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Maple Leaves

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MAPLE LEAVES

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EDITORIAL

It is good to see, among the letters published in this issue, several responses to previously published articles. We have always advocated that 'Maple Leaves' should act as a forum whereby members can provide mutual assistance. To this end we welcome queries concerning BNA philately and, even more, we urge members to read the published letters and articles and, if you have any additional information or disagree with the writer, then let it be known.

In the last issue we reviewed Dan Brock's book on London, Ontario (p215) and referred to the earliest recorded card from London, postmarked 18 February, 1903. For the record we now hear of an

earlier card, dated 13 October, 1902.

This issue is accompanied by a booking form for Convention and an entry form for the annual competitions. Members are asked to complete and return the forms as soon as possible, it does make life so much easier for the organisers.

We do like to offer 'freebies' to members so we are pleased to mention that Phillips auction, on 21 April, contains a good selection of KGV and KGV1 booklet panes in the Canada section. Our UK members just have time to contact Brian Cartwright at 101, New Bond St., London, W1Y OAS, to obtain a free copy of the catalogue.



PUBLIC AUCTIONS

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In the January issue, Ken Johnson told of the bogus Prince Edward Island ship stamp; there was a sequel....

TAYLOR'S TEN CENT TRUMPERY

David Sessions FRPSL, FCPS

The bogus 10c ship stamp of PEI was credited to Charles A. Lyford, by William Eckhardt (1). Lyford was an associate of the notorious Samuel Allan Taylor, purveyor of doubtful material to the philatelic community, and was reported to be a very young man at the time of the appearance of the ship stamp (1866). Taylor is believed to have employed several youngsters in his time who may have lent their names to his enterprises (2). Taylor used a number of aliases and was, himself, only 28 in 1866, having been born in February 1838.

The bogus stamp was quickly shown up for what it was, the misspelling of EDWARD no doubt helped, and Lyford is reported to have said to Taylor that no one would believe in a fictitious British Colonial stamp. Taylor was made of sterner stuff, he said it could be done and bet Lyford he could do it.

It may be said that Lyford was naive in creating a 10 cent stamp for a country that was using sterling currency, but serious talk of conversion to decimal currency was taking place in Prince Edward Island at the time, so perhaps Lyford was merely anticipating events and trying to get in first.

A new definitive

Whatever the reason, it was PEI's conversion to decimal currency in 1872 that gave Taylor his chance. It seems he got wind, early on, that the new set of stamps to be issued would contain the values 1c, 2c, 3c, 4c, 6c and 12c, so he set about producing a 10c value himself



Figure 1

(Fig.1). The design was based on the previous 3d stamp and would have looked pretty convincing among the undistinguished set of typographed stamps produced by Charles Whiting and Co. of London. In fact it was illustrated in 'Le Timbre Poste' and accepted as the most beautiful stamp in the set!

Taylor, and possibly his agents, fed the bogus 10c stamp in sets to European dealers. 'Le Timbre Poste' reported on the new stamps piecemeal between April and July, 1872. The 10c value was duly noted, along with the 4c and 6c, in June. The fifth edition of Scott's 'Common Sense Postage Stamp Album' appeared in New York with a page allocated to the new set from PEI, including the 10c value, even

though J.W.Scott admitted to not having seen the stamp.

Not content with his success to date, Taylor impudently claimed in print that the 6c and 12c values being quoted by some other dealers at 15c and 30c respectively were both fraudulent. He went on to provide a 'correct' listing which omitted reference to his own 10c creation, presumably in an effort to deflect any suspicion of its provenance landing at his doorstep.

Move to New York

With apparent acceptance of his product confirmed in both Europe and America, Taylor obviously felt the time ripe to move from Boston to the centre of philatelic activity on the American continent, Nassau Street, New York. He took desk space in an office opposite the old Post Office building. This site gave him an idea to further push his 10c creation, which needed impetus as dealers in New York were unable to obtain supplies. It must be remembered that there were no such things as philatelic bureaux in those days and most dealers seemed to rely on 'contacts' rather than going to the source. Taylor noticed young boys rummaging in waste paper baskets in the Post Office, seeking stamps which they sold on to the stamp dealers. He had the idea of pasting some of his products onto pieces of paper, cancelling them and surreptitiously introducing them into said waste paper baskets. The ploy worked and soon Taylor was busy in Nassau Street selling new issues of PEI.

It was all too good to last; the inevitable happened soon after Taylor set up shop in New York. A dealer did the obvious thing and placed an order with the PEI post office for a supply of the elusive 10c value; his money was soon

refunded, along with the explanation that there was no such value.

Despite his efforts to lay false trails, Nassau St. dealers realised that Taylor was the culprit and, led by William P. Brown, a dealer with whom Taylor had been feuding for some time, literally chased Taylor out of town. He escaped to Brooklyn on the ferry and made his way back to Boston.



Figure 2

Another new definitive

Our Samuel Taylor was nothing if not persistent. once back in Boston, he was soon peddling a 'new' 15c value (fig.2) from PEI but few people were fooled; nevertheless his success with the 10c value was sufficient to win his bet with Charley Lyford.

Today, the PEI ship stamp and the two 'definitives' are scarce items, keenly sought by collectors of the offbeat in philately.

References:
See page 222

THE CANADIAN OCEAN MAIL CLERKS - 1860-87

Horace W. Harrison FCPS

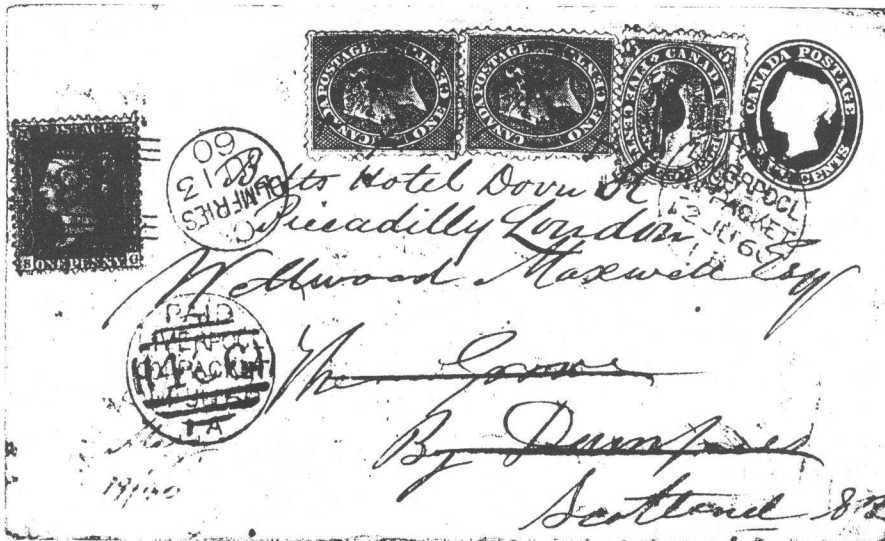


Figure 1

The two covers illustrated have some bearing on the operations of the Canadian Ocean Mail Clerks.

The earlier of the two covers (Fig 1), from the same correspondence, went from Kirkwall, U.C. on 19 May, 1860, to Rockton and thence to Hamilton, backstamped there on 21 May, it would have been placed in the closed bag for the U.K. and sent on to Quebec to be taken on board the 'Canadian' and placed in the custody of the newly appointed Ocean Mail Clerk. The service had only been authorised in mid-March of 1860, and authorisation to sort mail had not yet been given by the British postal people. Thus, mail on this voyage went all the way to Liverpool Post Office where it was stamped with the red Colonial packet

mark in which the date had not been changed from the day before, 11 June, 1860, so the clerk cancelled the mark with the '4 6 6' hammer and applied the Colonial Packet Mark with the correct date at the UR, tying the 5c Beaver and the 5c envelope stamp. Delivered at Dumfries on 12 June and so backstamped, the letter was picked up by the addressee's agent, a forwarding address in London was added, together with a Penny Red for the forwarding charge, it was cancelled with the Dumfries duplex numeral canceller '108' and sent to London where it was received on 15 June.

Note that the Postmaster at Kirkwall refrained from putting the X on the Queen's visage, but had no such compunction about the lowly Beaver.

