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Maple Leaves

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MAPLE LEAVES

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EDITORIAL

The Canadian Aerophilatelic Society is publishing a catalogue 'The Air Mails of Canada' in conjunction with the American Air Mail Society; publication is scheduled for June 1996. Dedicated aerophilatelist Dick Malott is co-ordinator for the project and seeks volunteers to take charge of specific sections. Apart from sections already decided upon, it is not too late to include others and Dick suggests, for instance, Forces Air Letter forms and Aerogrammes. If aerophilately is within your collecting field and you have a view, please contact: Major (Ret) R.K.Malott, 16 Harwick Crescent, Nepean, ON, Canada, K2H 6R1. Better still, if you feel able to help with any particular section, ask for more details.

While we are seeking volunteers, something closer to home might strike a chord. Prior to last year's Convention, Assistant Editor Ged Taylor asked to be relieved of the additional post of Advertising Manager. No volunteers were forthcoming and Ged agreed to carry on for a further year. This is really not good enough, our advertisers are not numerous and they are pretty regular so the job is not onerous, one would like to think that, from over 200 UK members, at least one would be prepared to do his bit for fellow collectors. All posts in the Society are honorary and it is in everyone's interest that the workload be spread as thinly as possible. If you feel you might be able to help but would like more details, please contact the Editor or Ged Taylor.



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'DAEDALUS' AIR MAIL STAMP ESSAY

Ken R. Johnson



Figure 1: 20mm x 34 mm Frame study, hand-painted on semi-transparent paper. Red-brown/dark-brown colour, green high-lighted white numeral 6. C.P. Archives (NAC)

During September of 1990, the Canadian Postal Archives acquired an intriguing postage stamp essay that could be described as one of Canada's significant 'philatelic missing links'.

Acquired by the CPA from the former American Bank Note Company (British North America Postage Stamp) Archives (1), this particular stamp-size 'rough' drawing was prepared in conjunction with other artwork for the 1935, Canada 6 Cents Air Mail postage stamp that featured the mythical 'Daedalus' in flight. An examination of the essay (Fig.1), reveals that the designer has made very little attempt to reproduce faithfully the central figure

and background; rather, he has concentrated on the creation of detailed value tablets, inscriptions, other decorative embellishments and alternate versions of the surrounding frame. Also of note are the pencilled word 'ACCEPTED' and the check-mark adjacent to the right hand postage stamp frame, the latter being incorporated as part of the final design for the issued stamp (Fig.2).

Postage stamp essays with similar design characteristics have been previously illustrated in various publications and auction catalogues. In 1982, as an example, a number were sold as part of the renowned 'Scenic

Collection of (Canada) Proofs and Essays'(2) and it is interesting to note that many of the hand-painted miniatures from this collection also include the 'representational' central images, the alternate frame designs, the word ACCEPTED, and the related check marks.

For a number of years, philatelists have offered varying opinions about the origin of the Canadian postage stamp 'rough sketches'. Some specialists determined that the roughs were genuine and probably came from the files of one of the known security printers; others felt that they were the work of an anonymous artist who created the drawings as a hobby and tried to pass them off as officially-created artwork.

These rough sketches have now been attributed to a former American Bank Note Company designer by the

name of Charles Mack, who also prepared similar drawings for a number of Latin-American postage stamps. (3)

Because of its origin, the postage stamp artwork illustrated here has assumed a highly important role in establishing the previously evasive connection between the Charles Mack essays and one of the security printers. Originally included in The American Bank Note Company's Canada 6 Cents Air Mail postage stamp preproduction file, to date it is the only known Charles Mack hand-drawn/handpainted Canadian postage stamp essay to have come directly from the archives of this internationally-renowned security printer.(4) This link thus helps to settle the ongoing controversy about the origin and authenticity of the miniatures, and adds substantial credibility to the belief that the items were officially-sanctioned artwork.



Figure 2: Canada, 1935 - 6 Cents Air Mail Postage Stamp. C.P. Archives (NAC)

References

1. See Lot 2097 illustrations, 'The American Bank Note Company Archives/British North America' auction catalogue. Christie's Robson Lowe New York auction, 13 September, 1990.

2. See various lots, 'Canada - The Scenic Collection of Proofs and Essays', Robson Lowe International Zurich auction, Sale IV, 25 November, 1982. See also 'The Essays and Proofs of British North America',- compiled by Kenneth Minuse and Robert H. Pratt,

1970, pages 56-59.

3. Mueller, Barbara R., 'Latin-American Essays in Search of an Identity/Designer identified; Authenticity Established', The Essay-Proof Journal Vol. 46, No. 4, (Whole No. 184) 4th Quarter 1989, pages 151-159.

4. The Canadian postage stamp essay referred to in Mueller's article (see 3 above.) is a photographic essay, whereas the Mack essay discussed here is hand-drawn/hand-painted.

TYPE 'U' The Yellow Peril

Every dog* even this one - has its day! Not being able to add anything new to my 15c LQ precancel section, it's been several years since I last looked at them. As a matter of fact I was entertaining the thought of selling when a letter arrived containing this 15c LQ type U precancel. To say that I was thrilled to extreme ecstasy is putting it mildly! At the time (September '92) this precancel was still unrecorded. 'The Standard Canada Precancel Catalogue' (1988) and 'The Canada Precancel Handbook' both list the 15c LQ with types 'J,R,S and T' precancels only - all scarce.



Type U vertical precancel.

Type 'U' with its 'flat-top wave between two parallel bars' design - horizontal or vertical - is an unusually

interesting precancel. It is common on some issues, like the 1c SQ, but surprisingly rare on the other low value stamps such as the 1897 1c Jubilee. Moreover, it is one of the few bar type precancels, if not the only one, that has been forged. The products of three forgers have passed through my hands. All on the popular 1898 2c commemorative map stamp - single and mostly horizontal. The fake illustrated on page 13 of Maple Leaves 230, October 1990, is an example of a dangerous one. The other two fakes are so crude that they offend the eye. They appear to have been carved from an eraser and should not deceive anyone. Yet, when offered, whether as fakes or genuine, they fetch good prices.

I hope that this report will encourage members to be on the alert for 15c LQ precancels. Finds, which can still be made, are no small achievement. A word of caution - do not mistake roller cancels for the type 'J' precancel. Good Hunting.

Footnote:

*This year is the Chinese Year of the Dog.

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**DEALERS IN
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HALIFAX PACKETS TO THE CARIBBEAN

George B.Arffen

A Cunard packet service, Halifax to Bermuda, had been in operation since 1833. In 1850 Cunard began a monthly steamer service between New York, Bermuda and St.Thomas, Danish West Indies. Halifax replaced New York in June 1854 and the route to the Caribbean became Halifax-Bermuda-St.Thomas. The primary reason for packet service to Bermuda was to allow England to maintain regular communication with the North American Squadron of the Royal Navy. It just happened that this packet service offered Canadians a way to send letters to the Caribbean area.

This Halifax-Bermuda background is covered in detail by J.C.Arnell and M.H.Ludington in the extensive introduction in their book 'The Bermuda Packet Mails and the Halifax-Bermuda Mail Service, 1806-1886'(1). They include sailing tables identifying the ship and the arrival and departure dates for Halifax and for Bermuda. As their title shows, Arnell and Ludington focus on the Bermuda mails and the mail service. This article explores Canadian use of this packet line to send letters beyond Bermuda, to the Caribbean area. Examples include covers to St.Thomas, Barbados, British Guiana and Jamaica. The postal rates and the shipping beyond St.Thomas are discussed.

The 1852 Canada Post Office Guide (2) included two paragraphs on Canadian mail to the British West Indies:

68. Letters to the British West Indies, via Quebec, Halifax and Bermuda, will be

charged the Canada rate of 3d., and in addition the Packet rate for sea conveyance between Halifax and Bermuda of 4 1/2d currency, - making on a Letter not weighing more than 1/2 oz a rate of 7 1/2d; the Pre-payment of which will be optional.

69. Letters may also be sent from Canada to the British West Indies and the Havanah by ordinary United States Mails to New York, and from thence by British Steam Packet to destination, on Pre-payment in Canada of 9d., equal to 15 cents per 1/2 oz. Letters to go by this route must be specially so addressed.

Paragraph 68 refers to the Cunard Halifax - Bermuda packets. Canadian letters to the Caribbean could go from Halifax to Bermuda on one Cunard packet and then from Bermuda to St.Thomas on a second Cunard service.

