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CANADIAN PHILATELIC SOCIETY  
OF GREAT BRITAIN



# Maple Leaves

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# MAPLE LEAVES

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## EDITORIAL

We were pleased to find that the combined voices of Editor and Secretary, in the June issue, elicited a response in the shape of a volunteer to take on the office of Advertising Manager. In the absence of other contenders, Brian Hargreaves will assume the mantle following the A.G.M, welcome aboard Brian.

News has reached us of the formation of a 'Northern Canada Study Group' under the auspices of the Postal History Society of Canada. The Group will be studying the postal history of the Yukon, Labrador and the N.W.T, including pre 1905 Alberta, Assiniboia, Athabasca, Keewatin and Saskatchewan. A newsletter, 'The Northerner', will be published four

times a year, the first issue having appeared in March. While membership of the PHSC is preferred, we gather it is not mandatory. Annual subscription has initially been set at \$10CAN and interested members should contact either the Treasurer, Ian Mowat, 790 Cuaulta Crescent, Victoria, B.C. Canada, V9C 3H3 or the Editor, Gray Scrimgeour, #570-188 Douglas St., Victoria, B.C. Canada, V8V 2P1.

The D-Day anniversary reminds us that Kim Dodwell's epic series, '50 Years On', is drawing to a close. Kim has confined himself to the war in Europe. If anyone would like to cover the relatively brief period from VE to VJ Day, we should be pleased to hear from him or her.



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# TEN PENCE JACQUES CARTIER POSTAGE STAMP PRELIMINARY ARTWORK

Ken R. Johnson

Philatelists who are interested in the Province of Canada's Pence Issue postage stamps will find interesting information on the subject in the mid-nineteenth century Post Office Department records that are housed as part of Record Group 3 (RG 3) in the Federal Archives Division of the National Archives of Canada.

One notable grouping of documents, entitled 'Correspondence from General Letter Books of the Post Office Department (in Canada) between March 1854 and May 1858' (1) includes copies of official letters that were sent from the Post Office Department to the New York-based security printer, Messrs. Rawdon, Wright, Hatch & Edson.

Some of the letters in this holding are orders for additional quantities of postage stamps that were already in use in the Province, but one copy letter - dated 13 November, 1854 - includes a request to have a new postage stamp printed by the firm.

The letter, sent by W. Henry Griffin, Secretary, informs the printers that the Postmaster General has selected the 'head of Jacques Cartier' for 'this distinguished device', and adds that the stamp was to be used exclusively in payment of the packet letter rate of ten pence currency taken as the equivalent of eight pence sterling (2).

Included at the mid-point of this copy letter is one of the earliest known

official Province of Canada postage stamp preliminary artworks to have survived from this period (figure 1, overleaf).

The pen and ink sketch has been drawn directly onto the letter paper and is roughly the size of the issued stamp.

The only design requirement for the stamp, as stipulated by Griffin, was that the 8d Sterling value tablet appear in the 'two upper corners' and the 10d Currency 'in the lower'. The words 'Canada Postage' and 'Ten Pence' are not mentioned specifically in the text of the letter, but have been included as part of the basic sketch. Perhaps Griffin

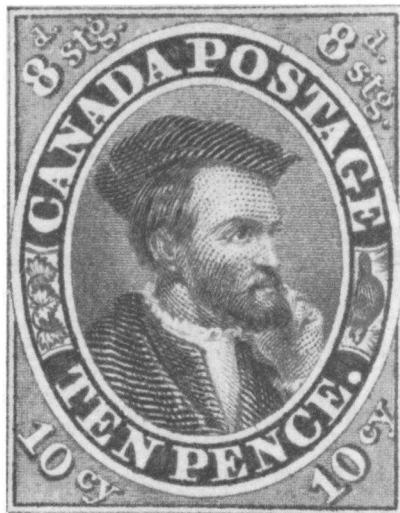


Figure 2. Canadian Postal Archives/  
National Archives of Canada Neg. no.  
POS 1400.

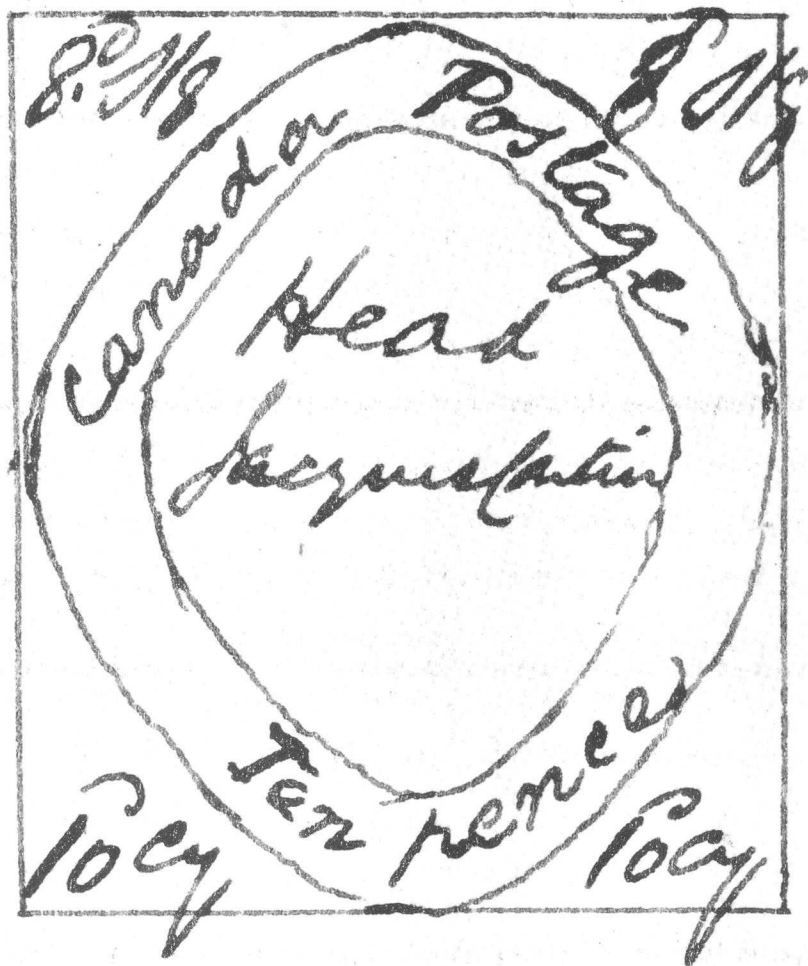


Figure 1. National Archives of Canada Neg. no. C 137955.

felt that it was not necessary to mention this wording component as it had already appeared on the previously designed 6 Pence 'Prince Albert' and 12 Pence 'Queen Victoria' postage stamps.

As can be seen in figure 2, the preliminary design was used as a guide during the preparation of the issued Jacques Cartier postage stamp.

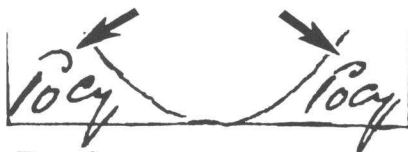


Figure 3



Figure 3a

One notable difference is that the 10 cy value tablet on the issued stamp (figure 3a) does not include the letter 'd' as is shown in the sketch (figure 3).

A second difference is that the miniature drawings of the beaver/maple leaves that are found in the vignette frame on the issued stamp (figure 4a) are not noted in the hand-drawn diagram (figure 4).



Figure 4



Figure 4a

Griffin states in his letter that he is forwarding 'a specimen in print of the head of Jacques Cartier' for the printers use, and it is quite probable that this reproduction was based on the portrait of Cartier done after a painting by Francois Riss (3).

As is known, the stamp was issued in early 1855 and today examples can be found in various collections around the world. The preliminary sketch remains as visual evidence of the first steps in the design and production of this well-known miniature masterpiece - the Province of Canada Ten Pence 'Jaques Cartier' postage stamp.

#### References:

1. Record group 3 (RG - 3), Series B.2.1, Vol. 368, p. 287. (Micro-film reel T-3852, Vol. 368, p. 287).
2. For related information, see article entitled 'Jacques Cartier', *Maple Leaves*, Vol. 17, No. 12, Whole No. 180, October, 1980, p. 319. (Phenomenon of having two denominations on the same stamp is attributed to 'the fact that the colonial currency circulating in Canada was debased in comparison with the sterling and by law ... had equated at £1 sterling to £1.4s.4d. currency').
3. 'The Encyclopaedia of British Empire Postage Stamps 1639-1952 - Volume V, North America' Robson Lowe Ltd., London, 1973, p.12.

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**DEALERS IN  
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# YUKON AIRWAYS - REVERSED PROOF A STATUS REPORT

David Sessions FRPSL, FCPS

In the June 1991 issue of 'Maple Leaves', Allan Spencer drew attention to a proof in his collection of the 25c 'Yukon Airways & Exploration Co' semi-official airmail stamp, which was printed in reverse. In a footnote to the letter I drew attention to an extensive article by Lloyd Banner (1), in part III of which he made mention of such items in the form of die proofs on both card and wove paper, though the dimensions did not match those of Mr Spencer's specimen.

Subsequently, in the August 1993 issue of 'Maple Leaves', Susan So asked whether this item could be a forgery as forgeries exist, in various colours, of the issued stamp - usually passed off as 'colour trials'.

Having more than a passing interest in BNA fakes and forgeries, I referred the letter to Don Amos, a student of the semi-official air stamps, with whom I had corresponded over the so-called colour trials. At that stage I had examples of the 'colour trials' in my collection but not a genuine specimen; this omission has since been rectified.

