceller. Please convey our apology to your constituent for any inconvenience he was caused by this incident.... I would like to mention



A prime contender for entry into the 'Guinness Book of Records' as a heavy cancellation!

that the best way to do so (i.e. obtain a clear cancel. Ed.) is to have the stamps handcancelled properly and legibly at a postal outlet, or to forward them under cover, with a request for the special handling required.

With regard to the fact that the address on the item was obscured by the cancellation, while the cancellation was excessive, I should mention that our addressing standards dictate that the mailing address should appear in the centre of the envelope, leaving approximately 2cm blank at the bottom of the envelope. Stamps should be affixed at the top right-hand corner of the envelope. These procedures allow for the most efficient transmission of mail through our mail processing equipment."

Credit, however, must be given to

Canada Post for returning the letter and not putting it in the waste paper basket or through the shredder.

Editor's note: In a gesture of good will, a copy of the above letter, together with complimentary stamps (ten) was sent to the YP. Letters from Toronto are now humanely cancelled. The above letter was inspired by Gerry Churley's complaint in the April '93 issue of 'ML'. In a footnote to that letter we spoke of our own letter of complaint to Canada Post. We received a very civil acknowledgement, dated 13 May, 1993, from the Customer Service section at Antigonish, promising a reply from the 'department in charge of the stamp month cancels'. We are still waiting....

BOOK REVIEW

Canadian Revenues - Vol 6 by Edward Zaluski. Available from the author at 2777 Springland Drive, Ottawa, ON, Canada, K1V 9X2, approx. £10.

This volume continues the series begun by Mr Zaluski in 1988. Every comment applicable to the first five volumes, made in ML number 243, is also applicable to this volume.

In his 146 page work, Zaluski deals with the revenues of Ontario and Quebec. This is done in an organized and effective fashion. If criticism can be levelled, it would be that a full volume should have been devoted to each province, thereby enabling Mr Zaluski

to expand the material. However, this seven-volume series is a labour of love and the constraints of time, research facilities available and the costs associated with publication must weigh heavily.

This work, and the previous five volumes, are all highly recommended to all students of revenues and philatelic literature. In May 1994, the final volume in the series is scheduled for publication and, if Mr Zaluski holds true to form, then nobody will be disappointed. The philatelic community owes a great debt to Mr Zaluski for sharing his knowledge with us through the medium of this series.

R. B. Winmill.

AMENDMENTS TO MEMBERSHIP to 22 August 1993

New Members

2683 Langley, Bill, 2785 Cathian Court, Mississauga, Ontario, Canada L5L 2C6.
2684 Bett, Ian R, PO Box 691, Station B, Willowdale, Ontario, Canada M2K 2P9.
2685 Bloomer, Randall A P, 210 Stanmore Lane, Winchester, Hants, S022 4BL. CL, CS, PH, PS.

Reinstated

2459 Dodier R. 1315 Rosenblat D G.
2650 Lunn R V. 2627 Saint J.P,

Deceased

989 Boyd, Dr N

Resigned

1050 Richardson S T.

Change of Address

121 Avery, Derrick A, 3 The Nook, Broadgate Avenue, Beeston, Nottingham, NG9 2JB.
2170 Cooper D, P 0 Box 2372, Postal Station "P", Thunder Bay, Ontario, Canada P7B 5E9.
2616 Gilbert, Patrick W, PO Box 5295, Station "C", Montreal, QC, Canada, H2X 3X4.
1792 Pekonen, W, Ste 209-7300 Moffat Rd, Richmond, BC, Canada, V6Y 1XB
2610 Stahl, Gerhard, Hohe Warte 5, D-37127 Meensen, Fed. Rep. of Germany.
2441 Witton George, Lasmo Oil Pakistan Ltd, c/o Lasmo PLC, 100 Liverpool Street, London, EC2M 2BB.

Change of Interest

1489 Benningen, Jack

Per, WPG PH.

Revised Total 495

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