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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

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MAPLE LEAVES

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EDITORIAL

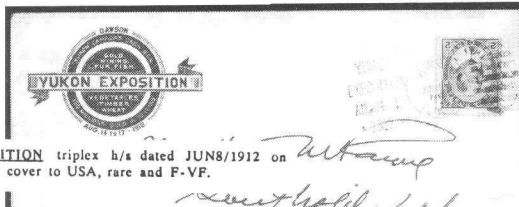
By the time this issue reaches the majority of members, the 1995 convention will be looming large. If you have not yet booked and wish to attend, there may still be time; contact Arthur Jones as soon as possible. Members are reminded that the Society has resisted the temptation to make a daily attendance charge, so anyone wishing to drop in for the day, or just one session is very welcome to do so. Similarly there is no compulsion to stay at the Convention hotel if you wish to make other arrangements. Your President has organised a first class programme, both philatelic and social, so take advantage if you possibly can.

Regular Conventioneers will know

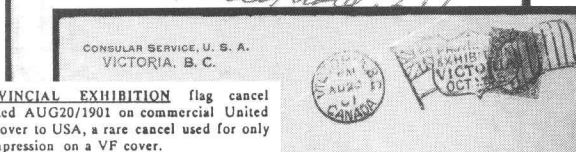
of Dr Ian Taylor's long record of charity work for the Lions. Last year he received a Certificate of Appreciation for 50 years of work for the Lions International Stamp Club, which uses philately to promote global goodwill. The club has recently started 'Stamps for the Wounded' to assist handicapped children, adults and hospitalised war veterans the world over. Donations of stamps and covers are solicited and they are passed to handicapped collectors in many countries. Despite serious illness, which has kept him away from Convention these past three or four years, Ian is inevitably at the centre of such activity. He can be contacted at 769 S. Milwaukee Ave., Wheeling, Ill., USA 60090.



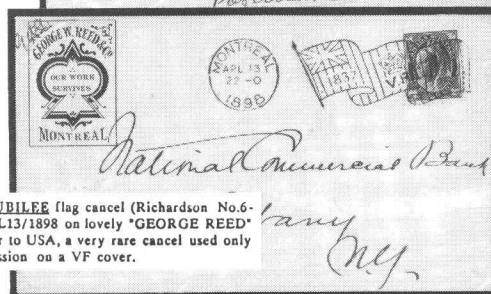
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1912 YUKON EXPOSITION triplex h/s dated JUN8/1912 on Exposition advertising cover to USA, rare and F-VF.



1901 VICTORIA PROVINCIAL EXHIBITION flag cancel (Richardson No.13-1) dated AUG20/1901 on commercial United States Consular Service cover to USA, a rare cancel used for only 15 days, a superb flag impression on a VF cover.



1898 QUEEN VICTORIA JUBILEE flag cancel (Richardson No.6-1) earliest recorded date APL13/1898 on lovely "GEORGE REED" illustrated advertising cover to USA, a very rare cancel used only 6 days, a superb flag impression on a VF cover.

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VICTORIA AND ESQUIMALT CROWN CANCELLATIONS

Bill Topping FRPSL

Canadian crown cancellations have always attracted interest among collectors, as well as forgers, and the Victoria and Esquimalt crowns are no exception. It was not until the advent of the xerox machine that a full study could be conducted. Present indications are that there are two genuine markings, one used at Victoria and the other at Esquimalt. There is also a questionable marking from Esquimalt and two definite forgeries. Previous authors have identified these as Types 'A', 'B' and 'C' and for the purpose of this study I will add Types 'F' and 'F1' to designate the known forgeries.