Don pointed out that, on the 'colour trials', the tailplane was incomplete and there are other minor differences. His reasoned approach was that if the tailplane is incomplete on the 'reversed' proof, then it must be from the same source as the 'colour trials'. At about the same time, the Yellow Peril sent in a photo of a 'reversed' proof, which he considered to be a forgery. Sure enough, the tailplane was

incomplete, just as it was in the example provided by Allan Spencer and the example in my collection.

The original article by Banner featured a number of illustrations, including the 'reversed' proof in both the forms mentioned by him. These clearly show a complete tailplane.

It seems clear therefore that the 'reversed' die proof exists in genuine form but, when the 'colour trials' were made, or subsequently, the opportunity was taken to forge the 'reversed' proof as well. Lloyd Banner referred in his article to four 'reversed' die proofs in



Fig. 1. 'Reversed proof' on card (51mm x 26mm) - note complete tailplane.



Fig. 2. 'Reversed proof' on card (99mm x 76mm) - incomplete tailplane, shading behind aircraft is less distinct.

black (45mm x 22mm) on card (51mm x 26mm) (fig.1) and six on wove paper (164mm x 102mm). We have no way of telling whether this represents the total number of proofs pulled or merely those which survived through the enterprise of Captain Bury Binks who passed them on, eventually, to Banner. The proofs under discussion are on card measuring 99mm x 76mm (fig.2) and Lloyd Banner's notes, now in the possession of Bill Topping, make no reference to 'reversed' die proofs of this size. The point seems significant.

In his letter, Don Amos says he has seen both the genuine and the spurious proofs offered at auction; one would have expected there to be rather more of the latter than the former, but sightings generally have been sparse.

At this stage the situation looked clear cut, but a letter from Bill Topping, another student of the semi-official airs, threw more darkness than light on the subject. He rightly pointed out that, under a strong glass, vestiges of the missing line in the tail could be seen on the suspect reversed proofs. More importantly, he drew attention to a constant dot under the 'R,' of EXPLORATION, which is found on all the reversed proofs, including the suspect ones; the dot does not appear on either the genuine stamps or the 'colour trials'.

Apart from much lighter shading behind the aircraft and on the tailplane, the suspect reversed proof is very accurate, when compared to the genuine article; the constant dot under the 'R' suggests that both types of reversed proof come from the same source.

The 'colour trials' were produced many years after the original stamps

were printed, in Winnipeg, probably before 1960. The 'colour trials' are lithographed whereas the genuine stamp is engraved. Bill Topping is of the opinion that the 'trials' were made by photographing one or more genuine stamps, arranging the prints into a 2 x 5 format and re-photographing them onto a lithographic plate. In doing so, the litho plate was over-exposed and, as a result, some background was burned out. It appears that some re-touching was then done, particularly in the frame lines. Presumably the tailplane was missed. It is my own feeling that the similarities between the 'colour trials', and the suspect proofs are sufficient to indicate that the proofs with incomplete tailplane were also made at a later date, albeit from a genuine source in the light of the aforementioned dot under the 'R'.

Two side issues relating to the stamp, but having no relevance to the forgeries, are offered for those interested in such things. The aircraft depicted is the 'Queen of the Yukon', which is sometimes referred to as the sister aircraft to the 'Spirit of St. Louis' (2) in which Charles Lindbergh made the first solo crossing of the Atlantic. This is not strictly true, according to Bill Topping, although he says that Andrew Cruikshank, its first pilot, often claimed it was. The 'Spirit of St. Louis' was a monoplane (model Ryan N-X 211 N.Y.P), the 'Queen of the Yukon' was a later model (3113) of similar outward appearance and capable of seating five passengers. Both were built by the B.F.Mahoney corporation of San Diego, California. The 'Queen' was flown to Vancouver direct from the factory, in late summer 1927, and was then shipped to Skagway in the C.P. steamship 'Princess Alice'. After being fitted with runners in place of wheels, it

was flown over the Rockies to Whitehorse airfield on 25 October, 1927.

The first printing of the Yukon Airways labels was in October 1927, the second late in 1928. Both printings are in dark blue (as was the U.S. commemorative airmail stamp featuring the 'Spirit', issued on 18 June 1927), but a scarce light blue shade is also known. According to the designer/engraver, W.H.Jordon, the first two sheets of 50 stamps were printed in light blue as colour trials, but the company preferred the dark blue. According to Banner (1), Jordon preferred the light blue stamps. Bill Topping says that the number of light blue stamps was likely nearer 1,000 than 100 as they were printed in sheets of 80

(8x10) and he, Bill, has seen well over 100.


To summarise, I believe:

1. The so-called colour trials are bogus items created from a genuine source.
2. Genuine 'reversed' proofs exist.
3. 'Reversed' proofs on card 99mm x 76mm are forgeries created from a genuine source.

Members' views are solicited.


#### References:

1. 'Notes on the Yukon Airways & Exploration Co. Ltd.' by H.L.Banner. Part 3, BNA Topics, v20 no. 3 (1963) pp72-80. Parts 1 & 2 of the article appear in v.20 no. 1 and no.2 respectively.
2. 'Yukon Airways & Exploration Co.Ltd' by D.J.Brewer. 'Maple Leaves' no.14 (Jan 1950), pp17/18.





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# THE PEOPLE ON THE STAMPS - CAPTAIN COOK.

Alan Salmon

*Come, my friends,  
T'is not too late to seek a newer world  
Push off, and sitting well in order smite  
The sounding furrows, for my purpose holds  
To sail beyond the sunset, and the baths  
Of all the western stars, until I die.*

*Ulysses*                      *Alfred Lord Tennyson.*

We first met James Cook when he was piloting Wolfe up the St Lawrence to face Montcalm at Quebec. That was in 1759; but the event for which he appears on the stamps of Canada occurred 19 years later and 3,000 miles to the west. His portrait is on the 14c stamp (SG 910, SS 763) issued in 1978 to commemorate the 200th anniversary of his landing on Canadian soil. The portrait on the stamp is by Nathaniel Dance and hangs in the National Maritime Museum at Greenwich. Sir Francis Drake, almost exactly a century before, had landed near San Francisco, claimed the land for Elizabeth I and called it New Albion. Drakes Bay is still there, but Drake sailed on searching for the North West Passage; he probably sighted Canada but he never landed.



Cook was born in 1728 in Marton, Yorkshire, the son of a farm-labourer; home was a two-roomed cottage. At the

age of 12 he began work on the farm, however the owner, noticing his ability in writing and arithmetic, got him a job in a general store in Staithes on the Yorkshire coast, he was 17. This small fishing village is still almost exactly as it was then, with a population of a few hundred and steep streets leading down to the quay. This was the major turning point in Cook's life, he was drawn to the sea as if by a magnet.

## Early Days.

His employer became aware of this and recommended him to a collier owner, John Walker, in near-by Whitby, Cook spent nine years with Walker, first as an apprentice, then as a seaman and finally as a ship's mate. He sailed throughout the North Sea and the Baltic as well as on the routine coal-carrying runs to London. In the evenings, when at Whitby, he studied navigation in the attic of John Walker's house. The room remains open to those with an interest in history. At the age of 26 he was offered his own command, to general amazement he turned it down to enlist in the Royal Navy as an ordinary seaman. His, typically laconic, explanation was, "I had a mind to try my fortune that way".

His first ship was HMS Eagle; within a few weeks this young eagle was



promoted to Master's mate (petty officer), responsible for navigation. His knowledge and qualities of leadership would have been outstanding, as the prime source of seamen was the Press Gang. After hectic actions against the French, in the Channel and the Western Approaches, Cook was sent to take his Master's (warrant officer) examination. The Master was responsible for all aspects of the sailing of the ship but was not necessarily in command.

### **Canada.**

He was ordered to Canada in 1758, as Master of HMS Pembroke, in the fleet which supported the taking of Louisbere. When the fleet returned to Halifax, Cook studied surveying under a military engineer and prepared charts of the St Lawrence. Then he led, as chief pilot, the great fleet of 200 ships safely up the river to Quebec - he had been in the Royal Navy four years! Cook was given a bounty of £50, his salary was £75, and again promoted, to Master of the flagship of Admiral Colville, who noted him as a seaman 'of genius and capacity'. In 1762 he married Elizabeth Batts, articulate, well-educated and 21. Soon Cook departed on one of his long absences, which were to be a feature of their family life; he was appointed Marine Surveyor of the Coasts of Newfoundland and Labrador. He had returned from Canada with his accurate charts of the St Lawrence up to Quebec, he now extended them to Montreal. Five summers were then spent surveying the complex coasts of his region, the winters were in England drawing the charts for publication; they were not superseded for over a century. In 1766 he observed an eclipse of the sun and thus devised a method of calculating his position, the work was published by the Royal Society. Other gifts were recognised by his men, one of them

wrote: "fearlessness was his chief characteristic. He would run under full sail on a foggy night & sleep quietly under it all, but often, when no-one expected danger, he would come on deck and change course because he sensed that land was near". Here we have an astronomer, a mathematician, a brilliant surveyor and a first-class and instinctive seaman. These qualities were to lead to lasting fame.