The 1857-1858 Post Office Directory (3) ignored the Halifax-Bermuda-St.Thomas service and implied that the Canadian letters to the British West Indies would have to go by way of England. This implication was certainly not correct. The Cunard Halifax packets were in full operation during this entire period. From 1863 through 1867, the Tables of Rates of Postage gave no explicit recognition to the Halifax packets. This service to the Caribbean was combined with the 'By United States'. The first explicit recognition of the Halifax packets came as Table 3 in the 1868 Tables. Nova Scotia had become part of Canada and the people editing the Tables decided that a packet line starting at Halifax, Nova Scotia,

Canada deserved mention.

As a matter of incidental interest, Cunard was paid £19,500 per year, from 1 January, 1868, to 31 December, 1877, for this packet service. The contract specified that the packets should run every fourth week. There was a penalty for failing to maintain schedule: £60 for every 25 hours overtime on a round trip, Halifax to St.Thomas and return(4)

The letter rates to St.Thomas, British Guiana, Barbados and Jamaica are shown in Table 1. The time is from 1863 to July 1886. 1863 is the date of the earliest Tables of Rates of Postage in the Decimal era. No pence covers to the Caribbean have been reported(5). This rate table ends with July 1886 because this is when the

Halifax packet service ended. The contract was cancelled.

The 23c rate of 1865 and 1866 might be called a British Empire rate. This 23c rate was the postal rate for Canadian letters to almost all British colonies. The postal guides began listing the 'British Mail Packets' out of Halifax in 1868. The listing included Bermuda 12c and West Indies, British and Foreign 12c. The term 'West Indies' probably included Demerara even though Demerara, British Guiana, was part of South America. In Table 4 of the 1868 Tables of Rates of Postage (for letters sent via New York), Demerara is listed explicitly under the heading West Indies-British. British Guiana finally got its own listing in the 1874 table for the Halifax packets.

Table 1. Postal Rates per half ounce via Halifax Packets.

	Date	St.Thomas British P.O.	Demerara British Guiana	Barbados	Jamaica
	1863	20c	20c	20c	20c a
	1865	23c	23c	23c	23c b
	1867	10c	10c	10c	10c c
Oct	1868	12c	10c	12c	12c c,d
Oct	1874	12c	12c e	12c	12c e
Aug	1878	10c f	12c	12c	12c
Apr	1879	10c	10c	10c	10c

1880 Jamaica replaced St.Thomas as the southern terminus.

July 1886 Contract cancelled. Halifax-Bermuda-Jamaica packet service ended.

- a. These 20c rates were probably via a packet out of New York.
- b. These 23c rates included passage to Halifax by Cunard packet out of Boston.
- c. These 10c rates were probably via U.S.packet.
- d. These 12c rates were described as 'by British Mail Packet, sailing from Halifax to Bermuda and St.Thomas, monthly.' This was the first set of rate tables with Halifax part of the Dominion of Canada.
- e. The Halifax packet notice specifically included British Guiana 12c. Note the change from Demerara to British Guiana.
- f. UPU regulations restricted the Canadians (and the British) to a 10c rate to St.Thomas (Danish). No such restriction was observed within these British colonies.

The changes in the August 1878 and April 1879 Postal Guides are interesting. In the August 1878 guide, the rate to Danish St.Thomas was dropped to 10c. The rate to the British colonies remained at 12c. The Postal Union had authorized a surtax for lengthy overseas transit, making the

total postal rate 10c per 1/2 oz instead of the usual 5c per 1/2 oz (6). It appears that Britain respected this Postal Union limitation for international mail (Canada to St.Thomas) but not for mail within the British Empire. The difference in rates was ended in April 1879. All the Halifax packet rates to the

Table 2. Canadian Covers carried by Halifax Packets to the Caribbean

Cover	From	Halifax Packet	Halifax Dep(A)	Bermuda Arr/Dep(A)	St.Thomas Date stamp	Other Date stamps
1.	Montreal 9 MY 64	Delta	26 MY 64	31/31 MY	5 JU 1864	Barbados 1? JU 64
2.	St.Catherines 29 MR 65	Alpha	27 AP 65	2/2 MY	7 MY 1865	Jamaica 20 MY 65
3.	Montreal 11JU66	Alpha	20 JU 66	26/26 JU	30 JU 1866	Jamaica 5 JY 66
4.	Halifax 5 NO 68	Alpha	5 NO 68	10/10 NO	15 NO 68	Jamaica 21 NO 68
5.	St.John 27 DE 69	Delta	30DE 69	6/6 JA	10 JA 70	Demerara
6.	Norwich 3 SP 74	Beta	5 OC 74	8/9 OC	14 OC 74	Jamaica 20 OC 74
7.	Halifax 4 SP 76	Beta	4 SP 76	8/8 SP	- 76	Demerara 23 SP 76
8.	N.S.RPO 18 JU 77	Beta	9 JY 77	13/13 JY	17 JY 77	
9.	Truro 30 JU 77	Beta	9 JY 77	13/13 JY	illegible	
10.	Truro 10 JY 77	Beta	6 AU 77	10/10 AU	14 AU 77	
11.	Halifax 31 MY 80	Alpha	7 JU 80	12/12 JU	Jamaica Date stamp 15 JU 80	
12.	Halifax 19 NO 80	Beta	21 NO 80	24/24 NO	1 DE 80	
13.	St.John's 17 OC 83	Beta	23 OC 83	26/26 OC	1 NO 83 20 NO 83	Demerara

Notes:

1. Postage due 1d

4. Franked with 12 1/2c LQ. Illustrated in Maresch sale catalogue 118, lot 230 (27 Aug 1980)

5. 2 x 1c LQ

6. Postage due 2d

7. Postage due 1d

12. 5d underpaid

13. 2 x 3c SQ

(A) The ship names and the Arrival/Departure dates are from Arnell and Ludington, reference (1).

Caribbean came into agreement with the UPU authorized surtax.

Table 2 lists 13 Canadian covers that were probably carried by Halifax packets to the Caribbean area.

The earliest of the 13 covers listed in Table 2 is illustrated in Figure 1. From Montreal, 9 May 1864, the cover was sent to Boston by rail. From Boston, the cover was carried to Halifax by the Cunard 'Europa'. Halifax was a scheduled stop on the liner's way to the U.K. The Cunard 'Delta' left Halifax 26 May and carried the cover to the British post office at St. Thomas. The cover was probably carried on to Barbados by a Royal Mail Steamship Packet Company (RMSP) packet (7). The diagonal slash on the left side of the cover meant postage due 1d, a Barbados charge.

The route from Montreal to Halifax, rail to Boston, Cunard packet to Halifax, was the fastest route. It was also the official route. The official status was made clear in a copy of a letter in the Canadian National Archives provided by Maggie Toms.

E.S.Freer, Esq., P.O.D. 26 May 1863
P.M. Montreal

Sir,

With reference to your letter of the 13th inst. enquiring whether letters, circulars, addressed to the British and Foreign West Indies are to be transmitted to Halifax via Boston and Portland, and what proportion of postage is to be credited to the Halifax Post Office, I am directed to instruct you to send such correspondence by the Cunard Packet via Boston only, giving Halifax credit for the double packet rate, 8d, as in the case

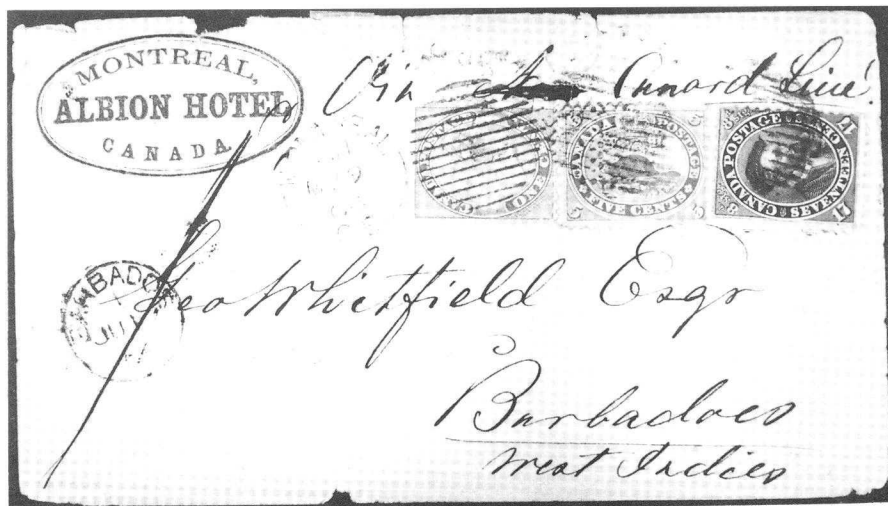


Figure 1. Posted in Montreal, C.E. 9 May 64, and paid 23c to Barbados. Sent to Halifax, the cover was carried on the 'Delta' out of Halifax 26 May, reaching St. Thomas 5 June. Royal Mail packet to Barbados. The long diagonal slash on the left meant a Barbados charge of 1d.