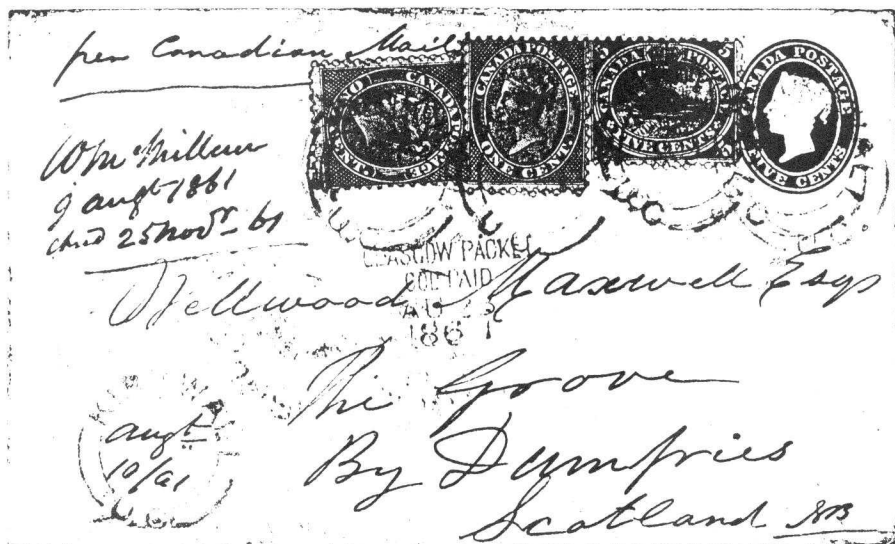


Figure 2

The second cover (Fig 2) was posted at Kirkwall on 10 August, 1861, to the same address as the first, in both cases the 1/2c postage was paid in cash. This cover also went to Rockton the same day, thence to Hamilton where it was sorted to the closed bag for the U.K. and sent to Quebec for dispatch on the Allan Line's 'Anglo Saxon' which departed Quebec on 17 August, 1861. On board, this letter was sorted to the Glasgow bag by the Ocean Mail Clerk. Sortation of letters from U.K. to Canada was authorised in mid-July, 1860; Canada to U.K. letter sortation began in the second half of November of that same year. This bag was transferred to a Mail Boat as the 'Anglo-Saxon' passed Londonderry Lough, arriving at Glasgow on 28 August, the letter was sent to Dumfries via Carlisle, arriving the same day.

I have recently acquired another cover from Kirkwall, a 5c Nesbitt with two 5c Beavers added to pay the 15c rate to California on 25 August, 1860, which will require a lot more research. It

certainly had to go by closed bag from Hamilton, but how it got to California is the question.

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1. 'The Canadian Ocean Mail Clerk, 1860-1887' K.S.Mackenzie, Nat. Postal Museum, Ottawa, Canada ISBN 0-919882-04-8(E)
2. 'Atlantic Mails' J.C.Arnell, Nat. Postal Museum, Ottawa, Canada, ISBN 0-919882-07-2.
3. 'North Atlantic Mail Sailings, 1840-75' W.Hubbard & R.F.Winter, U.S.Phil.Classics Soc. ISBN 0-9503548-4-0.

Continued from page 220

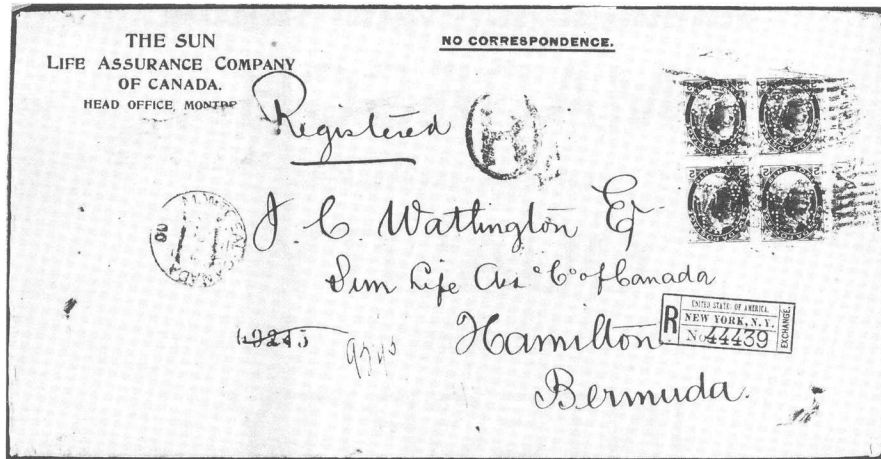
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1. 'The Mystery of the Prince Edward Queen' by W.J.Eckhardt; Collectors Club Philatelist Vol.27 No.4.
2. W.E.Skinner published the 'Agassiz Journal' which was 'dedicated to the exposure of frauds'. It was little more than a house organ for Taylor. Skinner was about 17, he had a desk at the rear of Taylor's office and headed notepaper inscribed 'W.E.Skinner & Co.'(3)
3. 'Caveat Emptor' by Jan Kindler; Philatelic Literature Review Vol. 15 No.2.

NEW YEAR'S RESOLUTION

The Yellow Peril

Photo by F.Fawn



A cover, so ugly that it is pretty!

One of my most quickly broken New Year's resolutions ever was "buy no more number 10 (9 1/2" x 4 1/2") covers". They do not fit my album and are easily creased or otherwise damaged. When I was offered this cover my reaction was "another one of those commonplace 8c jobs!" Its only saving grace is that it is franked with a block of the 2c QV Numeral (red) stamp with 'S.L.A.Co.' perforated initials. Since I did not have a block of this perfin and it was not grossly overpriced, I bought it with the intention of removing the stamps. After I paid the seller, it dawned on me that the heavy roller postmark is too unsightly and I would have trouble recouping my cost let alone sell it at a profit. Faced with this dilemma I began to study the envelope. A cover, so ugly that it is pretty! When I noticed that the still fully gummed flap was a string closure and the 'NO CORRESPONDENCE' style envelope was addressed to Bermuda, this cover began to look more appealing – no longer

just an every day 8c (3c per oz postage + 5c registration fee) but, in fact, one of those elusive 3c + 5c efforts – triple printed matter rate of 1c per 20zs x 3 = 3c + 5c registration.

The size and design of the envelope imply that it was especially made for the Sun Life Assurance Company of Canada to send printed matter to its branches. The string closure flap facilitated examination of its contents by the postal inspectors.

I wonder how many even more interesting covers I would have missed had I kept to my New Year's Resolution.

Editor's note: Interesting to note that an unsealed string closed envelope could be sent through the mail registered. This type of envelope is primarily for inter-office use and it can be opened and reclosed by anyone.

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**DEALERS IN
FINE STAMPS
SINCE 1924**

Bill Pekonen, a leading authority on stampless mail, has provided several articles on the subject for publication in subsequent issues of 'Maple Leaves'. It was felt that a brief history of the subject, stretching beyond Canadian shores, would provide a helpful introduction to readers in view of the limited amount of literature available.

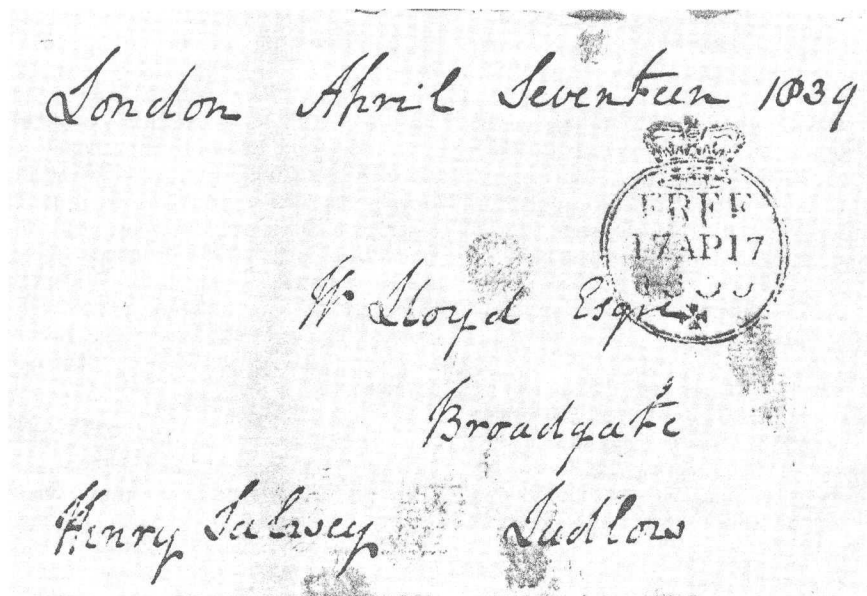
A BRIEF HISTORICAL ACCOUNT OF OFFICIAL MAIL

Bill Pekonen

Many collectors have covers with 'OHMS' or its equivalent in their collection.