### **The Voyages of Exploration.**

Edmund Halley, of comet fame, predicted that Venus would transit between the Earth and the Sun in 1769; observations would make possible, for the first time, an accurate measurement of the distance between the Earth and the Sun. George III was persuaded to finance expeditions to North Cape, Hudson Bay and Tahiti to make the necessary measurements. Cook was commissioned and appointed to command HMS Endeavour. Whitby-built, for the expedition to Tahiti. He received secret orders to search, after the transit, for the southern continent which it was thought might exist southwest of New Zealand, balancing the landmass of the northern hemisphere,

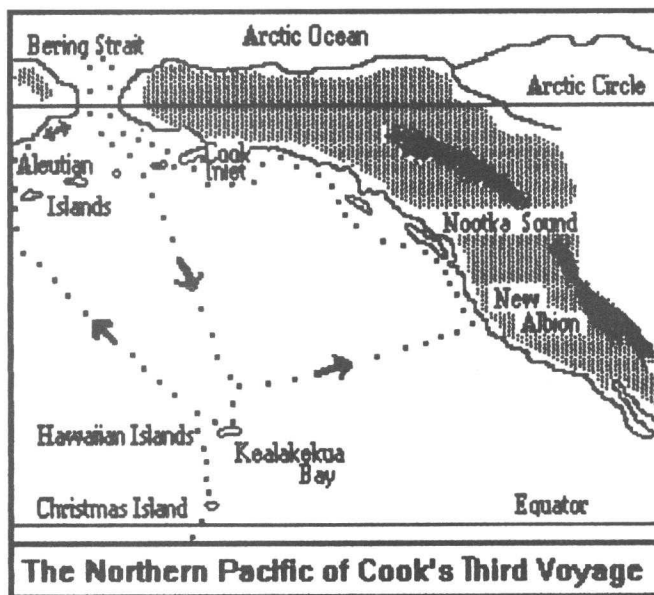
Lieutenant Cook sailed from Plymouth in August 1768 to arrive in Tahiti, via Cape Horn, in April 1769; the transit of Venus was duly observed. The natives were also observed, they were friendly but incorrigible thieves. Cook's consistent tactics were to be fair with natives, always giving something in return for a gift, but to take hostages to recover stolen goods. He surveyed the Tahitian coast then sailed south non-stop for two months, reaching 40° S with no sight of land. So he turned east to New Zealand, which he proved was two islands, and charted the entire coast. He then landed on the east

coast of Australia on a bay which was a botanical paradise for the scientists, he named it Botany Bay. Having charted the entire east coast he sailed for England. He found the rumoured Torres Strait between Australia and New Guinea, arriving back in July 1771. He had logged 30,000 miles and charted 5,000 miles of coast; on his return he was honoured by an audience with George III. But there was great sadness also, whilst he was away his two children had died; happily there were to be four more children. Also, on the voyage, he had lost 30 men, out of 85, mostly to malaria and dysentery picked up in the East Indies; this was par for the course at that time, but Cook was determined to beat the dreaded scurvy.

Now Commander Cook, he reported to the Admiralty that he doubted there was a southern continent but that he was prepared to try again to 'put an end to all diversity of opinion about a matter so curious

and important'. He was told to get as near to the South Pole as possible and to take possession of any islands found. He sailed in HMS Resolution, with HMS Adventure, both Whitby built, in July 1772. They re-visited Cape Town then sailed to 67° S, no land having been sighted he sailed on to New Zealand and then did two great loops of the Southern Pacific, claiming the many islands found. He again went south, from Cape Horn, reaching 71° S, farther south than any ship before, where ice, fog and frostbite to the crew drove him north again. He was back in Portsmouth by July 1775, having sailed 70,000 miles and had finally disproved the existence of the southern continent. This was the greatest voyage made by a sailing ship,

Cook also triumphed against scurvy; he insisted on the regular fumigation of the crews quarters, strict personal cleanliness, plenty of pickled cabbage and, whenever possible, fresh



vegetables. On this voyage, out of 118, only one died of disease. He was elected a Fellow of the Royal Society and awarded its Gold Medal for the best experimental paper of the year: The Preservation of the Health of Crews of Ships on Long Voyages.

He was promoted to the retirement post of Captain of Greenwich Hospital; but the Admiralty proposed a voyage to discover an Arctic passage; Cook volunteered to lead the expedition. His orders were to seek a North West or a North East Passage from the Pacific to the Atlantic, or the North Sea; he was instructed to visit New Albion for "wood and water and procure refreshments, and then to proceed northward". He sailed in HMS Resolution again, now with HMS Discovery, in July 1776; his officers included two destined for fame: Vancouver (SG 1286, SS 1200) and Bligh; the latter was Master of the Resolution and a fine navigator. The route was familiar: Cape Town, New Zealand and Tahiti, then across the Equator. Cook was in the Northern Pacific for the first time and soon discovered the Hawaiian Islands. The natives were friendly, he stayed a few days before sailing to New Albion; Spaniards had reached Drakes Bay the previous year.

He sighted Oregon and in March 1778, after fierce storms had driven him away from the entrance to the Strait of Juan de Fuca, which would have led him to where Vancouver now stands, he landed at an inlet he called Nootka Sound (SG 911, SS 764) on what was to be Vancouver Island. He found, I am very sorry to report, the natives "slovenly & dirty to the last degree" but they were friendly. Perez, a Spaniard, had anchored there four

years earlier but had not landed. Cook stayed almost a month repairing his ships; also sea otter pelts were purchased from the Indians, each for a handful of beads. Then he went northward keeping as close to the coast as possible in the bad weather, he was seeking a river which it was thought might lead to the interior of the continent; he didn't find it but he recorded in outline the unexplored coast of north-west America. Today, the approach to the airport at Anchorage is over Cook Inlet and the best hotel in town is the Captain Cook. He went past the Aleutian Islands where he met Russian fur traders, then through the Bering Strait, trying to find a way either east or west. At 70° 29' N ice, heavy snow, freezing fog and frostbite led to the decision to head south, to refurbish the battered ships and to try again next year.

He anchored in Kealahou Bay in Hawaii where he was received almost as a god. The totality of the local feelings and events of February 1779 are uncertain, but what certainly happened was persistent pilfering from the ships and, eventually, the natives stole the Discovery's cutter. Cook went ashore, with marines, to take the local King hostage until the cutter was returned. The King was agreeable, but the islanders prevented him going, they began to assemble and arm. Cook, wishing to avoid a conflict, decided to retreat, as they moved down the beach to embark for the ship there was a disturbance in which four marines were killed and Cook was stabbed to death. Cook's body was burnt by the natives, what was left of it was recovered by Vancouver and buried at sea.

*Continued on page 311*



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## **'BLUENOSE'**

### **John Boutilier and Angela Watson**

The well known 'Bluenose' stamp (Sc 158, SG284) is one of the most popular ever issued by the Canadian Post Office.

The ship itself was built in 1921 and was owned and operated by Oland & Son Ltd, of Halifax, Nova Scotia. She was 143 feet long with a 10,000 square foot sail area and 200+ ton displacement. Although she was considered by most to be the Queen of the North Atlantic (Cod) Fishing Fleet, she was also the champion of many international fishermen's races year after year.

Captain Angus Walters skippered the Bluenose for 21 years (1921-42). Noted as a free-cussing, hard disciplinarian, he was also recognised as a fair man. Walters was born to a sea-faring father in 1882 and, according to accounts of his early life, he could never know anything other than life at sea. Walters is also honoured on a more recent stamp, issued in 1988 (Sc1228, SG1314).

Unfortunately, the Bluenose met an ignominious end: she was sunk off the coast of Haiti in January 1946. She had been sold and subsequently stripped in 1942 and had been serving as a banana transport ship when she caught fire and burned at sea. This news proved to be the most important story in most Canadian newspapers for well over a week.

In creating the stamp, several photographs taken by W.R. MacAskill (in 1921 and 1922) were considered, but since no one photograph provided everything the designers wanted, they

utilised a composite of two different photos, along with some retouching to the clouds and waves, and sent it to the engravers in Ottawa. Critics familiar with the art and science of sailing have many times pointed out that the stamp shows two sailing vessels close-hauled, but steering different courses - and they have questioned the soundness and feasibility of this design.

However, the point was not overlooked when the design was under consideration by the Canadian Post Office Department in 1929. At that time, it was thought to be of no considerable importance, because when ships are sailing in-shore, with high off-shore winds, two vessels some distance apart may show different courses.

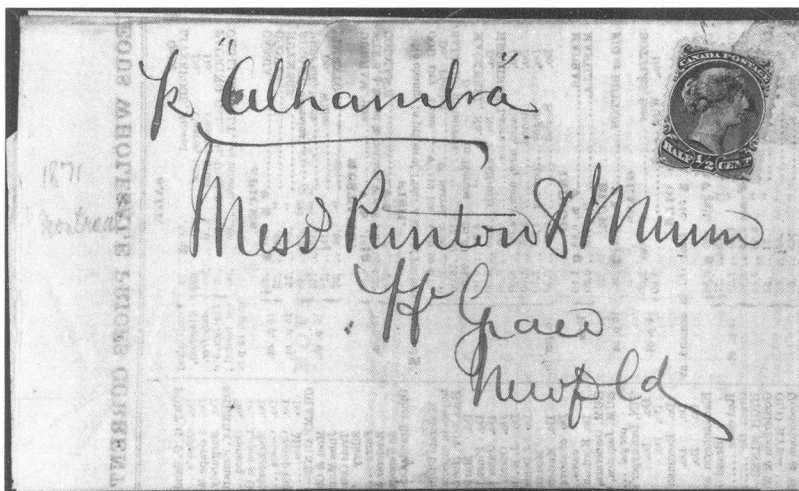
The engraver of the Bluenose stamp was Herman H. Schwartz. A true 'Bluenose', Schwartz was born in Nova Scotia in 1885. After some early art training, Schwartz accepted a position at the American Bank Note Company (ABNC) in Ottawa, (known today as the Canadian Bank Note Company) in 1909.

In 1917, the ABNC transferred him to New York to gain more experience and allow him to further his studies. From 1917-1920, he studied at the National Academy of Design. He then returned to Ottawa and continued with his work for the ABNC.