Figure 2 From Norwich, Ont., 3 SP 74. Two routes were available (a) via Halifax, British packet, (b) via New York, U.S. packet. This cover was carried by the Cunard 'Beta' from Halifax, 5 OC 74. The blue ms '2' on the left is a Jamaican charge of 2d.

of letters for Newfoundland, the remaining postage being retained by this Dept.,

Signed Wm White

Similar letter to Postmaster Toronto

By 1874, the postal rates had dropped sharply. The rate by British packet out of Halifax was 12c per $\frac{1}{2}$ oz. The rate by U.S. packet out of New York was 10c per $\frac{1}{2}$ oz. The cover Figure 2 was paid 12c for the Halifax packet. It was posted in Norwich, Ont., 3 Sept 74. The rail connection between Ontario and Halifax (via the U.S. and St. John, N.B.) had been completed in November 1872(8). There was no longer any need for packet service from Boston.

Montreal SP 8 74 and Halifax SP 11 74 backstamps show that this cover missed the 7 Sept sailing of the Cunard

'Beta'. The cover had to wait for the 5 Oct sailing. There are St. Thomas OC 14 74, Kingston, Jamaica OC 20 and Garden River OC 20 74 backstamps. The cover was carried from St. Thomas to Jamaica by a RMSP packet on the St. Thomas-Havana run. The large blue '2' on the left of the cover is a Jamaican charge: 2d.

Figure 3 shows a cover from Halifax, 4 SP 76, to Demerara (British Guiana). The 12c postage was paid with an unusual combination of two 5c Large Queens and a 2c Small Queen. The cover was carried out of Halifax that same day by the 'Beta'. The 'Beta's' run was Halifax-Bermuda-St. Thomas-Bermuda-Halifax. A different ship carried the cover from St. Thomas on to Demerara arriving 23 SP 76. The diagonal slash in the centre of the cover, meaning due 1d, was a Demerara charge.



Figure 3. Mailed in Halifax, N.S. 4 SP 76, and paid 12c to Demerara (now Georgetown), British Guiana via Cunard (British) packet 'Beta' from Halifax, 4 SP 76. St.Thomas (D.W.I.) backstamp. The long diagonal slash in the centre meant a charge of 1d.

Two changes came in 1879 and 1880. A glance at Figure 4 shows the first change. Paid only 10c; the rate had been reduced from 12c in April 1879. This cover to Jamaica was mailed in Halifax 31 MY 80. The Arnell-Ludington sailing tables (1) show that the next Cunard packet out of Halifax was the 'Alpha' on 7 June. The cover has no St.Thomas transit marking but it does have a Kingston, Jamaica JU 15 80 backstamp. Here is the second change. In January 1880, Jamaica replaced St.Thomas as the southern terminus for the Halifax packets.

There may have been several reasons for the change from St.Thomas to Kingston, Jamaica. Hurricanes and an earthquake in 1867 and a decline in the transit/distribution trade were considerations but one factor

forced the change. On 1 September, 1877, St.Thomas and the other Danish West Indies became part of the General Postal Union. British (and Canadian) mail had been handled by the British post office on St.Thomas. Early in the 1800s, the Danish government had granted the British post office special post concessions for its packets and permission for a packet agency or post office on shore. The British, in return, agreed to carry the Danish mail (7). Closed for a period, the British post office was reopened in 1842. Blessed with a fine harbour and a good location, St.Thomas became the central focus of the RMSP system in the West Indies. With St.Thomas entering the General Postal Union, the British post office on St.Thomas had to close. Operations were transferred to Kingston, Jamaica.



Figure 4. This cover was mailed in Halifax, N.S. 31 MY 80. Paid 10c for the British packet to Jamaica. The cover was carried to Jamaica by the Cunard (British) packet 'Alpha'. Mile Gully, Jamaica, JU 16 80 receiving mark.

The Halifax packet route remained Halifax - Bermuda - Jamaica until July 1886. At that time the contract was cancelled and the Halifax packet service to the Caribbean ended. The Canada Official Postal Guides continued to refer to St. Thomas. The Canada Official Postal Guides also ignored the cancellation of the Halifax packet service in July 1886. In the 1887 Postal Guides we read:

Note 19. Mails are despatched from Halifax to Bermuda and St. Thomas, and to the West Indies via St. Thomas, once per month.

This notice continued for nine years. A new packet service was announced in the January 1896

Official Postal Guide: 'There is a monthly mail sent directly to Bermuda via Halifax, N.S., returning via St. John, N.B.'

The author is very grateful to Art Leggett and Kimmo Salonen for sharing their covers with him. Also, thanks to Maggie Toms for providing a very significant letter that established the route for these 23c covers of the Decimal period.

References:

(1) The Bermuda Packet Mails and the Halifax - Bermuda Mail Service, 1806-1886, J.C. Arnell and M.H. Ludington, The Postal History Society (London), 1989.

Continued on page 274



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

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ONTARIO POSTAL HISTORY
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PERFINS (PRIVATE)
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Reading 'Maple Leaves' could change your whole philatelic outlook.....

CRÈME DE LA CRÈME AUTOBIOGRAPHY CHANGED MY COLLECTING HABITS

Susan So

Photo by M. Gochnauer

When I first read 'The Story of a Canadian Stamp Collection' in our journal (Maple Leaves whole numbers 208 - 213), I knew nothing of the Cohen collection, nor was I even aware of a crème de la crème philatelist being in our Society. In fact, as it turned out, I really didn't know all that much about stamp collecting. For me, stamp collecting consisted of anxiously waiting for my new issues to arrive in the mail and then putting them away in stockbooks - seldom looking at them again. Mr. Cohen's autobiography made me realize that I was not getting any mileage out of my stamps.

The manner in which Mr. Cohen collected stamps, formed life-long friendships with far-away collectors, how he assembled and studied the various postmarks, and his strategy of generous trading, opened up a whole new way of collecting to me. After reading his autobiography, I cancelled my standing orders for first issues and sold my accumulations. The Canadian new issues and first day covers did not even come close to realizing their face value. (As for the 'Royal Wedding' stamps on which I had spent several thousand dollars, there were no takers.) I started to read books by authors such as Boggs, Jarrett, Howes and Duckworth. I also began to visit stamp exhibitions and I joined another society to exchange views with other collectors.

Despite my new 'I see-the-light' attitude, I was still not serious about becoming a philatelist until years later.

The turning point came when I read 'Fakes and Forgeries' (Maple Leaves 230-233). The magic words 'forged watermarks - Bothwell and script' rang a bell and prompted me to re-read 'The Story of a Canadian Stamp Collection'. The first time I read 'The Story', the reference to the script watermark and to its peculiarities were of passing interest. However, after speaking with other collectors and, especially, after reading the observations on Mr. Cohen's story (Maple Leaves 215 and 218) I began to understand why he placed so much emphasis on this major (yet unfamiliar to many collectors) rarity. Mr. Cohen's stirring remarks like: "the late Jim Sissons would consider his trip to London a success if only he could purchase a copy of the script watermark, the virtual non-existence of this stamp in mint, and the seemingly abundance of fake script watermarks - some fooling even experts," aroused my curiosity so much that it motivated me to research the Pirie watermark and all its complexities.

Present circumstances do not permit me to possess a genuine script 15c Large Queen. However, I was very lucky to purchase a fake script watermark that was certified genuine (figures 1 and 2). Furthermore, I had a wonderful opportunity to compare my fake watermark with a genuine 'Pirie' watermark and can now offer my observations in the following paragraph.