Except for JGS Scott's book 'Official Franking 1800-1840' and Jim Lovegrove's book, the subject has virtually been ignored. (Can someone lend me a copy of Lovegrove's book or advise me where one can be purchased?).

Readers of this article may be surprised to learn that 'Free' mail is not really 'free'. This fact puts a new light on official mail for those die-hard collectors who reject 'free' mail in favour of 'paid' mail. The irony is that the post office has paid the Crown through the civil list for the right to distribute official government mail. **The only really free mail, is the royal franking privilege.**



British 'Free' franking mark, 1839, shortly before the introduction of postal reform.

For almost 5,000 years, rulers have sent messages to each other, their helpers and to their subjects. For many centuries, the 'postal service' was for official purposes only.

One historian/author, Miss C.M. Hill, has traced the history of 'The Kings Messengers' in Britain during the period 1199-1377. During this same period, different kinds of messages were delivered by Heralds and Kings Messengers.

King Edward IV made the first attempt to set up an official postal system in Britain, during 1482. This attempt was the forerunner which established the right of the British Crown to receive post office revenues direct up until 1760 and, indirectly through the Civil List, up until the present day.

The King's messenger system was reorganised in 1533 into a better system under the authority of King Henry VIII.

Queen Elizabeth I issued a proclamation on 14 January, 1583 further strengthening the organisation. Eight days later, Tho. Randolf, as comptroller of all 'Her Majesties' Posts', permitted the carrying of private mail.

James I created a postal monopoly during 1603.

Charles II set up the posts by proclaiming on 30 July, 1635 'a service for the benefit of all his Majestie's loving subjects'. It was designed also to increase his private revenues. His taxation policies cost him both his Crown and his head in 1649.

According to the Journals of the House of Commons, the estimated post

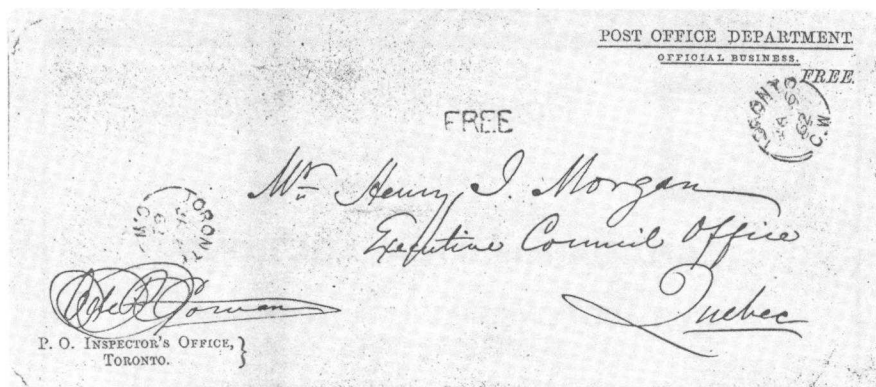
office revenues during the period 1637 to 1641 were £21,500 per year. This was the amount established as an annual lease payment to the Crown during 1660 for the rights of government to use the postal system. The provisions of the 1657 Act (under the Commonwealth), setting up the Post Office in Britain, are considered by many as the origin of the current Post Office Act. The lease payment was increased to £26,000 for each of the four succeeding years.

"When George III came to the throne in 1760, the Crown surrendered the revenues arising from the Post Office, receiving instead a fixed sum in the Civil Lists" states C.F. Dendy Marshall in his book 'The British Post Office from its Beginnings to the End of 1925'.

In Britain, the records indicate that only official mail was carried during the first 400 years out of the last 800 years and that private mail has been authorised for only about the last 400 years.

Between 1764 and 1840, most of the mail carried by the post office was 'free' even though the Crown received payment through the Civil List for the right to operate the service - whether free or paid. There is a categorical difference between free official mail and the private or public mail that was given 'free franking privileges' as a result of rank, office or political favour by the Post Office. In the latter, it was a matter of foregone revenue.

The abuses, of course, led to the uniform penny post rate and the 'postage label' (as the postage stamp was originally known). Incidentally, the term 'postage label' is used in the 1861 British Postal Guide with the words 'postage stamp' being commonly accepted during 1862. The 'stamp' has existed in widespread use



Early Canadian 'Free' cover of 1862. It carries a superfluous, stamped, 'free' in the centre, the word 'free' is preprinted (upper right) on the custom order envelope.

for only 153 years out of the last 400 years. The impact of the postage stamp today goes far beyond its original purpose - which was to prepay the delivery service for a letter. The quantity of government mail even today outnumbers the use of mail by private and commercial customers. Many private and commercial customers are using private couriers - just as they did some 400 years ago.

It is curious to note that very few official cover collections exist, despite the fact that they have a much longer history. This factor probably has something to do with the idea that some stamp collectors strive for artificial 'completeness' as the ultimate goal - when in fact there is no

such thing in the human community. As for collecting government mail, there can never be anything remotely resembling completeness because the sheer volume and variety is mind boggling. But that is not to say that one should exclude government mail from a collection, because to do so ignores the reason for the very existence of the post office and the existence of the postage stamp.

A separate article shows how even the handling of government mail changes from time to time and how you can build a sample collection - probably at little or no cost. The article describes how different methods to identify postage payment have been used in Canada over even a short period of time.

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RECESS PRINTING

A Basic Guide to Varieties and their Causes

John Hillson FCPS

Recess printing, line engraving, intaglio printing - three terms to describe the same basic process of stamp production from its earliest days; the method was adapted by Jacob Perkins early in the nineteenth century from engraving on copper to engraving on steel and he invented the process of transferring an impression from one piece of steel to another.

Put simply, a die would be engraved on a mild steel plate, proofs in black would be taken from it for approval of the design; next the die would be hardened. A soft steel roller would then be rocked onto the hardened die, taking up a mirror image under the application of considerable mechanical force. It is believed that in the early days of stamp production two such impressions were rocked in to the roller on opposite sides, and that it would be about 2 $\frac{1}{2}$ " in diameter. The roller would then be case-hardened. Where stamps of a common design but different values were to be produced, secondary dies with blank value tablets would be made from this roller, the value of each denomination needed would be engraved on to each of the secondary dies, and the procedure as described above would be repeated. Where there were no common designs, as in the case of the Small Queens, the primary die consisted of the vignette only from which, using the same process again, master dies were made by engraving the scroll work, value etc. around this impression of the Queen's head, then proofing and hardening each completed design. There were no secondary master dies as such made for the Small Queens issue - but would be for the Jubilees, the

Numerals and so on.

Having manufactured the basic tools for the job, the next step was to take a piece of polished mild steel, mark it out, and, working from the bottom of the plate up and from left to right, rocking the requisite number of impressions on to the printing plate to be, in the transfer press, by the transfer roller.

This then, was the basic method of producing postage stamp printing plates employed by Perkins Bacon, The American Bank Note Company, and The British American Bank Note Company in the early days. It should be noted that as the impressions on the plate appear in reverse, the first vertical row to be rocked on to the plate would print the last vertical row on the right of the sheet of stamps.

So how did re-entries, retouches arise - what is a shifted transfer, what caused pitting or other types of plate damage?

Let's start with re-entries. Essentially this happens when the transfer roller is re-applied to an existing impression on the plate which can be for a variety of reasons - weakness, wear, or the original impression is in the wrong place.

Some writers seem to think that before re-entering took place the old impression would be knocked up from the back, and burnished off. This did indeed happen when one was working with copper, which is a soft and malleable metal. But here we are dealing with steel plates around $\frac{3}{4}$ " thick. There is indeed

considerable evidence to show that only in the case of gross misplacement did any sort of burnishing-off take place, and then it was none too successful as will be seen later.

If you will forgive me for citing the early G.B. Line Engraved where, after laying down the plates as above, check letters were punched in by hand; as the plates wore in use, so naturally did the check letters. When the plates were re-entered, the check letters were left alone, so the second state of these plates show strong impressions of the stamp, except for the letters which remain weak. If the plate had been burnished off, those letters would have had to be re-punched and, as stated, the three security printers mentioned above were all using the same process.