One of the first Canadian stamps designed by Schwartz was the 1927 Confederation set. Then followed the regular issues of 1928 which included

*Continued on page 305*

## THREE SIGHTINGS IN THREE COUNTRIES The Yellow Peril



*'Weekly Prices Current', Montreal 26 August 1871, sighted in the United States, Canada and South Africa.*

I booped badly when I mentioned the existence of the above item in the August 1987 issue of 'Maple Leaves' and again when I reported its sale in April 1989. On both occasions I had neglected to include a picture. Guess I just wasn't 'with it!' My thinking at the time was: "no point in cluttering up the Journal with pictures of phoney 1/2c LQ covers". I was so wrong! I brought the matter up the second time only because it was so unusual for someone to pay \$550 (plus postage and agent commission) for an item that twice failed the test.

Recently (March 1994) this item again resurfaced and in South Africa of all places. A collector there had the opportunity to add this 1/2c LQ rate to his collection. Because it was not cheap he sent me a photocopy of it for an opinion. Neither the exact amount of

the not-cheap price nor the identity of the dealer was disclosed to me, however. I replied that this item has already been reported in our Journal and since 1/2c LQ single usage covers are about as scarce as a hen's teeth I advised my friend to exercise extreme caution when buying this rate.

The third sighting of this item in Johannesburg has convinced me to rectify my bad goof. This account is partly from memory and partly conjecture. It was some time in the mid-eighties when Cougar Stamps of San Bernadino sent me a catalogue offering the above and other BNA covers. Hoping that it would be a periodical and knowing that I could reject the lot if it did not measure up, I placed a 'G\*\*' on it. As soon as I saw the item I did not like it. The rate for Prices Current to Newfoundland was 1c\*\* and

the postmark too suspicious. The piece looked genuine enough even though there were no markings on it other than the cork cancels. Although annotated 'Alhambra', it may have travelled to Newfoundland on another mail boat as the Alhambra was not in service to Newfoundland until 1872. Somewhere along the line this price list lost its stamp, most likely a 1c LQ. It was replaced by a 1/2c LQ, thereby converting a relatively common 1c to a rare 1/2c rate. The conversion was completed when a wine bottle size cork was strategically applied so as to tie the stamp and at the same time camouflage the previous marking. The supporting 'Greene' certificate, together with the lot, was returned to the seller. The only question the auctioneer asked was "Who signed the certificate"?

The second auctioneer to have a go at selling the item was John Talman of Toronto. If memory serves me correctly, two certificates were mentioned in the 'as-is' description - the 'Greene' and a 'no-opinion' certificate. A few weeks after this sighting I happened to be chatting with a visiting American collector of Newfoundland, when the subject of this item was brought up. The visitor was fiercely adamant that the piece was good, regardless of my or the experts' opinions. Because the gentleman is considerably bigger than I am, I conceded the right-of-way to him and dropped the subject!

I hope that my attempt to right my faux pas will save another reader from some anxious moments.

\*'G' = \$1,000(US).

\*\*Regulation 15 under the Post Office Act of 1867 states:  
'PRINTED PAPERS, CIRCULARS, PRICES CURRENT, HANDBILLS, BOOKS, PAMPHLETS

The rate on printed matter of this description posted in Canada, and addressed to any place in Canada, Prince Edward Island, Newfoundland or the United States, will be one cent per ounce, to be pre-paid by Postage Stamp; and a like rate will be payable on delivery, when received from the United States, Prince Edward Island or Newfoundland'.

#### References:

Maple Leaves 214, August 1987 p.259,  
Maple Leaves 222 April 1989, p. 189.  
Canadian Stamp News, 28 February, 1989 p.6  
Duckworth H.E. & H.W., 'The Large Queen Stamps of Canada and Their Use 1868 - 1872'. The Vincent G.Greene Philatelic Research Foundation, p.436.

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#### 'BLUENOSE' continued from page 303

the Bluenose. Just a few of the many other stamps he designed for Canada include Canada's first airmail stamp in 1928, the set commemorating the Royal Visit in 1939 and the 1951 Capex Centenary set.

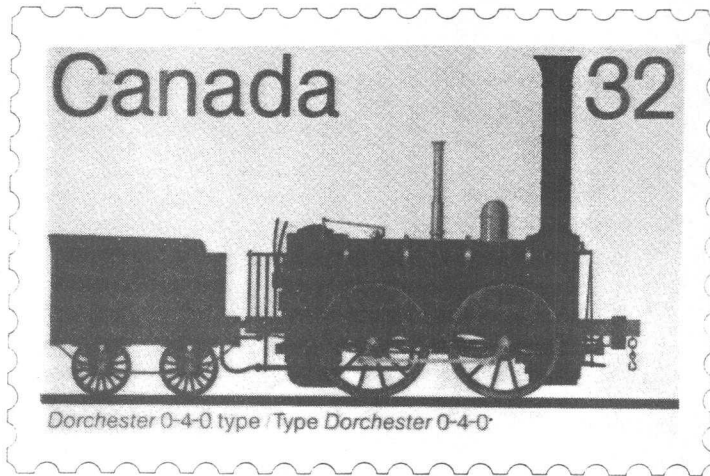
His work however, was not limited solely to Canadian stamp issues. Cuba, Norway and the Bahamas have all been beneficiaries of Schwartz's great skill as an engraver.

After 47 years with the Canadian Bank Note Company, Schwartz retired in 1956, aged 70. His stamp designs remain a tribute to him and the CBNC. No other Canadian has ever been involved in the design and production of so many Canadian stamps.

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**JUST A FEW LINES**



**THE STORY OF CANADA'S  
FIRST RAILWAY**

**THE CHAMPLAIN & ST. LAWRENCE  
RAILROAD**

by

LIONEL F. GILLAM



## JUST A FEW LINES

This work, by the author of '**A History of Canadian R.P.O.s**' and '**Canadian Mail by Rail**' is the result of more than 30 years research into the history of Canada's first railway, the Champlain & St Lawrence Railroad.

'Just a Few Lines' could be called 'the story behind the stamp', the stamp in question being that issued by Canada Post Corporation in 1983, which illustrates in authentic detail the engine 'Dorchester', the first steam locomotive to operate in Canada.

This, the product of the famous locomotive builders, Robert Stephenson & Co. of Newcastle, England, was the only thing British about the Champlain & St Lawrence. The railroad was built by a young American engineer and the lines were laid on what was called the 'cheap' or American principle. The drivers for the first few years at least were also Americans, while the passenger carriages were constructed by American manufacturers in Troy (near Albany) New York.

Nevertheless, despite this, nothing would have been possible without Canadian money, ventured mainly by Montreal businessmen at a time of economic depression, political instability, civil unrest, cholera epidemics and, finally, open rebellion in 1837 and 1838.

The part played by the railway in the carriage of passengers, freight, arms, troops and, of course, the mail during what was undoubtedly the most dramatic period in Canadian history is told by the former editor of '**Maple Leaves**'. Nothing, however, would have been accomplished without the co-operation of many collaborators in Canada whose research in the National and Postal Archives, the existing records and ledgers of the railway, parliamentary records and contemporary newspapers alone have made this work possible.

This, the first full history of Canada's first steam railway (1832-1872) to be written, is printed in a strictly limited edition of 500 with cast-coated cover in blue and black (5 3/4" x 8"). The 144 pages are fully indexed, with 26 illustrations (including 7 maps), and the book is obtainable from the author at 66, East Bawtry Road, Rotherham, South Yorkshire, England, S60 4BU price £10.00 (\$21 Can. or \$16 U.S.) postage and packing paid.

# OCTAGONAL REGISTERED DATE STAMPS WITHOUT TOWN NAMES

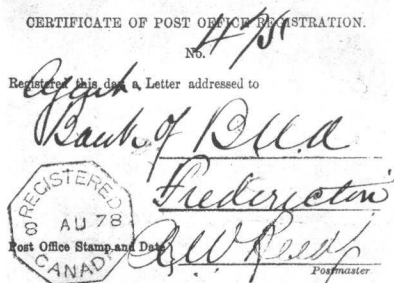
Horrace W. Harrison, FCPS

In the late summer of 1878 these oddly shaped Registry markings first made their appearance; usually on mail from Halifax and St. John, N.B. and addressed to towns within the originating province or an adjoining one. Next to no one was interested in postal history at the time so little attention was paid to the fact that these markings, unlike any other ever issued by the P. O. Dep't., had no town name, but only the country name. In a very short time, at Halifax, St. John and Charlottetown, it became the practice to leave out the date portion of the marking and apply the hammer only as an indication that the letter was registered. In due course, at least at St. John, the blank space in the centre of the hammer began to be used as the place to write in the Registered Letter Number.

With the advent of serious postal history collecting, led in Canada and the western hemisphere by the late Fred Jarrett, covers mailed from Canada to Europe began to find their way back to Canadian shores. It was then that it was first noticed that this unusual octagonal registered marking had been struck on covers to the U. K. and other European destinations at other towns than Halifax, St. John, and Charlottetown, most noticeably Toronto, Hamilton, and Quebec, and that there were no other subsequent Canadian markings on these registered letters.

I postulate that these octagonal registered date stamps, without town names, were prepared by Pritchard & Andrews, as there are two strikes shown

in the Hughes Proof Strike books recently published by Robert Lee; one in registration strikes for New Brunswick dated 23 November, 1880 and one in the registration strikes for Ontario dated 12 August, 1882. That for New Brunswick seems to be nearly identical with my St. John strikes, although mine are over two years earlier, and some of mine are later. Perhaps the St. John hammer was damaged and sent back for repair. The strike which appears in the Ontario book, dated 12 August, 1882, appears to be somewhat larger overall and with larger lettering; I have nothing which resembles it. I further postulate that these hammers were issued to the towns at which closed bags of mail were made up for shipment to Europe, usually by the Allan Line, upon the admission of Canada to the Universal Postal Union on 1 August, 1878. In pre-Confederation days, the transatlantic mails were made up at Quebec, Montreal, Kingston, Toronto, and Hamilton, to which were added the provincial capitals of Halifax,



Octagonal registered marking from St. John, N.B. where Reed was P.M. Number 1 on list opposite.