12 NOV 1938

No. 47,474

The Royal Philatelic Society, London

EXPERT COMMITTEE

We have examined the enclosed, *Canada:*
 1877 15c. *lilac-grey thick wove*
paper, Script wmk., perf 11½ x 12
 S.G. 72a, *used.*
 Stamp, sent by *Mr. R. W. Lyman*
 of which a photograph is attached hereto, and are
 of opinion that it is genuine.

Certificate is definitely a fake.
This is not a match.
Stamp issued in 1889.
Jim A. Hennip

FOR THE EXPERT COMMITTEE.

J. H. Watson

CHAIRMAN



Fig. 1. 'Royal' certificate 47,474 dated 12 Nov 1938 reads. "We have examined the enclosed Canada 1877 15c lilac-grey thick wove paper, Script wmk., perf 11½ x 12 S.G. 72a, used stamp, sent by Mr. R.W. Lyman of which a photograph is attached hereto, and are of opinion that it is genuine-" (Certificate defaced in 1989.)

When compared to the genuine, the faked script watermark shows up extremely well - the 'A' is too good and too large. The genuine script does not stand out nearly as prominently. The shape of the 'A' resembles the 'A' of the original but there is only one curved line through the centre of the 'A'. There are two lines in the genuine. The top portion of the fake letter is wider than that of the genuine 'A'.

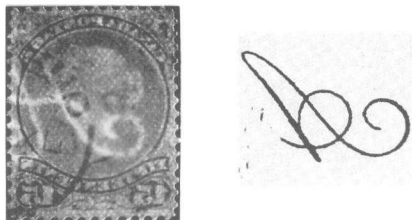


Fig. 2. Photograph of the expertized forged script watermark - 'A', and Fig.3. Script watermark 'A'. (as illustrated in Firth, but reduced and reversed).

The paper of my fake is quite thick (as described on the certificate) and has a very smooth grain whereas the paper of the genuine is harder, thinner and has a horizontal mesh. Both are perf 11½ x 12.

The colour of my fake does not match the grey of the genuine stamp. Adding to the confusion is the colour description - Gibbons calls it lilac-grey (1877); the Unitrade Specialized Catalogue of Canadian Stamps lists it as greenish grey (1876).

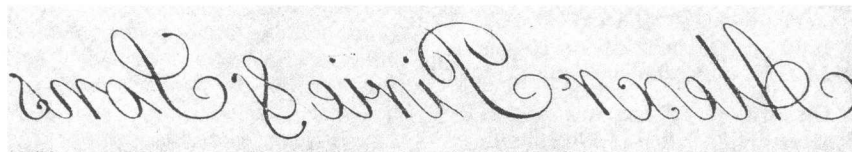


Fig. 4. The full 'Alexr. Pirie & Sons' script watermark - in reverse and reduced.

Prior to my investigation of this stamp, if several stamps of different colours were offered to me at the same price, and I could afford to buy only one, I would certainly not have picked the grey stamp - the colour of the script - because it is, to me, the least appealing of all the colours. The lilac, blue or deep violet colours, as opposed to the faded looking grey, are much more attractive. But, that conclusion would have been reached before I had any real sense of stamp collecting extending beyond mere face value aesthetics. Looking back to that time, it is almost as though I was pursuing an entirely different hobby - devoid of the texture, depth and genuine excitement that accompany the world of stamp collecting. I must have suspected there was more - I'm just glad I stuck with it long enough to find out that there is.

I am indeed grateful to the two Stanleys (Cohen and 'YP') for sharing their experiences and knowledge. As of this day forth, I will make it a point to examine every grey 15c Large Queen stamp!

Reference: Firth, L.Gerald. Canada The Fifteen Cents of 1868.

Editor's note: Stanley Cohen was referred to as a 'Crème de la Crème' philatelist in a letter from the Yellow Peril published in 'Maple Leaves' October 1991.

One cannot help feeling that in later times, a vigilant censor would have denied transmission of such....

A LETTER FROM THE 'ILE AUX NOIX', 1815
Dorothy Sanderson FRPSL, FCPS
and Malcolm Montgomery MBE



Ship letter 14 July, 1815; from Ile Aux Noix to London, England, via Montreal & Quebec.

Illustrated here is a letter written just after the end of the 'War of 1812' by an officer of the 76th Regiment stationed on the 'Ile aux Noix', an island in the Richelieu River which played a strategic role in the Seven Years' War, the American Revolutionary War, and the War of 1812. The letter, which shows no indication of pre-payment in Canada, was nevertheless handled by the Post Offices at Montreal (on the reverse, it bears a two-line 'MONTREAL 17 JUL 15'), and at Quebec, where it was marked as an outbound ship letter.

On arrival at England it was treated as a ship letter at Portsmouth and charged one shilling and fourpence, being eightpence incoming ship letter

fee (55 George 111, Cap.153, effective 11 July 1815) and eightpence inland postage, the rate for 50-80 miles (52 George 111, Cap.88, effective 9 July 1812), for its onward journey to London. The letter arrived in London on 28 August 1815.

Lower Canada, Ile Aux Noix, the 14th July 1815

*My Dear Mrs Cuthbert,
Think not, because I have delayed answering your kind letter that I have forgotten you - far from it I assure you. My last year has been passed in dissatisfaction and some bustle- Two months ago we were under orders to return to Europe, being weaker at that*

time than any other Regt here; I then flattered myself with the idea that I should soon have the pleasure of seeing you, when the Intelligence of Buona-parte's success arrived, changed our fate and all Canadian arrangements concerning the British army in this country - where we are doomed to remain in Durance vile God only knows how long. We came to this place six weeks since from Saint Denis. This island is deemed the key to Lower Canada - it is about $1\frac{1}{2}$ mile in length and very narrow - and to which there is only a Communication by Water, either from Canada by St. John's or from the States - the banks of the Richelieu being low and marshy and thickly covered with an impenetrable Wood. The surface of the Island is a complete flat and the river flows deadily along - of course the situation is not considered a healthy one - added to this the weather is intensely hot- the Thermometer today being at 96 and we are tormented by muskitoes; a luxury you will allow! I live temperately and enjoy tolerable good health- though I am far from being content in so vile a Pays - & you must agree with me in thinking my fate unfortunate as far as my Military career is concerned - I may remain here for years to come, & then, perhaps, return home with grey hairs, half a Savage, by custom, and a Brevet Major! A staff employ is the only thing that could make a military life bearable in Canada, but this I cannot obtain. I still, however, hope we may be ordered home next year, being so very weak in numbers, & having above 100 men to discharge next Spring - We cannot muster so many as 300 at present. I perceive that Sir Geo. Prevost has arrived safe in England & hope that he may remain there as long as we remain here. I propose going to New York to see some thing civilised sometime next month- a Steam Boat plys between Saint John's on the Richelieu 12

miles below this, and Burlington a Town on Lake Champlain twice a week & it only requires 4 days and 24 dollars to get to New York! - The Desertions from the British Army & Navy during the War & which still continues, have been deplorably enormous- though examples have been made of some offenders who have been apprehended. The Americans who flock into Canada for the sake of traffic avail themselves of every secret opportunity of inveigling away our men to the States - they offer large temptations for labourers and mechanics &c.&c.& you know there are many such in our Army & Navy. A man of the 100th Regt who was sentenced to be shot and pardoned for Desertion - Deserted to the Americans again and has since been retaken. What a deluded wretch!

What are your Family about? Is Barbara Campbell married - please assure her, she shall ever possess the affectionate wishes of my heart for happiness and health long to attend her in that state, & that it may equally bless her mother and sister. Have you heard lately from Sweden - I believe I never informed you how much I admired the Baroness, your Sister. What is become of Sir Thomas Picton? When you write to or see him offer my respects if you conceive they may be received kindly. The heat of the Day makes my hand shake shamefully - and you will certainly call me a despicable scribe - pardon it - and believe me with great obligation and much esteem, your Obed. and humble Servt.

Rankin Captn 76th

Offer my rememce to Mr Ellison

I hope Gen and Mrs Buller are in good health. The thermometer was at 98 in a cool room this afternoon.

THE 15c LARGE QUEEN; CONSTANT VARIETIES

Fred Fawn

PLATE CRACK Position 91

A most interesting and pronounced 'slash' occurs below 'CANADA POSTAGE' between the letters 'A and P'. This 'slash' or line, is approximately 1 mm long, and cuts diagonally across the white circle (Fig.1).