So, we now have a brand new plate. A proof, is taken from it to see if every impression is satisfactory. If one or more is not the plate is returned to the transfer press and the roller re-applied to any unsatisfactory entry. If it is not spot on the original entry, lines of doubling will occur in parts of the design, giving evidence of what is technically called a FRESH ENTRY. Note, no burnishing would have been done. The major re-entry on the 1871 6c Small Queen plate from row 7/7, and that on the 10c plate R9/9 are both examples of fresh entries - that is, the plates did not go into production without these varieties being present from the beginning.

Once the plate is in use, it will wear; impressions become less clear, until eventually they are in danger of being unsatisfactory. The plate will be taken out of use for repair by re-entry. This is the identical process to that which gives rise to fresh entries. Two results can happen. If the re-application of the transfer roller

to the plate is exact, a CO-INCIDENT RE-ENTRY has been made, and can only be detected by the extra depth of the impression compared with its neighbours, or the coarsening of the lines of shading. For example in its original state the 1/2c Small Queen plate shows fine lines of shading with clear white spaces between them; in its later state, these lines are thick with only minute pinpricks of white showing. If the placing of the roller is not exact - it may be a little to the top, or bottom, or one side, then one will be able to detect doubling where the original impression has not been covered up by the new one. This is a RE-ENTRY, sometimes called a DOUBLE TRANSFER. Strictly speaking the extra lines one is seeing are from the LATENT ENTRY i.e. the original impression but as is typical with stamp collecting that term is used to describe something else! Well, I suppose a latent MISPLACED entry is something of a mouthful, but that happened twice with the 2c Small Queen, when on two occasions the bottom stamp of a vertical row was rocked in half a stamp too high, roughly burnished off(maybe), and then entered in the correct position. I say maybe, because it is just as likely that the attempt to clean off the offending impression was not made till after correction, and a hash they made of it too, thank goodness! (See ML Vol 19/10 for a full description of how the LATENT ENTRY came about, but for those interested, remember, there are two 2c examples probably from different plates).

A SHIFTED TRANSFER looks like evidence of re-entry, but it isn't; essentially the transfer roller has not been re-applied to the plate. If the stamp has doubling of the bottom, or doubling of the top, and no other doubling, the cause has been 'creep' under the tremendous pressure exerted in the

process of laying in the impression. There are a number of these in Reiche & Sandbuehler's 'Constant Plate Varieties of the Canada Small Queens' although they are unfortunately described as re-entries.

WEAK ENTRIES and **SHORT ENTRIES** are basically from the same cause - insufficient rocking-in. The elusive 'Ghost Head' (I believe it is called) 6c SQ plate, probably made around 1876 at the same time as the 5c plate, as the position dots are in virtually identical positions, is an example of a plate where all the impressions are weak - in fact it was so unsatisfactory that there seems to have been no attempt made to clean the plate of guide lines, burnish marks, or the usual extraneous metal that has to be removed from a new plate. It wasn't used for long. A short entry, which occurs usually at top or bottom, is simply where the roller wasn't rocked in sufficiently in those areas, but was for the bulk of the design. An example is shown where the whole top of a SQ 3c is missing although the rest of the impression is fresh and strong.

For those Admiral enthusiasts who are whispering 'underinking', as happened with lathework, under their breaths, no there is no albino impression which there would be if the cause were not a short entry - the paper is as smooth as the proverbial baby's bottom.

MISPLACED RE-ENTRY. Again citing the Small Queens, the 5c/6c re-entries and the Strand of Hair varieties on the 1c. Cause? I believe over-rocking of a multi-value transfer roller made for the express purpose of plate repair, and to which sod's law (if a thing can be cocked up it will be) applied. These can also be described as **INADVERTENT RE-ENTRIES** as they were in no way



Short entry - top of design missing.

intended. (See also ML Vo122/1 SmallQueens - Enigma Variations Update) The important difference with this type of phenomenon is that the extra lines appear **ON TOP** of the existing impression, and are not remnants of the original transfer.

In Canada, until the Admiral period, plates were put to press in an unhardened condition. It was only then, because of the Great War, that it became important to try to extend the working life of a plate, and there it was done by chromium plating. A hardened plate is much more difficult to re-enter than an untreated one, and this type of variety became scarcer as a result. Nevertheless they can still be found even on stamps of the present reign. The 1953 50c Oilwell is a case in point. What did become much more common was strengthening unsatisfactory areas of a design by hand, using the engraver's tool called a burin. This is where we have the **RETOUCH**. A hand is a less steady implement than a mechanical tool, so the evidence of

retouching is often in the form of a line of varying thickness, uneven, even shaky at times.

BURNISH MARKS. When a new plate has been made, it has to be cleaned up before it is put to work. Apart from guide lines the process raises bits of metal, all of which have to be cleaned off by burnishing the areas between the stamp impressions. If it is overdone it can leave a shallow gouge in the plate which will pick up ink and mark each sheet until it eventually wears off. This is a burnish mark,

PITTING. Quite simply this is caused by corrosion. When a plate was taken out of use in Victorian times it was coated with beeswax to protect it; later on, vaseline was used. If it was made, but was not to be used for some time, such as in the case of the original 5c. Large Queen plate or the 6c. Small Queen plate made in 1887, it would be coated with Japan black. Given time, this did not prevent rust. I believe it was so bad on the 5c. Large Queen that a new plate had to be made in 1875 when there was a use for the value. The 6c. plate however was laid up for only about three years after manufacture, but rust pitting is shown by irregular dots on stamps from the top row of this (the 'Montreal') plate's 'B' pane - the left hand one, on positions 5,6,7,8, & 10 and the top left selvedge. Position 6 is shown in the Reiche & Sandbuehler handbook already referred to, although the authors did not know which plate was involved. The sequence is as illustrated. When the plate was re-entered, these marks were removed.

Other examples of plate damage can occur from cracking; for example some of the early Admiral plates were curved to fit the new rotary presses; radial cracking when a heavy sharp object has been



Position 1/5



Position 1/7

Pitting on the Montreal 'B' pane: above-positions 1/5, and 1/7, next page - positions 1/6, 1/8 and 1/10



Position 1/6



Position 1/8

dropped on the plate causing cracks fanning out from the centre of impact; scratching, and graver's slips. A graver's



position 1/10

slip, as the name suggests, occurs when in retouching a plate, the engraver's hand has slipped, leaving a line that shouldn't be there. It has been known to happen in engraving a master die, but not as far as I am aware, on any Canadian stamp. (If anyone is interested, Fiji KGVI 3d). There are two extreme cases of PLATE SCRATCHES on the Small Queens, the 5c 'Plume in Hair' and the 6c 'Neck Flaw' which has so far been found only on the perf 11¹/₂ x 12 printings.

These then are the types of varieties that, being on the plate for a time at least, are constant. Ephemerals such as kiss prints and the like can be dealt with at another time.


Further illustrations will be found overleaf



'Plume in hair' plate scratch.



'Neck flaw' plate scratch.



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FREE CATALOGUE
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The following article demonstrates just how dangerous it is to stop and think, fortunately a rare occurrence in these bustling times. Such wilful misuse of one's precious leisure moments can lead to frustration...

WHY 'CANADA'?

'Mac' McConnell

It is said that idle fellows (not of the FCPS kind) do have idle thoughts in idle moments. I had three such (moments, not thoughts!) in one week recently, totalling two minutes and twenty-three seconds, and fell to wondering why CANADA sometimes includes it's country's name in postmarks.

Before 1852 any policy decisions of such importance could safely be laid at the door of the Imperial government in London (the UK not the ONT variety). How consistent has the practice been since the reins of imperialism were cast aside and what, if any, has been the policy?

Let us look at some reliable and easily accessible sources to see if they provide answers.

Smythies (Canadian Duplex Cancellations) tells us that from 1860, Berri of London (England) supplied cancellers for 22 different towns and cities, none of which incorporated CANADA. Because these were all pre-Confederation marks, we should not be surprised at the consistency. The Public Works Department, Ottawa, supplies also fall into this category.

Post-Confederation duplexes by Prichard and Andrews now take over and usage patterns, but not reasons, begin to emerge. From 1872 to 1876 the earlier designations of CE and CW were used initially then QUE, ONT, NS or NB as appropriate.

From 1879 the use of CANADA becomes general although by no means exclusive on new duplex handstamps in larger towns and cities. For example, BELLEVILLE used ONT on two new hammers in 1881 then had two with CANADA in 1884 and reverted to ONT for two more in 1892 and '98 before reverting to CANADA in 1901 - 02.



Amongst the smaller towns there was a mixture of provincial and national designations.

Machine cancellations - The first machine used in Montreal in March 1896, was an Imperial under licence from Ethridge Bros. and had CANADA between seven bars but not in the dater portion.