Charlottetown, and St. John with the implementation of the British North America Act for postal affairs, on 1 April, 1868.

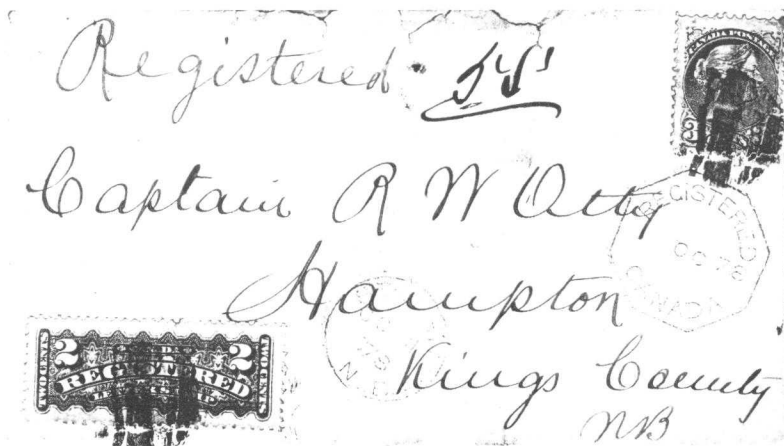
The author would welcome photocopies (front and back) of any covers not included in the following list.

### OCTAGONAL REGISTERED DATE STAMPS

Date of Strike & Where applied	Date at Originating P.O. & Allan Line Mail Steamer	Destination & Arrival Dates
1. 8 AU 78 St. John	8 AU at St. John, N.B. Internal mailing	Fredericton, N.B. Data from Certificate of Mailing
2. 14 AU 78 St. John	14 AU at St. John, N.B. Internal mailing	Chatham, N.B. Data from Cert. of Mailing
3. 16 Au 78 St. John	16 AU 78 at St. John, N.B. Internal mailing	Data from partial Cert. of Mailing
4. 16 AU 78 St. John	16 AU at St. John, N.B. 'Moravian', Quebec 17-28 AU to Liverpool	London, U.K. only a guess as data from Cert. of Mailing
5. 19 AU 78 St. John	19 AU at St. John, N.B. Inter-provincial mailing	Montreal, Quebec Data from Cert. of Mailing
6. 30 SP 78 St. John	30 SP 78 at St. John, N.B. 'Peruvian' Quebec 5-14 OC to Liverpool	London, U.K. only a guess as data from Cert. of Mailing
7. 1 OC 78 St. John	1 OC at St. John, N.B. Internal mailing	Hampton, Kings Co., N.B. b/s Ossekeag, N.B., OC 2 78
8. 28 NO 78  Quebec	28 NO 78 at Quebec, C.E.  'Polynesian' Halifax 30 NO-10 DE L-pool	Inverkeithing, Scotland via Merville & Edinburgh b/s at both DE 10 78
9. Blank date Charlottetown	Charlottetown, P.E.I., DE 7/78 Inter-provincial mailing	Moncton, N.B. b/s P.E.I.R.R.C.&S., No-2; DE 9/78
10. 17 FE Quebec	Quebec, C.E.; AM, FE 17/79 not carried in Allan Line	Alt Kischau, Allemagne via Liverpool & London 3 MR 79
11. b/s 9 Ap 79 Hamilton	London, Ont. MR 29/79 with insufficient postage, returned via D.L.O.; 5c added & remailed AP 9 79 'Caspian' Halifax 12-22 AP Liverpool	Colchester/G/AP@/79 via London, illegible date
12. Blank date Charlottetown	Charlottetown, P.E.I., AP 23/79 'Hibernian', Halifax AP 26-W 4 LivPool	Plymouth (U.K.) MI/MY 5/79 via Liverpool b/s Halifax, N.S.; AP 25/79
13. 21 NO 79 Toronto	Toronto, Canada NO 21, 79 'Polynesian' Quebec 22 NO-2 DE Livpool	Cambridge, U.K. 2/DE 3/79 Via London A/2 DE 79
14. Blank date St. John	JA 20/80 at St. John, N.B. Inter-provincial mailing	Yarmouth, N.S. Photo-copy of b/s not available
15. 30 JU 80 Halifax	Halifax, Canada; JU 30/80 Inter-provincial mail	Sussex, N.B. No backstamps
16. 13 NO 80 Halifax	Halifax, Canada; NO 13/80 Internal mailing	Bridgetown, N.S. Photo-copy of b/s not available
17. 8 DE 80 Toronto	Stratford, Ont. DE 8 80 'Moravian' Halifax 11 DE-20 DE Livpool	Hartfield, England, via London, U.K. 21 DE 80 b/s Tunbridge Wells C/DE 21/80
18. 31 JA 81 Hamilton	Seaforth, Ont. Canada JA 27/81 not carried in Allan Line	via Hamilton Registered Oval JA 28/81 a Friday; letter arrived too late to make a Saturday sailing, thus held over for the Monday, 31 JA closed bag.
19. 23 MR 81 Toronto	Toronto, Canada, MR 23/81 'Sardinian' Hfax 26 MR-5 AP Livpool	Scarborough, U.K. C/AP 5/81

OCTAGONAL REGISTERED DATE STAMPS (Continued.)

- |                      |  |  |
|----------------------|--|--|
| 20. '561' Manuscript | St.John,N.B.,Canada; JY 29/81            | Fredericton, N.B.,JY 30/81                       |
| St.John              | Intra-provincial mail                    |  |
| 21. 1 MR 82          | Toronto,Canada;MR 1/82                   | London,U.K.                                      |
| Toronto              | not carried in Allan Line ship           | Photo-copy of b/s not available                  |
| 22. Blank            | St.John,N.B.,Canada;JY 15/82             | Philadelphia, Pa. JUL 19/1882                    |
| St.John              | used to the U.S.A.                       | b/s in blank as well                             |
| 23. 8 JA 83          | No originating c.d.s. Thought to be      | Penrith(U.K.)D/JA 20/83 via Victoria,B.C.;       |
| Hamilton             | Kamloops from obliterator.Not carried in | DE 2/82 & Hamilton, Canada Reg'd. Oval JA 8/83   |
|                      | Allan Line ship                          |  |
| 24. Blank            | Halifax,N.S.,Canada;FE 24/83             | Upper Stewiacke,N.S.                             |
| Halifax              | Intra-provincial mail                    | Photo-copy of b/s not available                  |
| 25. 14 MY 83         | Eden, Ont. MY 11/83                      | Niesky, Prussia 28.5/83 via London,U.K. 26 MY 83 |
| Hamilton             | Not carried in Allan Line ship           |  |
| 26. 27 J 83          | Longford Mills,Ont.JY 22/83              | Leeds,(England) A/6 AU 83 reg'd.Oval via         |
| Toronto              | 'Parisian' Quebec JY 28-5 AU Liverpool   | MUSK- BR. NO.1; SOUTH/JY 24/83 &                 |
|                      |  | REGISTERED,TORONTO,ONT.:PM/JY 24/83              |
| 27. Blank            | St.John.N.B.;CanadaAU 29/83              | Halifax,N.S. (front only)                        |
| St.John              |  |  |
| 28. Blank            | St.John,N.B.,Canada;OC 15/83             | Boston, Mass. U.S.A.                             |
| St.John              | Used to the U.S.A.                       | Photo-copy of b/s not available                  |
| 29. 20 FE 84         | Rapid City,Man;FE 15/84                  | London,U.K.5 MR 84                               |
| Hamilton             | 'Sarmatian' Halifax 24 FE-4 MR Liverpool | Photo-copy of b/s not available                  |
| 30. 4 JY 84          | London,Canada; PK/JY ?/84                | Cork, Ireland                                    |
| Hamilton ?           | Illustration on Pg 262,                  |  |
| 31. 28 JY 84         | Winnipeg,Canada;JY 25/84                 | Peebles, Scotland,AU 7/84                        |
| Hamilton             | not carried in Allan Line ship           | via Glasgow & Edinburgh AU 7/84                  |
| 32. 5 JA 85,Monday   | St.Thomas,Ont.;JA 3/85,Saturday          | Kingstown,Ireland, C/JA17/85 via G.W.R.,         |
| Hamilton             | 'Circassian'Hfx 10 JA-18 JA Liverpool    | MAIL LINE: EAST/JA3/85 Hamilton Reg'd.           |
|                      | transferred to Irish Mail Boat at        | oval d.s.,JA 3/85 Octag.5/REGISTERED?            |
|                      | Moville.                                 | DUBLIN/JA 17/85, Kingstown JA17/85               |



Registered letter from St. John to Hampton, N.B., number 7 on above list.



*Manuscript registration number 561 in place of date in octagonal marking. Number 20 on list on previous page.*

**References:**

- 'Atlantic Mails' J.C.Arnell, National Postal Museum, Ottawa, Canada, ISBN 0-919882-07-2
- 'Canada's Small Queen Era, 1870-1897'; G. Arfken, V.G. Greene Philatelic Foundation, Toronto, Canada
- 'The Canadian Ocean Mail Clerk, 1860-1887'; K.S.MacKenzie, National Postal

- Museum; ISBN 0-919882-04-8(E)
- 'North Atlantic Mail Sailings', W.Hubbard & R.F.Winter, U.S.Philatelic Classics Society, ISBN 0-9503548-4-0
- Certificates of Mailing from his stock, courtesy of Allan L. Steinhart.
- Covers with Octagonal Markings extracted from his collection, courtesy of Harry W. Lussey.