Type 'A' is recorded in the Pritchard and Andrews Proof Book in the possession of the Philatelic Foundation of New York and two strikes, supposedly from the same source, are recorded in the Postal Archives in Ottawa. The proofing appears to have been done in September 1880 and all strikes have 40 rays and appear identical until enlarged and examined in detail (Figs. 1 & 1a). It will be noted that the bars on the Philatelic Foundation copy are thicker and even and that the left hand arch contains four distinct strokes while the Postal Archive copy has three distinct strokes in the arch and one very indistinct stroke at left which almost forms part of the arch. The question is "Why the difference?" Were there two hammers? Unfortunately an examination of recorded strikes is of little help as most strikes of Type 'A' are indistinct, particularly in the crown area, but most copies appear to have

four strokes in the left hand arch. It appears that only one hammer was used in Victoria. Markings of Type 'A' are

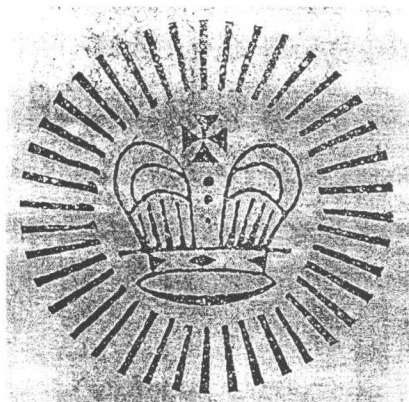


Fig. 1. Philatelic Foundation proof as reproduced in Kenneth W. Pugh's Reference Manual of BNA Fakes, Forgeries and Counterfeits. 1978.



Fig. 1a. Postal Archives proof taken from a Xerox copy.

known from Victoria only and are dated between October 1880 and July 1882.



Type 'B' crown, used at Esquimalt.

No proof marking is reported for Type 'B' which appears to have come into use at Esquimalt in May 1904. There is no overlap in the period of use between Types 'A' and 'B' despite what has been reported in some earlier studies. Again many strikes are indistinct but with careful examination two main differences may be observed. On Type 'A' there are three dots below the diadem and on Type 'B' only two; also the right hand arch on Type 'A' contains four strokes, while on Type 'B' there are five. Genuine covers usually show the crown obliterating the stamp and the Esquimalt cancel well clear of the stamp. Reports persist that the crown cancellation hammer was in later years owned by a Vancouver stamp dealer who applied it to stamps of that period, as well as the 3c Small Queen (late shades) and the 2c of the Quebec Tercentenary issue; neither of these issues date from the period of normal use of this hammer. The main period of use of Type 'B' appears to be from May 1904 to late 1907 with a few apparently genuine covers known as late as 1910. A rather interesting strike of Type 'B' is on a 2c red Admiral and was presented to the author by Vancouver stamp dealer, Fred Eaton, with the note "The latest usage we have ever seen of the Esquimalt crown cancel (sic) "which we will unconditionally guarantee"".

Only two covers have been reported for Type 'C'; these are dated 23 August and 13 September, 1907. Strikes appears coarser and the rays are longer than on Types 'A' and 'B' (See table below for details). The September cover, which was purchased from a Vancouver stamp dealer, is stamped on the back 'FORGED CANCELLATION' and although both covers appear genuine it must be assumed for now that Type 'C' is a forgery.

Type 'F' is the most common crown forgery and is based on Jarrett Number 854. It only has 36 rays around the crown rather than the genuine cancel, which has 40 rays. The rays are thicker and the crown is very distinct and more arched. It is most commonly found clearly struck on the 15c Large Queen although it is known on most low values from the Large Queen to the Edward issue. One of the more interesting examples is struck in red on a block of four of the half cent Leaf issue.

Another forgery, Type 'F1', similar to Jarrett Number 854 but with the word 'PAID' at the top over the bars, has recently been reported. It was found on a 2c orange Registered stamp and is easy to identify because 'PAID' never appeared on the genuine.

The easiest method of distinguishing the two genuine hammers is by the period of use. Type 'A' was used from 1880 to 1882 and is only found on the early shades of the Small Queen issue while Type 'B' was used on the Edward issue from 1904 to sometime after 1907. Copies on stamp may be of questionable parentage but can usually be identified by using the following table.