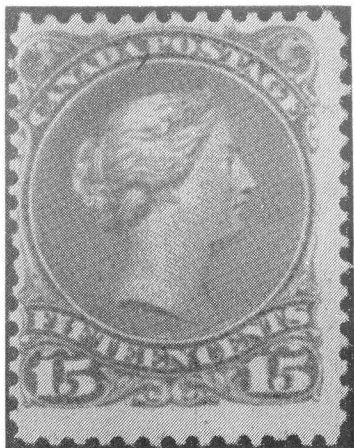


Fig. 1

Identification of the position of this stamp was relatively simple. It is the first stamp on the bottom row of the sheet, i.e. Position 91. Its position remained constant when observed on larger blocks, it is therefore believed to be a proven constant variety.



Fig 2

BALLOON FLAW

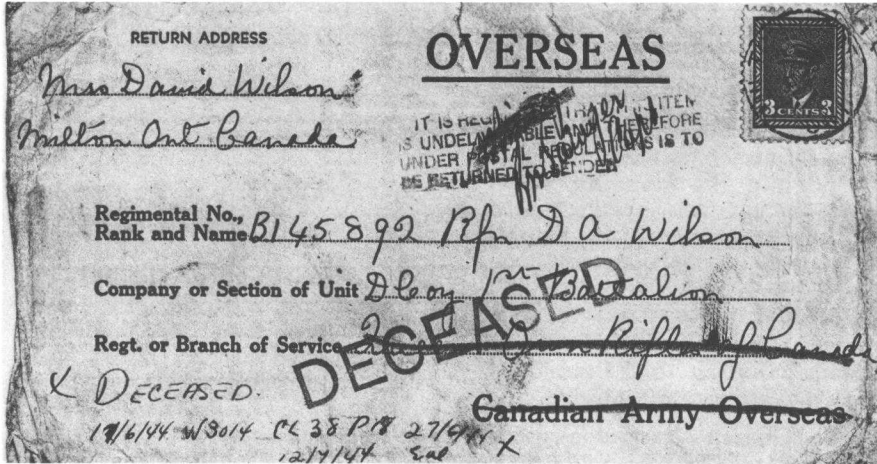
This is neither a hot air nor a child's balloon. It is, however, a larger size dot than I have seen on many other 15c Large Queen varieties. It is in the lower margin, below the first 'E' of 'FIFTEEN' (Fig.2).

Its position was readily identifiable: to the right of the lower imprint (Type IV.), that is Position 97. It is a constant variety, showing up on a complete sheet of 100 and on larger blocks of various shades and printings.

THE EXCHANGE PACKET - IMPORTANT NEWS

Please read the Secretary's notes on page 284

FIFTY YEARS AGO - JUNE, 1944
Kim Dodwell



When Mrs Wilson posted her letter to Rifleman David Wilson she could not have known that he was already at sea on the ship that was to take him to the Queen's Own Rifles of Canada's assault beach at Bernieres-sur-Mar on the Normandy coast at dawn the next morning.

The Q.O.R.s were one of the four first-wave battalions of the 3rd Canadian Infantry Division to touch shore on D-day. They had been fine-honed for their role by years of gruelling training following their arrival in Britain in 1941. For most of this time they had been stationed in Sussex, but training exercises of increasing complexity and severity had taken the division over much of southern England and as far afield as Inverary in western Scotland for assault landing practice with Combined Operations.

After the trauma of the disastrous landing at Dieppe on 19 August, 1942, Canadians at home and those serving in England waited for the inevitable second front landing in France with increasing tension. In the event, the months of meticulous and imaginative planning, the massive fire support and the spirit of the attacking troops ensured success. The cost was not as high as many had feared but was still considerable; none of the Allied seaborne divisions were able to reach their full planned objectives on D-day. Of them all the 3rd Canadian got furthest, and were the first to reach their D-day objective line the next day.

The Q.O.R.s had 58 men killed on D-day, but David Wilson was not among them. He would doubtless have sent home a Field Service Post Card, with its terse printed "I am quite well."

message, within a day or two of landing. Canadian Field Post Offices serving the 3rd Division were in Normandy and operating by D plus 2, so that men were quickly able to assuage the initial fears of those at home. Sadly, however, any joy at the news of David's survival was premature; five days later, on 11 June his luck ran out.

He died, along with 53 others from his regiment, on a beautiful sunny afternoon, in the standing wheat outside the little village of Le Mesnil-Patry where the spandaus and mortars caught them in the open while the hidden 88s of the 12th S.S. Panzer Division had their way with the thin-skinned Sherman tanks of the 1st Hussars on which the riflemen had ridden into action.

The Germans remained in control of the area, on which this savage little battle had been fought, until 26 June, which is why he was initially reported 'Missing' with the second red ink date at the foot of the cover being that on which his death was confirmed. On the reverse are five handstamped marks:-

1). FPO 463, JU 23 44, applied at the 3rd Division HQ PO, after the letter had been sent back by the QOR as undeliverable.

2). FPO 499, JY 12 44, of the 21st Army Group Tracing Section.

3). Canadian Overseas Postal Directory Service, C.P.C., 19 AUG 44. This large purple mark was applied in London.

4). OTTAWA M.P.O. 318, PM JU 30 45, of the Postal Records Office.

5). a civil post office c.d.s., MILTON ???? Ont, AM JAN 31 45, which means that, unusually, the original letter was not returned to Mrs Wilson in an 'ambulance' envelope.

To add further to the poignancy of this cover, Capt. R.W. Sawyer who signed the 'Missing' annotation on its front, was himself killed when with the QORs on 17 September, 1944, while the 8th Brigade of the 3rd Division was capturing the strongly held Channel fortress of Boulogne.

Continued from page 265

(2) 1852 Canada Post Office Guide, 1993 reprint by the British North America Philatelic Society.

(3) 'The 1857-1858 Post Office Directory', Allan L. Steinhart and George B. Arfken, BNA Topics, in press.

(4) A source book of U.S. Postal Relations in the Western Hemisphere, R.B. Harris, The Printer's Stone, Fishkill, NY, 1990. This material was provided by the U.S. Post Office Dept., to the House of Representatives, 29 January, 1878.

(5) The Postal Rates of Canada: 1851-1868,

The Provincial Period - A Recording, Charles G. Firby, 1984.

(6) Canada and the Universal Postal Union, George B. Arfken, British North America Philatelic Society, 1992. See Chapter 4, The UPU Authorized surtax.

(7) A Caribbean Neptune, Robert G. Stone, Philatelic Foundation, New York, 1993.

(8) The Large Queen Stamps of Canada and Their Use, 1868-1872, H.E. & H.W. Duckworth, The Vincent G. Greene Philatelic Research Foundation, Toronto, 1986.

Bob Bayes has had a long love affair with the Admirals and, in particular, the shades. It seems that disillusionment has set in. We sympathise with his views but no doubt his final conclusion will cause a few raised eyebrows.

ADMIRAL SHADES

Bob Bayes

Being something of a student of the first issue of George V of Canada, I have become increasingly concerned at the attempts of some dealers to quote a different listing for each shade in this issue. Having collected almost every plate in the lower values, I observed that virtually every plate is a different shade.

Never having worked as a printer, I write only from a research position but I think a check with a printer will confirm my points.

In printing there are three primary colours, red, yellow and blue (cyan). By mixing these three colours, all the other colours can be obtained. In practice the printer adds the three colours to black and the resultant shade is deepened by a further addition of black. A TINT is any colour that has had white added to it; a HUE is any colour that has had black added to it. The proportion of black added will depend upon the manufacturer of the ink.

Things that affect colour

If one manufacturer adds 5% white to his blue and calls it light blue and another adds 10% white to his blue and calls it light blue, how does one decide which is in fact light blue?

When one reads of the problems that affected the American Bank Note company in their production of this issue, during the period 1915-18, it is not surprising so many shades exist.

With England declaring war on Germany on 4 August, 1914, Canada technically was also at war with Germany. This caused a problem in obtaining the dry ink which hitherto had been obtained from I.G.Farben Industries of Germany.

Another factor that affects colour is simple ink flow. During printing the ink is allowed to flow onto the rollers through a finely adjusted aperture, the operator sets the machine and runs it for the whole shift. When another operator comes on shift he adjusts the duct and thereby alters the colour of the stamps. I don't think these two examples should be priced separately but this happens.

Another cause for colour variation arises when the plate is fixed to the roller prior to printing. Immediately above this, the impression roller is set. These machines are inherently springy, being made of steel. The result is that when these machines are running, the rollers are 'bouncing' and this can cause shade variation.