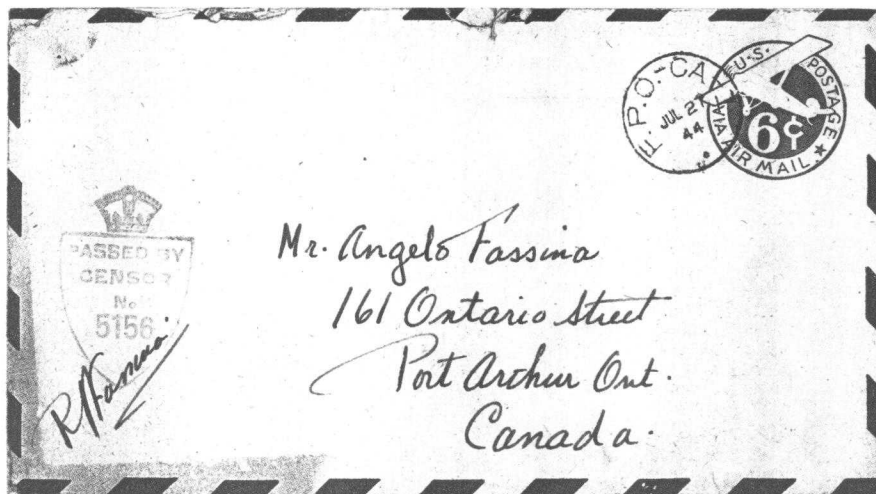
**THE PEOPLE ON THE STAMPS - CAPTAIN COOK - Continued from page 301**

The ships sailed away, to the north again to seek a passage; they failed again and turned for home. In China they sold the furs obtained at Nootka at a vast profit; thus started the fur trade of the north-west coast of America. The sea-weary ships arrived back in England in October 1780. News of Cook's death had preceded them, whilst on the Siberian coast the commander of Resolution relayed the story in a letter to the Admiralty. It travelled across the whole of Russia by dog sled and horseback and then by ship to

London, taking six months, the longest, and saddest, mail run in postal history.

James Cook was the greatest explorer and the greatest seaman the world has known. His rise from a farm lad to a Captain in the Royal Navy and to a Fellow of the Royal Society indicates his extraordinary gifts of character and intellect. By his work he defined the shape of the habitable world. It is fitting that such a man was the first from Europe to land in Western Canada.

## 50 YEARS AGO - AUGUST 1944 Kim Dodwell



During the North African and Italian campaigns the 8th Army included in its ranks men - and a few women, I hasten to add - of many nationalities. One result was that the Field Post Offices serving the troops would accept mail franked with British, American, Australian, Indian, New Zealand or South African stamps. Probably because the Canadians did not arrive in the Mediterranean until after the rules were made, Canadian stamps were not used, nor for more obvious reasons, were those of the homeless Poles.

Canadians writing home by surface mail did so free of charge. For those wishing to send by air, the most used stamp was the 3d GB on a Forces Air Letter but, because there was a widespread but unfounded belief that mail franked with U.S. stamps would get priority treatment when flown by Pan American, the U.S. 6c air stamp is

also commonly found. The only examples of mail to Canada franked with New Zealand, Australian or South African stamps have been philatelically inspired, though genuine postal used examples probably exist.

The cover illustrated, in spite of its U.S. stamp, is likely to have been flown by the MAILCAN service and reached Canada in mid-August. Unit Censor handstamp 5156 on the front is of the 2nd Canadian Light Field Ambulance, and the cancellation is of FPO CA-1, both of which served 1 CAB (1st Canadian Armoured Brigade). Prior to November, 1943, FPO CA-1 had been numbered BTC-1, and under both numberings it also used the British type FPO dater number 34.

A collection illustrating the history of 1 CAB tells a complicated and unusual story. The brigade of three

regiments of tanks arrived in Britain from Canada in June, 1941 and trained mainly in Sussex until 1943 when they took part in the invasion of Sicily as part of British XIII Corps, together with the 1st Canadian Infantry Division. In Sicily the two Canadian formations supported each other, playing complementary roles in the fighting, but in Italy the 'partnership' was dissolved; 1CAB remained with XIII Corps, while the 1st Canadian Division, frequently teaming with British tanks, was joined at the end of 1943 by the 5th Canadian Armoured Division to make up the 1st Canadian Corps. Away on their own, (except for postal purposes, FPO CA-1 now coming under the control of 1st

Canadian Corps), the only Canadians in XIII corps, 1 CAB was frequently split up, with each regiment supporting different divisions, such as 4th, 5th and 78th British Divisions and (with notable success and rapport), the 8th Indian. The three regiments of 1 CAB were often further split with individual squadrons in support of different infantry brigades. For a period of several months in 1944, they formed part of U.S. General Mark Clark's 5th Army, but were back in the 8th Army later that year. At the end of February, 1945, by now highly experienced and with an excellent reputation among the divisions with whom they had fought, they rejoined the rest of the Canadian 1st Corps in their move to NE Europe.



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## 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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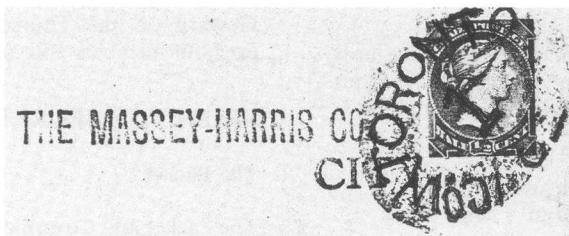
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## A TORONTO No. 1 CANCEL Geoffrey Whitworth FRPSL, FCPS



This unidentified cancel (Jarrett 185 or 193?) has been examined while recently writing up a new display sheet. The central No. 1 is quite clear and so are some of the letters TORON of the upper oval. Carefully measuring the symmetry of the letters, the complete word must be TORONTO. In the illustration these letters have been enhanced.

Unusually the lower segment contains inverted lettering as the last three can be identified 'CoW'. With there being seven letters for TORONTO the lower segment would appear to contain nine or perhaps ten letters. Can any reader suggest what can be the complete word? Could a private company be permitted to cancel its own mail? Was it a store with such facilities?

What is the item in question? It is a wrapper of very thin paper addressed by

means of a rubber handstamp using purple ink on the pad. The stamp is placed over the address and the cancelling handstamp looks as though it also is made of rubber as the right hand side has not been squeezed onto the paper as heavily as the left. The left side letters are deeper in ink and appear larger than those of the right. With a metal stamp they would have been equal.

The entire must have weighed under  $\frac{1}{2}$  oz to qualify for a half cent rate and the stamp used is of the 1882 issue. It is deeply printed in a black ink and shows no trace of re-entry as are frequently found on later printings. It would suggest a use of 1883 to 1885.

It is addressed to Massey-Harris, makers of machinery, and the contents could have been a revised price list of parts as this is not the only such item recorded through auction sales.

### MAPLE LEAVES FOR SALE

**Odd issues available from Whole No 42. Condition poor to very fine at 50p, 75p and £1. A few complete unbound volumes left at £6 and £8. Postage extra.**

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# SOCIETY NEWS

## FROM THE PRESIDENT

Arrangements for convention are now in place, all that is needed is your presence. The philatelic programme is as follows:

### Wednesday 24 August

8pm 'Newfoundland' - Mike Perry

### Thursday 25 August

8.30am Committee meeting

10am 'Large and Small Queens' -

Geoffrey Whitworth, FRPSL, FCPS.

8pm 'Prince Edward Island' - Martyn Cusworth

10pm Auction lots on view

### Friday 26 August

11am-6pm Stamp & Coin Fair at York Racecourse

4pm-6pm Competition review plus 'Maple Leaf & Numeral Issues' - Leigh Hogg\*

8pm 'Transatlantic Mail' - Dorothy Sanderson, FRPSL, FCPS.

10pm Auction lots on view

### Saturday 27 August

9am AGM

10.30am 'Japanese Relocation Mail 1942-6' - Bill Topping

2pm Auction

7.30pm Banquet & Awards Presentation

\* Still to be confirmed at time of going to press; David Sessions will stand by with a selection of Fakes & Forgeries.

As you can see, there is a packed philatelic programme, with the Provinces getting a look in for once! As usual there is an alternative social programme for the non-philatelists

which will include a trip to Castle Howard on the Thursday afternoon, for both members and partners.

## FROM THE SECRETARY

### The Packet

The Packet and Covermart appear to be functioning well, but the managers always need additional material to sell. Prospective contributors or members of a circuit should contact the appropriate Manager, whose address is to be found in the Officer's Panel inside the back cover of 'Maple Leaves'.

### Society Officers

There is good news, member Brian Hargreaves has volunteered to fill the post of Advertising Manager. However the post of Publicity Manager remains vacant. The job does not take a great deal of time, but you could make a big contribution by coming forward. Please contact the secretary on 0734 411052 if you want to find out more.

Many thanks are due to Ged Taylor for a job well done and for filling the breach so well during the long period when a new Advertising Manager was being sought.

### The Handbook

Work on producing an updated handbook continues. Members are asked to check their address and list of interests in the current Handbook. Details of any changes that have not already been notified should be sent to the Secretary.

## FROM THE CEO

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.