	Type A Victoria	Type B Esquimalt	Type C Forgery?	Forgery #
Diameter, mm.	24	24	26	26.5
Rays-number	40	40	40	36
Rays-length, mm.	5.0	4.5	5.0	5.5
Dots below diadem	3	2	2	4
Strokes in arch				
left	4	4	5	4
right	4	5	5	4
Width of crown, mm.	12.5	11.75	12.0	11.5
Period of use				
proof	Sept 1880	-	-	-
early	5 Oct 1880	6 May 1904	23 Aug 1907	-
late	13 Jul 1882	25 May 1910*	13 Sept 1907@	-

A second forgery is known with 'PAID' above crown - 34 rays.

* A 2c green Admiral stamp is in the author's collection

@ Marked on back 'FORGED CANCELLATION' ex F. E. Eaton.

References

Smythies, E.A., 'The B.C. Crown Cancellation.' Maple Leaves, Vol. 10 No. 1 pp2-4 and Vol. 10 No. 4 pp 83/4.

Smythies, E.A., 'The Ottawa and B.C. Crown Cancellations.' BNA Topics, Vol. 23 No. 8, August 1966, pp 166-169.

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A TRANS-ATLANTIC NOTE

Owners Single Folded Letter Carried Free of Sea Postage - 1857

David H. Whiteley

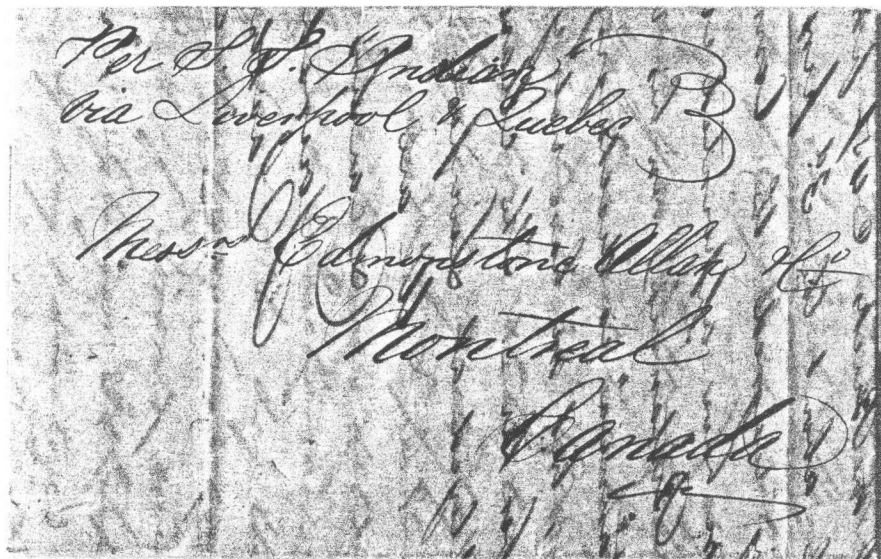
The letter illustrated was written on behalf of and signed by James and Alexander Allan who, in 1846, founded the partnership of 'James & Alexander Allan, Shipowners', with offices at 40 Union Street, Glasgow. In 1854 the five brothers, Hugh Allan, Montreal; Andrew Allen, Montreal; James Allen, Glasgow; Alexander Allan, Glasgow; and Bryce Allen, Liverpool, formed the Montreal Ocean Steamship Company, (the Allen Line). Among the other major shareholders was William Edmonstone of Montreal. The financial control of the entire group was in Montreal at 16 Common Street, at the offices of their Canadian Agents, Edmonstone Allan & Company. At this time the offices of J. & A. Allan were moved to 54 St. Enoch Square, Glasgow. [1]

The Post Office Act, passed by the Parliament of Great Britain on 10 August, 1840, and subsequent regulations had, among its many clauses, provisions for the handling of Owners' letters in the following manner.