The bounce is measured in only thousandths of an inch, but when this is looked at in terms of the ink on the sheet of paper being only two millionths of an inch thick and that one millionth equals one thousandth part of a millimetre, it can be seen how these variations occur.

The method of cleaning the plates

also causes colour variation; acid, when used for this purpose, gradually wears away the lines of the design. Shallower lines print lighter colours. The dry process of stamp production, introduced on 26 December, 1922, also produced a lighter shade.

In intaglio printing (used to print the Admirals) the image is cut into the plate and the whole plate covered with ink. Crepe paper, the width of the plate, coming from a roll, is threaded through the press and is mechanically pressed against the plate, at a point past which the inking is done, by rubber rollers. An oscillating motion of the mechanism holding the crepe paper rubs the ink from the plate. This leaves the ink only in the recesses; paper is then applied under pressure, with the ink being transferred to the paper. The crepe paper is destroyed after use by burning.

Ink is essentially a solid in a solution, the solid is the pigment which gives the ink its colour, the oil is the solution used for printing purposes. As these pigments have to be thinner than a film of ink, it can be appreciated how finely they must be ground down. The longer the time spent in grinding the pigment, the higher the quality of the ink.

Paper also affects colour; the higher the finish, the more brilliant the printing will be. Ink dries in one of three ways, by absorption, by oxidation or by a combination of the two, giving three different results. Finally, even the gum on the back of the printed sheet can affect the colour.

I believe it a waste of time and money to be enamoured with these shades.

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THE FATE OF MISDIRECTED MAIL

J.L. Brown and R.B. Winmill

The two items illustrated demonstrate an interesting facet of the contemporary Canadian postal service. Figure 1 shows a cover that was correctly addressed to Mr & Mrs Brown. From the manuscript notation, in pencil, the letter was obviously misdelivered (1). It was returned by the recipient to the postal authorities who packaged it up in a plastic 'ambulance' cover (Fig 2) and correctly delivered it. Despite the printed notice, the damage was almost certainly due to the cover being inadvertently opened by the party to whom it was misdirected.

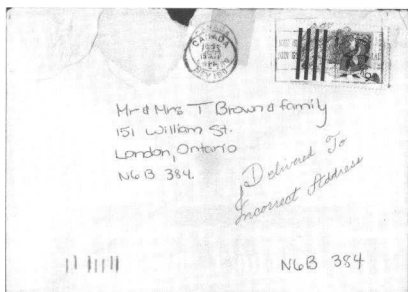


Figure 1

What is particularly interesting is the postcode in the two dater hubs in the postmarks. One reads L8E 2RO (2), the other N5Y IBO (3). The question is, how did the letter ever find its way from London to Stoney Creek, despite the fact that both the recipient and sender are resident in London and it was posted in London?

Two possibilities present themselves. First, perhaps all dead letters or returned mail had to be re-directed via the Stoney Creek facility.

While this suggestion cannot be rejected out of hand, the authors are not aware of any policy requiring such a routing. The second possibility is that this letter was collected from a street letter box on a Friday or Saturday, when all such mail is trucked to Stoney Creek for processing because the London plant does not operate at the weekend (4). Unfortunately, the dates are obscured by the doubled strikes so it is not possible to test the validity of this hypothesis.

Regardless of the explanation, this is a very well travelled cover for an item despatched by a sender residing not more than five miles from the intended recipient. Indeed it is a most interesting item for those of an enquiring nature.

Figure 2 is illustrated on the next page.

References:

1. There is technically an error in this address, the postal code should read N6B 3B4. No numeral can appear at position five in a Canadian postcode. However, this should not cause problems because the error produces an impossible code. See Canada Post Directory, Ontario province April 1984-5, P333.
2. This is the code for the Stoney Creek mail processing facility.
3. This is the code for the London mail processing plant.
4. See 'Job Losses Expected in Mail Move' in the London Free Press, 12 June, 1992, pB1.

MAIL POSTE

Canada Post Corporation/Société canadienne des postes

Dear customer:

The enclosed item was damaged during mail processing. We regret any inconvenience caused by the damage.

It is always a matter of concern to us when mail entrusted to our care is damaged. We are continually working to improve our methods and equipment to minimize the risk of such incidents occurring.

It is also important that packages be wrapped securely for mailing, and you may therefore wish to contact the sender to review packaging methods.

Rest assured we will continue our efforts to provide our customers with the reliable postal service they have a right to expect.

Yours truly,
Manager, Customer Service

Cher client, chère cliente,

L'article de courrier cjoint a été endommagé au cours de sons traitement. Nous regrettons sincèrement les désagréments que vous a causés cet incident.

C'est toujours un motif de préoccupation pour nous lorsqu'un article qui nous a été confié, est endommagé. Nous avons fait d'énormes progrès pour améliorer nos méthodes et notre équipement de traitement afin de réduire les dommages subis par le courrier.

De plus, il est très important que le contenu de l'article soit bien protégé, et vous aimeriez peut-être communiquer avec l'expéditeur pour qu'il révise ses méthodes d'emballage.

Soyez assuré (e) que nous poursuivrons nos efforts afin d'offrir à notre clientèle le service postal auquel elle est en droit de s'attendre.

Gestionnaire, Service à la clientèle

Figure 2. 'Ambulance' cover.

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CANADIAN STAMPS USED IN SOUTH AFRICA DURING THE SECOND ANGLO-BOER WAR

Dr J. Frank

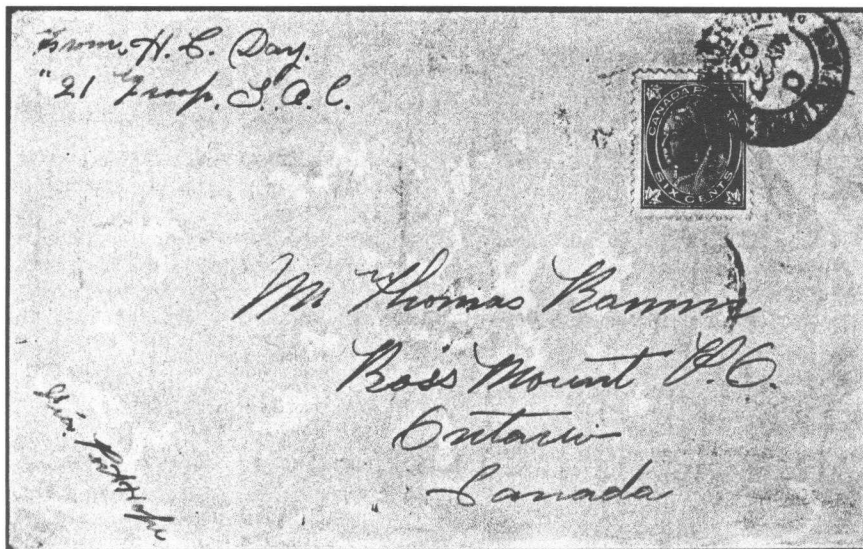


Figure 1: 27 May 1902 - Army P.O Bloemfontein to Ross Mount, ON, Canada, from H.C.Day, S.A. Constabulary.

The 6c Maple Leaves (S G 147) is a rare stamp correctly used on cover in Canada. Imagine my surprise when I recently obtained an example on a cover from the Orange River Colony. The cover is postmarked ARMY POST OFFICE, BLOEMFONTEIN, 27 MAY 1902, some five days before the cessation of hostilities, from H.C. DAY of 21 Troop South African Constabulary. Addressed to ROSS MOUNT, ONTARIO, the cover is endorsed 'via Port Hope' and bears backstamps of Port Hope and Ross Mount. (Fig.1)

It is one of two recorded covers where a Canadian stamp prepays the postage fee, the other being a cover from a Field Post Office British Army

South Africa, dated FE 28 1900, to London and redirected to Ireland. The latter cover bears a London transit postmark and the correct 1d (2c) postage rate. (Fig.2)

A Canadian contingent for the South African Constabulary (S.A.C.) was authorised by a Militia Order on 15 January, 1901, to act as District Mounted Police. On 26 March, 1901, the SAC contingent of 1238 officers and men assembled at Ottawa. They arrived on the SS Montfort at Cape Town on 25 April, 1901. Some, including Commanding Officer Lt.Col. S.B. Steele, remained in South Africa till 1906. Trooper Day was probably one of the volunteers and had some stamps with him!