## SOUTH WEST GROUP

The S.W. Group's annual get together takes place on Sunday, 14 August, from 2pm to 5.45pm, at Portishead near Bristol, in conjunction with the Bristol Philatelic Federation's annual two-day convention. The event incorporates a stamp fair, so intending visitors are advised to get there early in order to browse among the dealers' stands before the main event. Light snacks and bar facilities are available, the pub next door can provide more substantial sustenance. All members are welcome and are encouraged to bring along a few sheets for display.

## THE WESSEX GROUP

On 5 May a small group converged on Malcolm Montgomery's abode to view the azaleas, rhododendrons and, in passing, a few Small Queen covers. In the event, heavy rain meant that attention was focussed almost entirely on the SQ covers. Aren't we lucky ours is an indoor pastime? The next meeting is scheduled for 8 September, at Hursley, near Winchester, courtesy of Judith Edwards. The subject is Fakes and Forgeries and any member is welcome to join us.

## 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

**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** BNAPLEX 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

**Sept 8-10** BNAPS Convention, Edmonton.

**Sept 20-23** CPS of GB Convention, Bournemouth

### 1996

**Aug 30-Sep 1** BNAPS Convention, Fort Worth, Texas.

## International Exhibitions

### 1994

**Aug. 16-25** PHILAKOREA 94, Seoul

### 1995

**May 10-15** FINLANDIA 95, Helsinki

**Sep 1-10** SINGAPORE 95 Singapore

### 1996

**Jun 8-16** CAPEX 96, Toronto

Note: London Group details from Colin Banfield: 081 500 5615  
Wessex Group details from Dorothy Sanderson: 0794 523 924

## LETTERS TO THE EDITOR

**Gerry Churley, FRPSL**

### CANCELLATIONS FROM CANADA POST

In the April issue we published a letter from Gerry and a response to his criticisms from the Customer Services section of Canada Post in Vancouver. Gerry countered with an expression of concern at the apparent lack of consideration for the philatelic community in the light of substantial revenue gained from that source. This brought forth the following letter from the 'Stamp Products' section in Ottawa:

"I appreciate your concern regarding the new Multi-Line OCR cancels (some have coined the phrase 'digi-cancels'). Still in the experimental stage we are endeavoring to fine tune these cancels to ensure they do not miss the postage. The main aim of these cancels is to use the OCR to not only code the mail for sortation, but to cancel them as well.

If this can be accomplished on a large numbers of letters, we will be able to process the mail without going through an operation known as the CFC. Elimination of one entire step of mail processing enhances our ability to meet our standards and cut costs.

The sacrifice is our ability to produce 'die-impresion' cancels on the mail. Traditional post-marks have been made by a die coming in contact with ink and then physically transferring the image to the envelope by 'banging' the envelope as it goes by.

The 'digi-cancel' sprays ink via an ink jet leaving a cancel mark on the stamp and envelope. It does this at a faster rate than die-impresion cancels,

but the machinery is only capable of singular lines using a dot-matrix. Your suggestion to do both a line and circular (or even just a circular) cancel is unfortunately not possible at this time."

**Jonathan Rosen**

### 4c ADMIRAL LATHEWORK

Some years ago I acquired a fresh, unusually well centred block of four of the 4c yellow Admiral (Sc110, SG249) with full inverted type D lathework.



*Block of four 4c yellow Admiral with full type D inverted lathework.*

According to Marler the 4c yellow was printed from seven plates. Of these, plates 1 and 3 carried inverted lathework, 2 and 4 normal lathework and 5-7 no lathework. The 1994 Unitrade catalogue states, on p49, that the 4c type D-INV normally comes with only 40% of lathework, with only one in 20 being full. While I cannot vouch

the accuracy of this statement, my own observations confirm full lathework examples to be in the minority. Is this the experience of other Admiral collectors?

**Ged Taylor**

**FIRST CANADIAN  
EXPEDITIONARY FORCE**

I was interested in Colin Campbell's article on R.M.S. Megantic in the June issue, being a military history man. Enclosed is a copy of a printed post card, from my collection, listing all the ships that sailed in that first convoy.

**Len Belle**

**REGISTERED LABELS**

I am sure that UK members are grateful to Dean Mario for informing us of developments in the bar-coded labels now being used by the Canadian Post Office (ML June 93 and Jan 94). The

Post Office gets more like a super-market every day!

No doubt most members this side of the Pond are familiar with the reddish purple label used on Registered mail (too often accompanied by British Customs charge label). However, some may not be aware that this label is used on international mail only. There is a similar label, coloured green, which is used for internal mail. This is worded 'Registered - Recommande' but does not have the boxed 'R' that is on the international label.

Shortly after their introduction, I was fortunate enough to be presented with unused examples of each of these labels. Printed on the reverse of the backing sheets are various instructions and regulations regarding their use. I have noticed an error in the English wording on the international label. The relevant part reads, "Fragile and perishable articles are not *identified* against damage... "; the word is

**GREAT EUROPEAN WAR, 1914—1st Canadian Expeditionary Force**

Numbering 33,000 Officers and Men.  
Assembled at Valcartier, Quebec, August, 1914  
Embarked for England at Quebec, Sept. 26th, 1914.  
Landed at Plymouth, October 16th, 1914.

**SHIPS OF CONVOY.**  
H.M.S. "MAGNIFICENT."

H.M.S. "ECLIPSE," G.R.H.U.    H.M.S. "DIANA," G.R.D.H.    H.M.S. "CHARYBDIS,"  
G.Q.R.M (flagship)

H.M.S. "AARON"	1. Megantic	HPCF	12. Carribean	LVCN	22. Tunisian	RNLC
	2. Ruthenia	RPQM	13. Athenia	VQRT	23. Arcadian	RJQT
	3. Bermudian	HBPk	14. Royal Edward	HMDG	24. Zealand	HJLD
	4. Alaunia	JDKM	15. Franconia	HSDC	25. Corinthian	RQBH
	5. Ivernia	RNJD	16. Canada	PLMN	26. Virginian	HCJG
	6. Scandinavian	QDST	17. Monmouth	RTBF	27. Andania	JCPL
	7. Sicilian	RKBG	18. Manitou	PWJL	28. Saxonia	RPNQ
	8. Montreal	RSKQ	19. Tyrolia	RIVM	29. Grampan	HLKW
	9. Lapland	LQSN	20. Scotian	HSKG	30. Lakonia	RGMC
	10. Cassandra	HJRG	21. Laurentie	HNML	31. Montezuma	RHKW
	11. Florizel	HNLT			32. Royal George	HLTW

Rear Cruiser : H.M.S. TALBOT, G.V.C.L.

H.M.S. "GLORY," G.R.P.F.

'indemnified', as is confirmed by the French wording and by both languages on the green internal label.

I have not seen any reference to this in the philatelic press - not surprising perhaps since, in normal use, the backing sheet would be discarded, probably without the instructions being read. Has this error has been corrected in later printings? Can any of our Canadian members enlighten us?

**Jim Macaskie, FCPS,**

### **HALIFAX PACKETS TO THE CARIBBEAN**

George Arfken's fine article on the above subject in the June issue prompted me to check through my pages of Canadian postal history.

About 15 years ago I acquired an entire letter from Halifax, NS, to Kingston, Jamaica. At that time, my only clue to its postal history was in the Robson Lowe Encyclopedia Vol.5, page 378. This stated, 'The '4' handstamp (4d sterling = 8<sup>1</sup>/<sub>2</sub>c) continued in use on unpaid packet letters to Bermuda, Newfoundland and the British West Indies'.

I enclose a photo copy of my entire, opened up to show the handstamps on the reverse.\* The letter was posted in Halifax, NS, on 22 Sep, 1859. It has the Halifax handstamp on the reverse, together with 'St. Thomas Oc 6 1859 and Kingston, Oc 21 1859'. It is addressed to Messrs Barclays and McDowell and concerns sales of fish. On the front is a large '4' in black.

George indicated that 'no pence covers to the Caribbean have been reported'. My example has a manuscript note 'Per Delta, via St.

Thomas', which seems to identify it positively with the service described in the article and, in the light of the Robson Lowe comment, indicates that the '4' meant four pence unpaid.

Although strictly outside the (Canadian) pence period, which ended with decimalisation on 1 July, 1859; it is within the Nova Scotian pence period as the Province did not go decimal until 1 January, 1860!

*\*Lack of space has precluded illustration of the cover in this issue.*

**David Whiteley**

### **KIRKWALL,CW, TO CALIFORNIA**

In the April issue of 'Maple Leaves' Horace Harrison refers on p222 to a cover from Kirkwall, Canada West, to California. I offer the following as the most probable route, given the then current instructions to postmasters and the prevailing conditions.

I suggest the letter was sent via Hamilton and Buffalo to New York and then U.S. mail ship from New York to Chorges on the Atlantic side of the Panama Isthmus, then by rail across the Isthmus to Colon/Aspinwall (as the Americans called Colon) then by U.S. Carrier to either Monteray or San Francisco, depending on final destination. The evidence for this routing is as follows.

In 1847 the United States Congress passed enabling legislation 'to establish certain Post Routes'. The Postmaster General was instructed 'to contract for the transmission of mails from an Atlantic or Gulf port at least every two months between Panama and Oregon'. The steamers were to call at Monteray

and San Francisco with calls extended shortly after the inauguration of the service to Oregon and other Puget Sound ports. Tenders were submitted for the construction and operation of suitable steamers built to U.S. Naval specifications. The successful bidders were, on the Atlantic side of the Isthmus, George Law & Associates; on the Pacific coast, George Aspinwall, head of the prosperous shipping and mercantile firm of Aspinwall & Howard. He formed the Pacific Mail Steamship Company and ordered three steamers for the service, the first of which, the 'S.S. California', arrived in San Francisco on 20 February 1849.<sup>1</sup>

Initially the mail had to be off-loaded at Chargres and carried by mule or donkey cart across the Isthmus to Colon but, in 1852, construction of a railway across the Isthmus began and was completed by 1855. This reduced the transit time for mail and passengers.