Imperials also used flag cancellers with CANADA from 1896 as did Bickerdikes (Maple Leaves, Vol12 p89). When machine cancellers became more widespread the whole subject becomes a minefield for idle thinkers like me. Mentally sorting through a hundred or two cards and covers does nothing for my enlightenment.

Registered letter marks - Smythies and Smith record four oval registered marks for Hamilton of which only one used CANADA. London, Toronto and Winnipeg had similar ones with the national designation. There was also a rather scarce octagonal type used between 1878 and 80 which was anonymous except for CANADA.



Squared Circles - a popular subject on which the last word has been written several times. Here St John NB/CANADA wins hands down with three hammers out of three, followed by Halifax and Kingston with two out of

two. Montreal managed one with thin bars but nil out of two with thick bars. Ottawa had one out of one with thin bars but nothing of any sort with thick ones. Quebec/CANADA was one out of one as also Toronto, both with thick bars. However, a thousand thanks to Winnipeg with one CANADA amongst its four hammers for which Whitehead records that, of all its varied indicia, the number 10 was used on outgoing foreign mail only.



Rollers - Smythies and Hollingsworth record that of all the towns and cities using rollers, only six places incorporated CANADA. Of these, Toronto had 33 out of more than 400 supplied for use there. How were all these rollers employed? Montreal had 18 out of more than 300,

Continued on p. 238

FIFTY YEARS AGO - APRIL, 1944
Kim Dodwell



The whole of Sicily had been captured by the Allies by 17 August, 1943, and two and a half weeks later they landed in Southern Italy to begin the slow and costly struggle up the length of the peninsular. The famous Eighth Army already included the 1st Canadian Infantry Division and the 1st Canadian Armoured Brigade; with the arrival in Italy of the 5th Canadian Armoured Division in November, the Canadians were grouped into the newly formed 1st Canadian Corps, with its attendant train of supporting troops. By the time this Corps was transferred to NW Europe in March 1945, 91,579 Canadians would have served in Italy.

The vital importance of a swift and sure mail service to the morale of the troops was reflected in the size and sophistication of the postal system provided. Men of the Canadian Postal Corps distributed to, and collected from the various army units, but the carriage of mail by air between Canada and Italy was the responsibility of the RCAF Postal Service. RCAF no.168 Squadron, based at Rockcliffe, Ontario, started the 'Mailcan' service, initially with five B-17 four-engined Flying Fortress aircraft, in December 1943. By March 1944 they had established a routine of a Fortress flying from Rockcliffe to Prestwick, Scotland, every five days, via the Azores and

Gibraltar, with a feeder service of twin-engined Dakotas from Gibraltar to Pomigliano airfield, near Naples, twice weekly. The 'Mailcan' Service continued to perform a vital function right up to the end of the war, although the numbers and types of aircraft used changed, as did the routes flown. They carried the biggest share of servicemen's airmail; in addition many letters from Italy, and later NW Europe posted as surface mail, were carried by 'Mailcan', which accounts for the surprisingly short transit times sometimes seen on soldiers' unstamped (concession rate) covers to small Canadian towns that still applied receiving marks.

The previous (Canadian) owner of the Armed Forces Air Letter illustrated noted that, according to Canadian P.O. records, a plane en route to (over?) the Mediterranean jettisoned 5059 lbs of air and surface letters, and the cover illustrated is thought to have come from this incident. I have one other similarly marked 'front', and Guertin, in his *Wartime Mails* book, illustrates a cover with this mark; all were posted in Canada within a 20 day period. Surprisingly, this incident is not listed in Nierinck's very comprehensive 'Courrier Recouperé', and an official report on 168 Squadron's activities describes two other incidents of mail being jettisoned, but not this one. However Hopkins, in his more meagre listing of air crashes, does refer to it, citing two examples with this mark, both posted in March 1944, in Britain, addressed to Canadians in the C.M.F., but knows nothing of causation. One is left with a picture of a laden Dakota, losing height over the sea due to engine failure, bad weather or possibly enemy long-range fighter attack from the south of France or northern Italy, jettisoning its pay-load to remain airborne, and the cargo being retrieved, perhaps by the

Royal Navy. I wonder if the real story will ever be known?

And what of Jack Johnston and 'D' Company of the Princess Patricia's Canadian Light Infantry? If we assume the salvaged letter reached him in April, they had left the Ortana area, on the Adriatic Coast, in December, and were moving westwards to prepare for their role in the break-through of the Hitler Line, behind the infamous Cassino Monastery position, in May. It was after their success against the Hitler Line, and yet another break-through of the Gothic Line, albeit at great cost, in September, that General Leese, the Army Commander, was to describe the 1st Canadian Division as "undoubtedly the best Division in the Eighth Army". I am glad to know that Jack Johnston came through unscathed, and by war's end was a Corporal, still with the Patricia's, in Holland.

Continued from page 236

Winnipeg (4 of 64), Hamilton (2 of 35), Halifax (2 of 18) and Quebec (1 of 28) so the proportions were small. Other large places like Vancouver scored nil out of 30; Ottawa likewise.

Smythies and Hollingsworth comment "it is not known why the CANADA type was adopted for these half dozen towns".

I was at this point just about to think the profoundly idle thought that S & H summed up my own view neatly when my two minutes and twenty-three seconds worth of idle moments ended abruptly as 'she who must be obeyed' demanded action - immediately - or else. I now have to leave it to others to divine, explain and substantiate any pattern or policy in this matter - just why is the name CANADA included in some postmarks and not in others?

THE PEOPLE ON THE STAMPS - BENJAMIN FRANKLIN Alan Salmon

*By different methods different men excel:
But where is he who can do all things well?
Epistle to Hogarth* *Charles Churchill*

As yet, in this series, we have not met anyone with the remotest connection with the postal services of Canada. Now we do - Benjamin Franklin; as Deputy Postmaster General for the English Colonies he was responsible for the post in Canada for 11 years. However he never had the good fortune to be a Canadian, for most of his life he was an English colonist and he ended it as a citizen of the United States. His portrait was chosen for the 10c multicolored stamp (SG 839, SS 691) issued in 1976 to commemorate the 200th anniversary of the Declaration of Independence by the Colonies in America.



He was born in Boston, Massachusetts in 1706, the 10th son of his parents; his father was a soap and candle maker. At the age of 12 he was apprenticed to his brother, a printer; during this five-year period he read widely and taught himself to write effectively. The *Spectator*, a periodical of essays, was first issued in 1711; Franklin read and then rewrote these essays; he then increased the difficulty of the learning process by changing the essays into verse and then,

days later, turning them back into his prose. A hard-working, determined and thoughtful young man!

The Printer and Promoter

In 1723 he went to Philadelphia to work at his trade. There he was noticed by the Governor of Pennsylvania, Sir William Keith, who suggested he establish his own business. Franklin's father thought him too young for such an adventure; so Keith promised the necessary capital, and sent him to England to make contacts with stationers and booksellers. On board ship he found that Keith had arranged no letters of credit and no introductions; Franklin was surprisingly charitable noting: 'He (Keith) wish'd to please everybody; and having little to give, he gave Expectations'. In London he quickly found employment and spent three years enjoying working, writing pamphlets, the theatre and the other pleasures of the big city. By 1726 he had tired of the life so when a merchant, whom he had met on the boat going to England, offered him a job in Philadelphia, he returned home.

The merchant died a few months later, so Franklin was back to printing with such success that within two years he was able to set up a partnership with a friend. Their first major triumph was to win the contract to print Pennsylvania's paper currency. Two years later he was the sole owner; by now the firm was printing the currency of Pennsylvania, New Jersey, Delaware and Maryland. The

business continued to prosper with the printing and publication of newspapers, magazines and almanacs. Franklin's personal life was not quite so well organised, he was prone, as he put it to: 'that hard-to-be-govern'd passion of Youth' which sent him to 'low Women'. In 1731 he had a son, William, whose mother has never been identified. The same year he took as his common-law wife an old sweetheart whose husband had deserted her. They had two children and, together with William, the family was a happy one.

With his business providing a firm base for further adventures, Franklin's mind turned to the improvement of society. In 1727 he founded the Leather Apron Club, to debate questions of morals, science and politics; this led eventually to the founding of the Library Company of Pennsylvania, to a fire brigade and a police force for the city, to the American Philosophical Society and to the University of Pennsylvania. So successful was he as a promoter that his fame spread throughout the Colonies and his help was sought by anyone wishing to promote a good idea.