While it is possible that Trooper Day at Bloemfontein may have believed that the correct U.P.U. rate was 2½/2d or 5c, and overpaid the rate by 1c, it may also be that this was the only stamp available. The usage may have been philatelic, but a cover from Rhodesia to Canada was prepaid 4d by a member of the Royal Canadian Artillery. The Richardson collection contained a cover sent, in 1900, from Canada to South Africa franked 5c.

Although Rowe in his excellent work illustrates two items, a Canadian postcard and a Map cover, bearing Canadian stamps, in neither case does the Canadian franking prepay the postage fee.

A number of off-cover Canadian stamps have been recorded with various postal markings. It is not possible to state categorically whether the stamps paid postage or were cancelled by favour. However, on both these covers an Army postmark cancels the stamps

and also on a 2c (S.G.154) seen on piece. Rowe mentions S.G.154 with a FICKSBURG O.V.S. postmark, and Robert Lunn the Map stamp in 'Maple Leaves'.

I can accept Winmill's statement, as quoted by Lunn, that Canadian or other foreign stamps had no postal validity within South Africa in CIVILIAN post offices. These stamps were at times definitely accepted, without Postage Due being raised by Army post offices. Stamps of Canada, New South Wales and India have been noted so used. I would certainly be very dubious about any off-cover foreign stamps cancelled by civilian postmasters.

References:

- Lunn, R. 'M.Leaves' Oct. 93
- Rich, S.G. 'Philately of the Anglo-Boer War 1899-1902 - Chambers 1943
- Rowe, K. 'Postal History of the Canadian Contingents, Anglo-Boer War 1899-1902' - V.G.Greene Research Foundation, 1981.

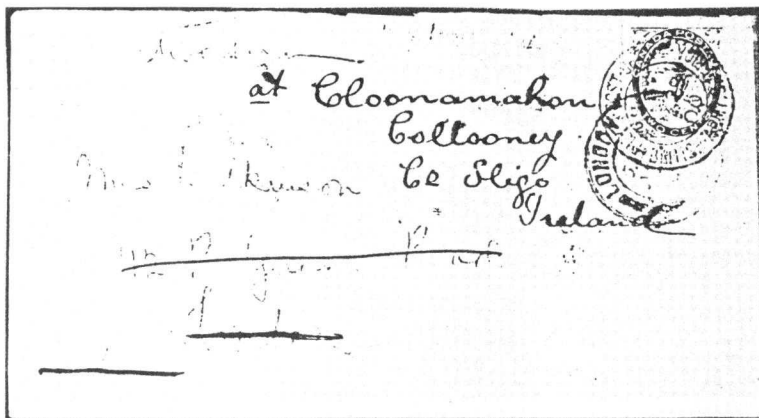
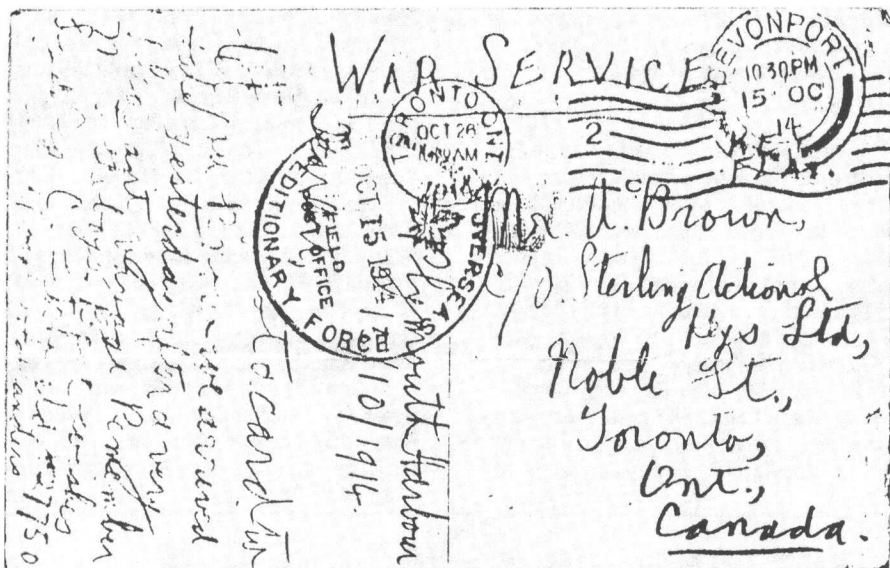


Figure 2: 28 Feb. 1900 - British Army P.O. Cape Town to London, U.K. Redirected to Ireland. (Illust. courtesy of Argyll Etkin Ltd).

**A CARD FROM R.M.S. MEGANTIC
- 1st CONTINGENT - 1914
J. Colin Campbell**



The card illustrated was probably written on board R.M.S. MEGANTIC of the White Star-Dominion Line prior to her docking and unloading on 16 October, 1914. It is a particularly interesting and informative postal history item with its message as follows:

*Plymouth Harbour
15/10/1914*

*Just a card to let you know we arrived safe yesterday after a very pleasant voyage. Remember me to the boys.
Best wishes.*

*Signalman Reg.C.Litchfield
#27750
48th Royal Highlanders*

Note: '48th Highlanders of Canada' would have been the correct title.



The card was sent post free and the 1c Admiral was added and cancelled in Canada so that the card would go through the internal mailing system without hindrance.

R.M.S.MEGANTIC (14,878 tons), among her passengers, carried 46 officers and 1,109 other ranks of the 15th Battalion (48th Highlanders of Canada) with headquarters at Toronto. The Officer Commanding was Lieut-Col.J.Allister Currie. Pte.Litchfield was a member of 'F' Company.

Pte.Litchfield's card may have been picked up by a small tender and taken aboard R.M.S. FRANCONIA where the Postal Corps had set up an office. The C.O.E.F. cancel (rubber hand stamp) was struck October 15, 1914 and then, with other mail, the card was taken ashore where the DEVONPORT cancel was struck at 10:30 p.m. the same day. No postage stamp was affixed. The card must then have been put aboard a Canada bound ship immediately, finally arriving at

Toronto where a 1c stamp was applied (2) and machine cancelled 26 October at 10:30 a.m. That was good service.

Also on board were 87 members of Number 2 Clearing Hospital (later No 1 Canadian Casualty Clearing Station) under Lieut.Col. F.L.S.Ford. In the history of Nova Scotia Military Units there are some interesting details of their journey overseas: "At 4:30 p.m. September 25th the Unit left (Valcartier) by train for Quebec and embarked on the S.S.MEGANTIC at 6:00 p.m. After lying in the stream for five days the ship weighed anchor at 10:30 p.m. on September 30th and proceeded down the St.Lawrence River to the rendezvous in Gaspé Bay. At 3:00 p.m. October 3rd, 1914 this great flotilla weighed anchor and put to sea. After an uneventful voyage of eleven days the flotilla arrived at Plymouth on



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October 14th (7:00 a.m.). After lying in the stream for two days MEGANTIC docked and on October 16th the 1st C.C.S. disembarked".

The availability of post cards illustrating the ship could be explained by this being MEGANTIC'S first trip as a trooper and hence she had a quantity of cards on board from her previous voyage as a passenger ship in Canadian Service.

It is of interest to note disembarkation did not begin until 15 October when, according to the record, four ships were unloaded, viz; MONTREAL, ALAUNIA, FRANCONIA and ARCADIAN (1).

Are there other cards/covers known to readers which can be traced to a specific ship? Cards bearing the large C.O.E.F. cancel dated from the convoy's arrival to 25 October when the last ship, CASSANDRA, completed disembarkation are those referred to. So far we know of these dates, 13, 15 and 19 October. Two cards are known dated 14 October but the ship's name/s has not been advised. Please advise the writer or the editor of 'Maple Leaves'.

References;

1. Official History of THE CANADIAN FORCES in THE GREAT WAR 1914-1919. A.F.Duguid (1938)
2. Stamp removed for illustration purposes
3. NOVA SCOTIA'S PART in THE GREAT WAR M.Stuart Hunt (1920)



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SOCIETY NEWS

FROM THE PRESIDENT

The time for the York Convention is rapidly approaching. I can only hold the block hotel booking until the end of June so please let me have your forms now.

The running order of the philatelic displays has not yet been finalised but we have been promised a feast of goodies including: Trans-Atlantic Mail, Newfoundland, Prince Edward Island, Canada's 'Maple Leaves and Numerals' stamps, and Japanese Re-location Mail. That's as varied an assortment as you will find anywhere, so do come along and enjoy the show.