To move forward to the period of the letter in question; from Canadian P.O. Dept circulars it can be concluded that the most direct and safest means of communicating with the Pacific coast was via the New York-Panama-San Francisco route. The first circular to shed light on the routing is dated 3 August 1858; it states in part that all letters for Vancouver Island 'are to be forwarded on to New York and that the American Government will carry them into Oregon'<sup>2</sup> A further Order dated 14 July 1863, confirms the earlier order and goes on to state that correspondence from Europe or Canada will be sent via New York into the ordinary service for San Francisco, (i.e. the Panama route).<sup>3</sup> To substantiate this conclusion a letter to the P.M.G. British Columbia dated 1 August 1863, must be consulted which

states, in part, that the only route open to the Pacific coast and Vancouver is the U.S. route via New York thence by American packet via Panama and San Francisco.<sup>4</sup>

The cryptic remark 'the only route open', refers to troubles being experienced in unorganised territories West of the Mississippi and East of the Rockies caused by Indian unrest and, in particular, the Sioux uprisings of 1860-63 which effectively closed any overland routes West of St Paul to the safe transit of mails. Consequently it was preferable to send mail for the Pacific coast by sea rather than by rail and stage-coach or Pony Express overland to the Pacific seaboard.

The routing from Kirkwall for the letter in question would have been as follows: Kirkwall to Hamilton, then by closed bag to Buffalo, (Hamilton & Buffalo had been exchanging closed bags since 12 May 1851)<sup>5</sup>. From Buffalo it would have been sent by rail to New York then by steamer to Chargres, across the Isthmus by rail to Colon and then by P.M.S.C. steamer to either Monterey or San Francisco.

1. For a brief treatment of the Panama route see J.H. Hamilton, 'The All Red Route, 1893-1953. A history of Trans-Pacific Mail Service Between British Columbia, Australia & New Zealand' British Columbia Historical Quarterly, Vol. 20 No.1 & 2 1956 pp 1-126  
2 Winthrop S. Boggs, 'The Postage Stamps and Postal History of Canada, Volume II, (Kalamazoo), Mich: Chambers Publishing Co. 1945) #26 P.12D

3 *ibid.* # 30, #31, pD-13

4 *ibid.* #31 p D-13

5 *ibid.* #9, 10, 11, 12pp D-6 - D-8

*Editor's note: The above letter has been shown to Horace who agrees entirely and is extremely grateful for the saving in research time.*

## BOOK REVIEWS

**Canadian Revenues Vol.VII.** Edward Zaluski, 1994, Available from the author at \$22.50CAN.

Mr Zaluski, some seven years ago, issued the first of seven projected volumes on the subject of Canadian Revenues and promised one volume a year for the next seven years. In the past, such promises have frequently failed to be fulfilled but this one has indeed borne fruit.

Card covered and spiral bound, this work covers the British Columbia and Yukon revenues, as well as some assorted federal items in some 170 pages. To the layman in this field, Mr Zaluski would appear to have produced a far more than adequate work. The quality of the illustrations is satisfactory, and the tables are easily comprehensible. This fills the initial 136 pages. The remaining pages are devoted to an addendum which expands upon and corrects information in the previous six volumes. These latter pages alone make this volume worth the price. The work is bang up to date, being published in April 1994 and containing in the bibliography at least one reference dated 31 March, 1994.

Unlike so many otherwise fine works, Mr Zaluski's contains adequate footnotes and an excellent bibliography. This work and the entire series represent the most comprehensive work known to this reviewer on the subject. Given the clarity, quality and modest price, the series represents an excellent buy for the serious student. Mr Zaluski is to be commended for this extensive and comprehensive study.

**R.B.W.**

**Proof Strikes of Canada Vols. 27, 28, 29.** Edited by J. Paul Hughes and published by Robert A. Lee, Philatelist Ltd., 1994. Available from the publisher at 203-1139 Sutherland Ave., Kelowna, B.C. Canada V1Y 5Y2. Prices in Canada \$21.95, \$25.95 and \$21.95 respectively, plus postage.

A glance at the introduction reveals that these three volumes are the final ones in the series. Now the series is complete, a quick addition reveals that the cost of a complete set of 29 books is \$853CAN; Sterling buyers would presumably not be liable for GST which makes it a little easier.

Various other volumes in this series have been reviewed in 'Maple Leaves' and every good feature cited in those reviews is applicable to the latest works. The three volumes cover the rollers of Western Canada, Ontario and Quebec and the East and contain 147, 184 and 150 pages respectively.

The great advantage of the format adopted is that a student can purchase one or more volumes, depending on personal interest. However, even if one were to require a complete set, the cost is modest in relation to the sheer volume of paper purchased! It is true that these illustrations can be obtained at a far lower price on microfilm; however most members probably lack a 'reader' or convenient access to one. Furthermore a study of a town or style of cancel would require hundreds of hours, as the proof strikes are in chronological order only. The books effectively segregate them by type and list them in alphabetical order. This permits



students to purchase only the sections relevant to their field of interest.

While Mr Hughes deserves full credit for the tremendous effort he has employed as editor of this series, Mr Lee also deserves credit for publishing these works. Such an effort is costly in terms of both time and money and few companies are willing to commit the resources necessary to publish philatelic literature because the small print runs are not profitable. Indeed, one publisher who put out perhaps a dozen works, stated that he broke even on only one of them! Thus, as collectors, we owe a great debt to Mr Lee and should support his efforts by purchasing all volumes of value to us. All volumes in this series are strongly recommended.

**R.B.W.**

**The Post Office Department and the Parliamentary Record in Canada (Ontario and Quebec) From 1780 to 1925;** Thomas A. Hillman. Published by BNAPS, 1993, at \$23.50CAN.

In his introduction to this 188 page, soft covered, book, Mr Hillman notes that "Research into the history of the Post Office in Canada can often be a rewarding experience, if a somewhat long and arduous undertaking....". No one knows better than this reviewer the frustrations of such research; here in one volume Mr Hillman has remedied much of that problem. Everything included therein has long been available to the researcher, but not in an organised and comprehensive fashion.

This volume features 2,231 entries and is complemented by a 15 page index. A brief history of postal administration precedes the meat of the book and should prove interesting

to the neophyte. This compilation of governmental references is a time conserving and necessary volume to all BNA postal historians. It is especially valuable to those resident far from major research facilities and to those resident outside Canada.

It is impossible to overrate this volume. It is one of those very few 'must' items for the reference library of all BNA students. The more remote from research facilities the student is, the more critical this work as an aid to research and the writing up of exhibits.

Employed in conjunction with Cimon Morin's two exceptional volumes of bibliography, Todd, Dalhousie, Neufeld and the indexes to the Senate and House of Commons debates, the student will possess a comprehensive capability with respect to the published resources in Government and relevant periodical and book length works, at least with respect to Ontario and Quebec.

Those who choose to part with the modest sum demanded for this volume will find it money well spent.

**R.B.W.**

**Regulations and Instructions for the Government of the Post Office Department in Canada.** BNAPS reprint, 1993. Available from BNAPS, \$18.50CAN.

Allan Steinhart, the well known friend of postal historians, shepherded this most valuable document, uncovered by Malcolm Montgomery, MBE, through the process of re-printing.

Spiral bound and card covered, this is an 88 page verbatim reprint of the

earliest known such Canadian document. The contents are absolutely critical to the study of the pence rates and are essential to the writing up of any exhibit of postal history in the years following Canadian control of the Posts.

While the efforts of the two above-named gentlemen must be recognised; as a verbatim reprint of an essential

document, the book must and does stand on its own merits.

This work is necessary to comprehend the intricacies in the evolution of the Canadian postal system and for an understanding of the pence era. It has a place in the library of all postal history students and is well worth the price.

**R.B.W.**

## **AMENDMENTS TO MEMBERSHIP to 21 June 1994**

### **New Members**

2701 Whitely David H, 1103 90 Garry Street, Winnipeg, Manitoba, Canada R3C 4J4  
2702 Ritzer Ronald, 58 Salter Place, Maplewood, NJ 07040, USA.

TA

### **Resigned**

2290 McBriar David

### **Change of Address**

2088 Griffin R D, delete 'Chiltern Park'.

2443 Redwood M V 225 Grove Park Drive, Burlington, Ont L7T 2H1, Canada.

1684 Sanderson Dr Dorothy, amend post code to 'SO51 SUU'.

1046 Traquair R S, 53 Summerhill Avenue, Toronto, Ont M4T 1A9, Canada.

### **Change of interest**

2092 Scoot Derrick L, add 'B, R, SOA'

2359 Fawn, Fred G. now 'C'

### **Revised Total 496**

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

Annual subscription, due on 1 October, 1994, £11.00, payable to the Society, to  
Dr John Gatecliff, Subscription Manager

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It would help the Society considerably if Canadian members  
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his address is PO Box 74 Stn A, Toronto, Canada M5W 1A2

Members who have not paid the current year's subscription by 31 December  
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## HANDBOOKS FOR SALE

### August 1994

Prices include inland postage unless otherwise stated

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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
Slogan Postal Markings of Canada 1941-1953		£10.50
Slogan Postal Markings of Canada 1912-1953		£9.50
Mail by Rail 1836-1867	Gillam	£11.00
Postage Rates of North Atlantic Mails 1635-1867	Montgomery	£19.00
The 1967-73 Definitive Issue	Irwin & Freedman	£12.50
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