The Scientist

In 1746 Franklin became interested in electricity, the Library Company had obtained from England an electricity machine which was used as a starting point for he and a group of friends to push back the frontiers of science. Experiments were carried out over some six years; they resulted in a far better, logical organisation of what was known about electricity. We owe to them the terms: positive, negative, battery and conductor and the signs +ve and -ve. After some highly dangerous experiments with a kite, the lightning conductor for buildings was invented.

His leadership in this research would have been enough to ensure his lasting fame as an experimental physicist; however, some forty years later, he had one further invention to bestow on us. When an old man, irritated at having to change his spectacles when he wished to read close print, he invented spectacles with four lenses in the same frame - the bifocals so much in use today.

The Postmaster

His involvement with the post office began in 1737 when he became postmaster of Philadelphia. He retained his post, whilst involved in his many other projects, until 1753 when he became one of the deputies of the postmaster general of England. He was then jointly in charge, with a William Hunter, of the mail in the North American colonies; the first record of a postal service there is dated 1639. After Britain and France made peace in 1763, and Canada became a British province, Franklin went to Quebec to extend the colonial postal service. Indeed, due to his promptness, the post office was the first institution of the new government to be established. He opened a post office at Quebec, with subsidiary offices at Three Rivers and Montreal; the 5c stamp (SG 538, SS 413) issued in 1963 commemorates the 200th anniversary of the start of this service. A monthly service between these offices and New York was arranged so that the courier could make timely connections with the monthly packet boats to and from Falmouth, England. The packet boat service from New York, which was devoted entirely to transport of mail, had begun in 1755 - directly as a result of Braddock's defeat by the Indians and French at Fort Duquesne that year - at last the government in London had decided it must have good communications with British North America.

Under Franklin the post office in North America was reorganised and prospered, he was able to send the first, and substantial, profits from its operations to Britain. However, in 1765 it became involved in controversy - the consequences were to change America forever. The Stamp Act of that year required that all newspapers and commercial and legal documents should be upon stamped paper sold at prices prescribed by law. It was a tax, designed to overcome private, and illegal, postal services which were rampant in the Colonies. Franklin, in London at the time, though believing that such an unavoidable tax required the consent of the Colonies, underestimated the effect on public feelings, as did Parliament. There were riots and many merchants decided to import nothing from Britain. Franklin had ordered the stamps to be printed and appointed a friend as stamp officer in Philadelphia; there was an outcry in the town and his wife was threatened. Franklin quickly threw his energies into having the Act repealed, appearing before the House of Commons to argue for the right of the Colonies to impose internal taxes by their own legislation. The next year the Act was repealed; in the future the Colonies would resist every tax passed by Parliament.

Sadly this period in the British post office ended with his sacking! Somehow, it's not known how, he had obtained letters from the governor of Massachusetts to London commenting on the situation in the Colonies. Franklin made these available to colonial leaders; he was dismissed from the post office. However, he had the last laugh; in 1775, when the 13 colonies were in revolt he was appointed the first postmaster general of the United Colonies.

The Statesman

Franklin's dream was a British Empire composed of self-governing nations. In 1754, as a representative of Philadelphia, he had proposed a Plan of Union whereby the 13 Colonies would have established a general council to organise common defences against the French and to supervise relations with the Indians. But the other colonies were not ready for such a step forward - nevertheless here was the first concept of the United States of America. In 1757 he was chosen to represent Pennsylvania in London; whilst there he published a pamphlet urging Britain to annexe Canada when the Seven Year War was over - it did. By 1770 he was representing Pennsylvania, Georgia, New Jersey and Massachusetts in London, and travelling between there and the Colonies almost ceaselessly. He also used his skills as a writer -between 1765 and 1775 he published 126 newspaper articles on current controversies.

In March 1775 he left London, fearing the outbreak of war. On his last night in England he read from the colonial newspapers, with tears in his eyes, to his friend the great chemist Joseph Priestley. In June he heard that colonists had clashed with British troops at Lexington - the opening shots of the War of Independence. That autumn the colonists invaded Canada and captured Montreal. Franklin, regarded as the wisest and most astute of the colonists, led a mission to swing the leaders of Quebec over, he also set up a printing press in Montreal to convince all Canadians they should join the revolution. This time his powers of persuasion were not up to the task; he decided that the Canadians were not reasonable men, they disliked the 13 Colonies more than they disliked the British! The British government's

tolerance to the institutions of Quebec, especially to its religion, had prevailed against the calls for independence from the, predominantly Protestant, Colonies.

Franklin returned to Philadelphia; now aged 70 he must have been tired after his fruitless trip to Canada. Nevertheless he took part in the drafting of the Declaration of Independence. Thomas Jefferson, aged 33, was the prime author but Franklin guided the work of his young colleague. In 1776 it was presented to the Continental Congress; although amendments were made, the general sense was little changed and it was approved - hence our stamp. In December of that year he went to France to get support for the rebels, he had been leading the Congressional Committee of Secret Correspondence whose function was to gain support from any likely source. France, recovering from the ruinous Seven Year War and willing to hurt the old enemy Britain whenever and wherever possible, welcomed him. He was the American

ambassador to France; this mild, portly gentleman peering over his spectacles and wearing a fur hat was a great, popular success in Paris and he was received by Louis XVI at Versailles.

The results were impressive; early in 1778 France and 'United States' signed a Treaty of Alliance drafted by Franklin. By June Britain and France were at war; a French fleet was soon off Delaware and French officers, notably Lafayette, were sailing to the aid of the rebels; eventually some 44,000 French soldiers and sailors were involved in America, and Spain also joined the alliance. In 1783, after eight years of war, Franklin was the senior American to sign, in Paris, the Peace Treaty between Britain and the United States. This settled the boundary between Canada and the United States as far as the western end of Lake Superior. He wanted to go home, but was retained there for a further two years arranging trade treaties.

Continued on p. 244

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SOCIETY NEWS

FROM THE PRESIDENT

Convention this year runs from Wednesday 24 August to Saturday 27 August at the Swallow Hotel, York, which is situated in a quiet suburb overlooking the racecourse.

The timetable for Friday this year is being re-arranged to allow for a conducted bus and walking tour of the city, which will include the Minster. For those not interested in history, there is a major stamp and coin fair at the racecourse grandstand. In the late afternoon there will be a philatelic meeting and another in the evening after dinner. The Thursday afternoon visit will be to Castle Howard.

Two members from Canada, Bill Topping and Leigh Hogg, will be giving displays and the home team will include Martyn Cusworth, Mike Perry, Dorothy Sanderson and Geoffrey Whitworth.

Competition entries will go on display on Thursday morning. This provides an excellent opportunity for members to display their BNA material. The various competition classes cater for all types of exhibit and there are some handsome trophies to be won. Please send your completed entry form to Brian Stalker and let me have your booking form as soon as possible.

FROM THE C.E.O.

If any member wishes to raise any points relating to any aspect of the Society, will they please let me know: Dr C.W.Hollingsworth, 17 Mellish Rd., Walsall, West Midlands, WS4 2DQ.

THE WESSEX GROUP

The group met at the home of Dorothy Sanderson on 3 February and the subject under consideration was postal stationery. There was some feeling beforehand that the meeting might prove to be short. Such feelings were soon dispelled when the material began to appear on the table, most members had found something to show. Dr Michael Russell kept quiet as various members produced their treasures then trumped all our aces with a veritable cornucopia of material. Everyone went home feeling they had seen something new and, possibly, even learned something!

At the next meeting, on 5 May, Small Queen covers will come under review. All members in the vicinity or just visiting are urged to come along and join us, contact Dorothy for details of time and place.

ANNUAL GENERAL MEETING

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting, to be held at the Swallow Hotel York, on Saturday 27 August 1994, commencing at 9.00 am. In accordance with Rule 18, nominations are sought for the following offices: -

President
Three Vice Presidents
Secretary
Treasurer
Three Committee Members, one from each region

The three retiring Committee Members are Miss E Stephenson F.C.P.S. (Scotland), Mr J Pilkington (North) and Mr T Almond (South).

Nominations and any proposed to the Secretary to be received not later than 28 May 1994,

FELLOWSHIP

Members of the Society are eligible for election as Fellows for: -

Outstanding research in the Postal History and/or philately of British North America,

or

Outstanding services in the advancement of the interests of the society.

Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship Rule No. 2. Such nominations must be on a prescribed form which is available from the Secretary, and must be submitted by 28 May 1994,

FORTHCOMING EVENTS

This section covers CPS meetings, both local and national, as well as national and international events which may hold interest for members. If you know of such events, sufficiently in advance, please advise the Editor.

1994

Apr. 18 London Group: 'Beaver Cup'

May 5 Wessex Group: 'S.Q. Covers'

May 17 London Group: 'AGM and Letters W,X,Y,Z'

June 10-12 Royal Ogopec 1994, Vernon, B.C., Canada, Annual Convention of the RPSofC

Aug. 24-27 CPS of GB Convention, Swallow Hotel, York

Sep. 8 Wessex Group: 'Forgeries'

Sep.29 - Oct.1 BNAPEX 94, Burlington, Vermont, USA. Annual Convention of the BNAPS

Oct. 11-16 Autumn Stampex, Royal Horticultural Halls, London

Nov. 24 Wessex Group: 'Recent Acquisitions'

1995 (Provisional)

Sept 20-23 CPS of GB Convention, Bournemouth

International Exhibitions

1994

Aug. 16-25 PHILAKOREA 94, Seoul

1995

May 10-15 FINLANDIA 95, Helsinki

Sep 1-10 SINGAPORE 95 Singapore

1996

Jan 8-16 CAPEX 96, Toronto

Note: London Group details from Colin Banfield: 081 500 5615

Wessex Group details from Dorothy Sanderson: 0794 523 924

Continued from page 242

Postscript

He came home to Philadelphia in 1785, aged 79 and suffering from agonising bladder stones, a disease of the times and now usually found in the under-developed countries. He died in 1790; his last year was bedridden, the pain dulled by opium. He had the most impressive funeral Philadelphia had ever seen and eulogies flowed world-wide extolling his virtues. Perhaps the most well-known was from France, Turgot's: 'He snatched the lightning from the skies and the sceptre from the tyrants'. By this time, the second great revolution of the 18th Century, the French Revolution, was in full swing. Franklin would, no doubt, have approved, however, he would have hated the more grisly of its methods.

He had a great intellect, was a leader, diplomat and a good man; the most outstanding citizen, world-wide, of his generation. He rightly represents the United States on the stamps of Canada.

LETTERS TO THE EDITOR

Harry Lussey

COMPULSORY REGISTRATION

I was interested in the article regarding Compulsory Registration (Oct and Jan ML) and enclose a photocopy of a 'caution' notice in my collection.

Editor's note: Harry's illustration matches fig.5 on p192 of the January ML, it is on a cover which arrived in Hull on 22 May, 1855, some 31½ years earlier than the illustrated notice. The original 'caution' notice illustrated in the October ML (p171) was on a cover received in London on 26 June, 1873. One wonders whether any other variations of the 'caution' notice exist between 1873 and 1885. Interestingly, Harry's cover was properly annotated 'contains coin' despite this it was refused by the addressee who must have felt it not worth the 8d charge!

Jonathan Rosen,

7c ADMIRAL THIN PAPER

Readers may be interested in the Admiral block, here illustrated, that I acquired recently. It will be seen to be a well-centred block from plate 7, what is not so obvious is that it is Sc14iii, the rare thin paper variety. John Jamieson of Saskatoon Stamp Centre believes only five or six full plate blocks of 114iii exist.

A few observations on the thin paper variety of the 7c value:

1) Unlike the regular paper 114, which tends to come better centred, the thin paper version is notorious for poor centring. The block illustrated is exceptional in that it is well centred, the

uneven perforating even producing two 'jumbo' copies.

2) The thin paper variety occurs only among the dry printings, it is very transparent.

3) It is believed to come only from plate 7. However, in the 1981 Lussey sale there was a plate 8 that was described as thin paper but it was withdrawn from the sale. Does the thin paper variety exist from plate 8 as well as 7? Perhaps the present owner of the 'Lussey block', or other readers, can help.

4) The variety exists in a lathework block of four but is not listed in the Unitrade catalogue. In the Sissons sale of August 1980, a block with 70-80% Type D lathework sold for \$935CAN, despite rather poor centring! I do not own it and it is the only one I have seen. Are there any other lathework blocks of the 7c thin paper around? If so I should be very interested to hear about them.

Please write to Suite 28, 211 W92nd Street, NYC 10025, USA.

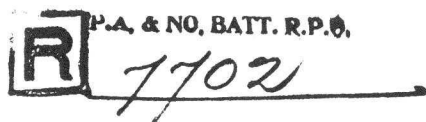


Red brown 7c Admiral on thin paper.

Horace Harrison

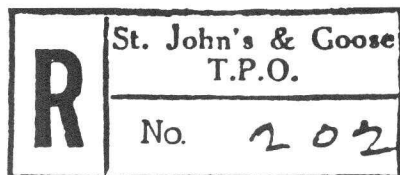
REGISTERED RPO POSTMARKS

Enclosed is a photocopy of RG54, which was missing when I submitted the article on Canada's Registered RPO Markings (ML Aug.1993, p128). Also I can now provide an actual illustration of RG70 to support the drawing on that page.



RG54 above

RG70 below



John Wannerton,

THAT BO(E)RING SQUARED CIRCLE

In Maple Leaves for October 1993 there is an article (pl60) on a Canadian stamp used at Ficksburg in the Orange Free State. Reference to Ken Rowe's 'Canadian Contingents' reveals a list of Canadian stamps, then (1981) known to that author, used from South Africa. Among them is a 2c red Numeral, no date mentioned. The postal regulations being what they were, these stamps could do no actual postal duty.

Apart from the Contingents, many Canadians served with Colonial regiments that abounded at the time, and there were quite a few serving with the Imperial regiments as career soldiers and officers. Such usage could have come from any of these serving in the area.

Of the 13 items listed by Rowe, five are classified as fakes, three have ? after them, one is the Ficksburg mentioned above, one an FPO and three go to APO55, which is quite common used in conjunction with Canadian mail.

I trust the above may prove of some interest.

Jack Wallace

AIR CRASH OF '54

On page 202 of the January issue there is an article on a crash over Moose Jaw, Sask., on 8 April, 1954, involving an RCAF trainer and a TCA North Star.

In Vancouver, Blair M. Clerk (a life long friend of my father) was general manager of the 1954 Empire and Commonwealth games; talking about these crash covers, some years later, Blair said he had 'oodles' of them, but because many had a 'window' in the envelope he threw a lot out before Fred Eaton acquired some.

The window envelope may explain why the number of covers destined for Vancouver was apparently lower than expected.

Hans Reiche

ADMIRAL 1c COIL STAMP

Having read with a smile the article 'Sweet Music' in the October issue, what interested me most was the date of the yellow Admiral coil. The idea that a coil stamp was issued prior to the actual sheet stamp may not be so surprising in this particular instance. The stamp on the cover is from a wet printing and from a Die 1. Three plates were used for the early coil but Plate 10 was already in existence and was used to print the green

coil. The plate was engraved on 6 November 1916 and approved 20 December 1916. Delivery of the green coil ended in 1917 and postmasters received their supplies of this coil until 1919. On 1 October 1921 the rate was changed and that made it necessary to bring out the yellow coil stamp. The first yellow sheet plates were already approved, 23 October 1920, almost a year ahead of the required colour change, although the issue date was given as 7 June 1922, long after the rate change. With the shipment of the green coils to the Post Offices ending early, the early approval of the yellow plates and the already available coil plate from the green printings, it may not be so surprising that the yellow coil, printed from the coil plate No.10, was already out for distribution on or before 5 June 1922. Certainly, the earliest date reported was 15 November 1922 but this date has apparently been superseded by others with earlier cancels.

Gerry Churley FRPSL

NEW 'CANCELLATION' FROM CANADA POST

Here are some examples of stamps received with good Circle Date Stamp cancellations which have been destroyed by a SECOND processing by some postal machine, apparently in the Province of British Columbia, rendering the stamps 'unacceptable' for the collector by a hideous killer cancel.

In the mind of Canada Post there must be some reason for this SECOND processing of the letter through a cancelling machine. I personally question the delay in the delivery of the letter to affix this second cancellation, and the desire of Canada Post to render the stamp unacceptable for inclusion in a collector's album.