FROM THE SECRETARY

The Packet

Reg Lyon has resigned from the post of Exchange Packet Secretary after four years of sterling service to the society. During this time he managed to provide a first rate service to the members even though he did not receive the support that he might have done from many of us. Thank you Reg, on behalf of all CPS members, for a job well done.

Recently, Reg has run a traditional Exchange Packet, where material is circulated in books and also a Covermart, where lists of priced covers are circulated. The Exchange Packet and Covermart will operate independently in the future, thanks to two volunteers who have come forward.

The new Exchange Packet Manager is Hugh R Johnson of 27

Ridgeway Avenue, Gravesend, Kent, DA12 5BD. Material for inclusion in the packet should be sent to him at the above address. Hugh has asked me to suggest that members who are unable to provide a full book of material should submit higher value stamps on cards for him to assemble into books for circulation. He would also like to point out that revenues and material from the provinces appear to sell well.

The new Covermart Manager is T Malcolm Jones, 14 Tullis Close, Sutton Courtenay, Nr Abingdon, Oxon, OX14 4BD. Covermart members will receive lists of material and send their orders to the manager. Covers for sale should be sent to Malcolm, accompanied by a brief description and a price. He will be happy to receive any quantity, large or small.

Any member who is not currently on the Exchange Packet or Covermart lists who wishes to receive material should write to the appropriate manager with details of his interests.

Society Officers

Two further volunteers are required to fill the posts of Advertising Manager and Publicity Manager. Neither job takes a great deal of time but you could make a big contribution to the society by coming forward. Please contact the secretary on 0734 411052 if you want to find out more.

The Handbook

Work on producing an updated handbook has begun. Members are

asked to check their current listing and their Maple Leaves delivery address, and to send details of any changes to the Secretary.

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.

SCOTTISH REGION

Our correspondent from over the border reports:

Saturday 19 March dawned cold, dry and sunny for the Association of Scottish Philatelic Societies' Annual Congress, being held in Falkirk Town Hall. Several collectors of Canada were present, with Sandy Mackie making the long journey down from Aberdeen. Also to the fore was A.Bruce Auckland, FCPS, now in his 99th year.

A table manned by R. McLeish, R. McVey and J. McLaren represented our Society throughout the busy 'Collectors Day'. Application forms and copies of 'Maple Leaves' were handed out.

The President's address at the official opening ceremony was on the theme of 'Falling membership' (so we are not alone), though your reporter saw much evidence of interest in Canadian stamps. So why do people not come forward and join others in sharing our hobby?

OBITUARY

Ed Harris has sent us this tribute to a

well known name in Canadian Philately.

Sam C. Nickle, Jr. of Calgary, Alberta, died on 26 January, 1994 of pneumonia in his 81st year. A Memorial Service was held on 2 February, 1994 at the Cathedral Church Of The Redeemer. An honour guard and pipes and drums of The Calgary Highlanders paid an impressive tribute.

Sam was born in Winnipeg, Manitoba, but at an early age moved to Calgary where he obtained all his schooling. Sam's interest in the military led him to join the militia in 1935 and he transferred to the permanent force in 1939. As a Sergeant Major he went overseas with The Calgary Highlanders but was soon selected for officer training and seconded to the Canadian Intelligence Corps serving in Great Britain and France. After the war he rejoined The Calgary Highlanders and later served as their Honorary Colonel for many years. A prominent Calgary businessman, Sam founded Nickle Map Service and spent many years in the oil industry in Calgary. A very patriotic Canadian, Sam was well known as a collector of Canadiana specializing in Canadian maps, art, silver and china. His collection of Canada Pence Issues was extensive and was recognized internationally.

As well as having been a member of the CPS of GB for 36 years, Sam was a Fellow of the Royal Philatelic Societies of both Canada and London. He was also a Past President of the British North America Philatelic Society and became a member of the Order of the Beaver in 1986.

Well known in international philatelic circles, he exhibited and judged at many shows worldwide. He

served as a Director of the National Postal Museum, National Stamp Design Committee and on countless Boards and Committees.

Sam will long be remembered for his dedication to the hobby and for his willingness to share his knowledge and expertise. He was a great supporter of local philately and will be greatly missed by all collectors who knew him.

He leaves his wife Rosemary, a daughter Suzanne, two grandchildren and two great grandchildren.

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

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

Aug. 14 S.W. Group meet at Bristol Convention, Portishead: details Neil Prior 0656 740520

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

LETTER TO THE EDITOR

Horace Harrison,

REGISTERED GEM

Referring to Mr Belle's letter in the January issue, the 1d registration fee was not overlooked. The sender in Barrie obtained a receipt for his registered letter from the Barrie postmaster, he paid one penny currency for it. That is the reason for the block letter red 'REGISTERED' struck on the cover under the two left hand stamps. No one will ever know whether he had to pay 21 pence cy. for the stamps plus an additional penny for the registry receipt, or whether the stamps covered the combined charge. My vote is for a combined fee for postage to the UK, via New York, and Registry service in Canada totalling 21 pence cy. The real question applies to the earlier covers which were not registered. Could the postmaster at Barrie only charge 10 pence for 10¹/₂ pence worth of stamps - we shall never know.

BOOK REVIEWS

Webb's Postal Stationery Catalogue of Canada and Newfoundland - 6th edition. Editors W.C.Walton and B.C.Covert; 173 pages (9"x 6") softbound. Available from the Handbooks Manager at £9.50 inland post paid.

In 1988 Bill Walton and Earle Covert took over the publication of the postal stationery catalogue from pioneer Jim Webb and a fine job they made of it, expanding the 5th edition to 136 pages from the 80 pages of the previous edition. Five years on we have the sixth edition and the page count is up to 173.

While some of the additional material is obviously attributable to new stationery issued in the interim, the editors have not been content just to revise prices of earlier material. No less than eleven new sections have been created; seven relate to new classes of recent postal stationery, including official special letter envelopes, and four to older material. The latter comprises CPR black backs, upgraded from footnote status, CNR Manuscript Cards, Niagara Falls scenic views on the backs of Victorian postcards and Newfoundland's registered envelope formulas. In addition there are nearly 100 new illustrations.

Not surprisingly, after five years, there are many price revisions and nearly a hundred new discoveries have been listed among the older material. Another important aspect is the 'Essays and Proofs' section which has been substantially revised and expanded following the archival sale of the American Bank Note Co. material by Christies in 1990.

As with the fifth edition, the catalogue is clearly set out and printed in extremely legible type. No doubt stationery buffs have been waiting impatiently for this latest edition, they will not be disappointed. For the less committed, the catalogue is thoroughly recommended as an introduction to a substantial area of BNA philately, much of which is still affordable but with sufficient 'toughies' to make collecting interesting.

DFS

Unitrade Specialised Catalogue - 1994 edition. Soft bound, 448 pages, available both perfect and spiral bound. Spiral bound version is available from the Handbooks Manager at £10.50 including inland postage.

At first glance there appears to have been a regression, we are back to black and white illustrations! This is explained by the editors as a result of acceding to requests to have all varieties of the same stamp in the same place, with the illustration. The cost of moving colour illustrations is substantially greater than for black and white. The result is a more integrated catalogue. The colour illustrations were pretty but colour registration was rarely accurate so reversion to black and white is no big deal; however, it has to be said that the quality of the b & w illustrations is very variable. We also have the anomaly of, for instance, three identical 2c Arch issue stamps illustrated side by side whereas the previous edition showed them in green, red and brown! No doubt this will be ironed out in due course.

Prices have remained pretty stable since the 1993 edition, in fact very few

THE CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN 1993/94

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Specialised Catalogue. 1994 Edition. Spiral Bound	Unitrade	£10.50
Ludlow's Catalogue of Railway Cancellations		£22.00
Slogan Postal Markings of Canada 1920-1930		£10.50
Slogan Postal Markings of Canada 1931-1940		£8.50
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Slogan Postal Markings of Canada 1912-1953		£9.50
Mail by Rail 1836-1867	Gillam	£11.00
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The 1967-73 Definitive Issue	Irwin & Freedman	£12.50
Canadian Fancy Cancellations of 19th Century	Day & Smythies	£6.50
The Canadian Postage Due Stamps	Chung, Reiche	£6.50
Maple Leaves Binders		£6.00

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