Two examples of the offending cancellation

By copy of this letter, I am asking the Customer Service section at Antigonish, Nova Scotia, if they would be so kind as to explain the purpose of the second cancellation, the reason for a cancellation which renders the stamp unsuitable for the collector, and possibly the reason for delaying delivery of the letter to duplicate the cancelling of the stamp. I trust the Customer Service section will be agreeable to forward to you a copy of that reply. It is my understanding that Canada Post has been endeavouring to make their process more efficient so as to increase the speed of delivery and add more profitability to their operation, yet they find it necessary to duplicate work, thus I would think defeating both of the above objectives.

Editor's note: It seems the laser jet, spray-on cancel is an 'added feature' to Optical Character Reader (OCR) machinery in use at large mail sorting facilities in Mississauga, Stoney Creek, Hamilton, Edmonton and Vancouver. The coded information includes identification of processing centre, date and time of mailing. It is doubtful whether more than a handful of Canada Post's customers need this information and, even if they did, it might be difficult to decipher when the code runs on

to a dark coloured stamp. We did receive a copy of the reply sent to Gerry by the Pacific Division of Canada Post in Vancouver and this is printed here in full.

I am writing in response to your letter to the National Philatelic Office in which you expressed concerns about the new cancellation made by our multi-line optical character reader.

Your comments have been brought to the attention of our Mail Operations group and will be given every consideration. The new cancellation provides the addressee and Canada Post with a great deal more information about the date and time of mailing, and at which processing plant the piece was sorted primarily. As it is a new computerized machine cancellation, we are still

examining the best placement of the cancel itself.

However, may I take this opportunity to point out that under the Corporate Manual System Subject 1110.01, Section 3.3, the following is stated:

"Canada Post is not responsible for the quality of the cancellation impression nor does it guarantee a philatelicly acceptable cancellation mark."

Despite the above, please be advised that we are continuing our efforts to come up with a cancel that will prove efficient for Canada Post and our customers alike. Thank you for taking the time and the trouble to write and allowing us the opportunity for further clarification.



THE POSTAL HISTORY SOCIETY OF CANADA INVITES APPLICATIONS FOR MEMBERSHIP

The Postal History Society of Canada publishes an award-winning quarterly journal, sponsors seminars on Canadian postal history, and awards prizes for the best postal history exhibit at philatelic shows across Canada.

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For further information or a membership application form, please write to the Secretary:

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BOOK REVIEWS

Catalogue of Canadian Duplex Cancellations by Robert Lee; published by Robert A Lee Philatelist Ltd, Kelowna, 1993. Available from the publisher at £19.50 (£26.50 with binder), post paid.

In 1987 Mr Lee published the first 152 page edition of this comprehensive work, so ably pioneered by the late E.A.Smythies. Six years after the first edition he provides us with a new, much expanded, 235 page edition of the book.

The 'meat' of this work includes a listing of all known Canadian duplex cancellations, each of which comprises an assigned number; name of the post office; type, kind and size of each duplex; proof date; earliest and latest recorded dates; time marks and number of strikes recorded. Remarks are added as appropriate.

No author alone could ever hope to assemble such a work and Mr Lee offers generous acknowledgement to all who contributed to this massive effort. Over the years he has published and/or written some 30-odd volumes, including the multi-volumed work by Paul Hughes.

For all its quality, this work will not appeal to all. Its greatest appeal will obviously be to the postal historian, more particularly the duplex specialist. This has been a long neglected field and the book should open up opportunities in a largely undeveloped field where material can still be obtained quite cheaply.

This is another very commendable publication from the Lee stable.

R.B.Winmill

Post Offices and Postal Routes of Halifax County by Kenneth C. MacDonald. Privately published in 1993 and available from the author.

In this substantial 390 page compendium, Mr MacDonald has produced a work unlikely to be surpassed for a very long time. Together with his forthcoming work on Halifax City post offices, this book will provide just about all the necessary information on the subject of Halifax.

He correctly elaborates on the problems encountered with such research, outlines the information provided for each post office and provides a useful table of contents. Sketches of post offices, reproductions of postmarks, geographic locations, names of postmasters and dates of service, are just a few examples of information provided.

An especially valuable feature is a bibliography, which can serve as a guide to the student seeking to undertake further research. It also demonstrates the depth of sources consulted. If any criticism could be made it would be that further use could have been made of newspapers and some additional almanacs and directories. These (to 1900) are available on CIHM fiche; however, it is doubtful that the little additional information that could be garnered would justify the additional expenditure of time.

This excellent reference work will not appeal to all tastes, due to its limited subject matter and the fact that depth of presentation exceeds the requirements of many students. Yet this does not detract from its utility and value as a serious research effort.

The work is reproduced on standard 8 1/2"x11"pages, soft covered and coil bound. This reviewer has no hesitation in recommending the book to all interested in this area of research.

R.B.Winmill

Bank Marking Proof Strikes of Canada and Military Proof Strikes of Canada, by J.Paul Hughes, in the 'Proof Strikes of Canada' series published by Robert A. Lee Philatelist Ltd., Kelowna, 1993. Available from the publisher at \$41.95 and \$24.95 respectively.

Like the previous 24 volumes, these two are the product of Mr Hughes' vigilant efforts. It is correct that there is, probably in all 26 volumes, the occasional omission or misplaced item; however, in a work of this magnitude (300,000 impressions) it would require a miracle to have perfect order. Such minor problems in no way detract from the value of these works. At 269 and 148 pages respectively (8 1/2"x11"), these works are crammed full of proof impressions.

The military volume will appeal and be of value to many. The other volume, while as good as any in terms of content, will have more limited appeal as the strikes are never seen.

While both works are fair value at the prices, most collectors could realistically only profit from the military volume which has implications beyond the purely military; for example, a collector of County postal history might well benefit from this work.

With but three volumes remaining to be published, this series is almost complete. It is a certainty that history will judge this project as a major

contribution to the field of Canadian postal history research. Indeed such recognition has, to a limited extent, already been accorded to Mr Hughes when he received the Frank W. Campbell Award in 1990, for his work on earlier volumes. Further honours must surely follow.

This reviewer can heartily recommend the entire set, or any volume(s) which may be compatible with individual collecting interests.

R. B. Winmill.

Madame Joseph Forged Postmarks by Derek Worboys. Published by the Royal Philatelic Society, London, in hardback A5, 122 pages at £25.

The book contains over 450 first class illustrations of forged postmarks, surcharges and cancellations which relate to stamps of the British Commonwealth. Fortunately the proportion of BNA markings is very small.

There is but one from Canada, a Kingston CDS of 17 August, 1909, and ten from Newfoundland. Nine of the Newfoundland marks are of St John's and one of Bay Roberts, 15 January, 1940. Two of the St John's examples are registered markings, one being 12 May, 1937 first day of issue for the Coronation stamps. Among the others are two for 6 May, 1935 - first day of issue for the Silver Jubilee set. The St. John's markings range from 1929 to 1943.

The fake postmarks look very convincing and added danger stems from the fact that they are not necessarily to be found on high ticket stamps, so one would not normally be on the look out for them. If one's interest is confined to BNA then the price may be considered high for notice of eleven fake

postmarks; however, it is a book that should at least be in every philatelic society library. Why not badger your society librarian to acquire a copy for everyone's benefit, then you can take a peek!

D.F.S.

Cancelled with Pride A History of Chilliwack Area Post Offices 1865-1993, Cecil C. Coutts, privately printed, 1993, 188 pages. Obtainable from author - Cecil C. Coutts, 34820 McLeod Avenue, Abbotsford, BC, V3G 1G9, \$26.00 CAN post paid.

For those planning to tackle postal history, Cecil Coutts' 'Cancelled with pride - A history of the Chilliwack area Post Offices 1865-1993' is a must. As is to be expected in any postal history, the opening and closing dates of all post offices are given, together with the names of the Postmasters. An added feature is a detailed study of Rural Routes and mail routes within the Chilliwack area, information that is not found in most postal studies. The background to the establishment of many offices is also included and in some cases direct quotes

from postal records are provided.

At first glance the most impressive features of the work are the pictures and other illustrative material. These include photographs of postmasters, the post offices, and a wide array of cancellations and covers from each of the offices. Sketch maps are included showing in detail the location and the changes of location of many of the post offices. These provide an excellent supplement to the detailed descriptions provided in the text.

Although this is primarily a postal history it also provides an informative background to the Chilliwack area from the days when mail was received as 'favour letters', carried by the Colonial steamer captains on the Fraser River, to the replacement of the smaller post offices by the new 'Super Mail Boxes'. Even for those with limited interest in Chilliwack, the book provides an in depth study of the development of the rural postal system in Canada and serves to illustrate the problems faced in delivering mail to a rural population.

Bill Topping

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