Clause XXXV. And be it enacted, That the Owners, Charterers or Consignees of Vessels inward-bound, and the Owners, Consignees of Goods on board Vessels inward-bound shall have their Letters by such Vessels free from postage (except as hereinafter mentioned): if delivered at the Port of the Ship's Arrival; and if delivered at any other Place within the United Kingdom on Payment of the

Postage, as on pre-paid Inland Letters according to the Scale of Weight and Number of Rates hereinbefore mentioned, from the Port of Arrival to the Place of Delivery, and if delivered in any of Her Majesty's Colonies, on Payment of the Colonial Rates of Postage to which Letters in such Colony may be liable, on Conveyance from such Port of Arrival to the Place of Delivery, provided the Letters brought in by any One Vessel to any One person shall not collectively exceed Six Ounces in Weight.... [2]

Since the letter in question was written by the owners of the **R.M.S. Indian**, which carried it from Liverpool to Quebec from where it was carried to Montreal to the Offices of Edmonstone Allan & Company, also part owners of the **R.M.S. Indian**, it was therefore only subject to the Colonial inland postage of 3d Cy. This was endorsed in black manuscript on the outer cover of the letter, indicating postage would be collected on delivery. Since the Colonial Administration had assumed responsibility for the operation and control of its Domestic Post Office in 1849, two other Acts cover the rating of this letter. The first is the Enabling Act, passed by the British Parliament in 1849, permitting Colonies to establish Post Offices, set rates and collect revenues for their own use on inland postage. [3] The second was an Act passed by the Canadian Legislature which made provision for the management of the Post Office Department. Among the



Transatlantic 'owners' letter subject only to 3d Cy charge to cover inland postage in Canada.

regulations passed was one setting a uniform inland postal rate of 3d Cy. for single rate letters throughout British North America. [4] Despite the fact that Canada had assumed control of its domestic postal arrangements, Ocean postage between Great Britain and Canada was still controlled from London; therefore the regulations regarding Owners' letters were still set from London with the Canadian Post Office only assuming control after the letter had been landed in Quebec. There, in theory, it should have been placed in the mails for Montreal unless, as I believe in this case, it was handed by the ship's captain to a company official at Quebec and carried out of the post to Montreal. My reason for coming to this conclusion is the absence of any Post Office date stamps or other markings.

We do know, however, that the *R.M.S. Indian* sailed from Liverpool on 21 October, 1857 and arrived at Quebec on 3 November 1857. As a footnote the *R.M.S. Indian* was wrecked off Smith's Point, Nova Scotia, on 20 November, 1859.

The contents of the letter are also of great interest as the following transcript shows. The letter also contains a reference to two sailing vessels not listed in the Allan Line fleet list in *Ravenscrag*; *City of Quebec* and the *Tomeyanuss*.

Letter from J. & A. Allan to Edmondstone, Allan & Co. - 1857.

*per S.S. "Indian" via L'pool & Quebec
54 St. Enoch Square, Glasgow, 20th
October 1857.*

Messers Edmonstone, Allan & Co.,
Montreal.

Dear Sirs,

We received yesterday morning your favour of the 5th. inst. We were glad to hear of the 'Anglo Saxon's safe arrival at Quebec on Monday the 5th. inst. We daresay it would be hurried work to get her away on the 10th. & we shall not be surprised to hear that her day of sailing was delayed until the 11th.

We thank you for the information relative to the conveyance of iron ships from Quebec to Hamilton. We note arrival of the Polly, Harlequin, City of Quebec & Florence at Quebec & hope next mail will bring us accounts of the Albion & Toronto. We were afraid the announcement of this vessel by last mail might prove incorrect. The Tomeyanuss had made an excellent passage to the Shanty Ports.

We hope you will carry out your proposed through rates for goods via Portland - as soon as we hear that the rates have been arranged we shall act on them here - should there be any change in the passenger rates from Portland please advise us of them. We credit your account with the remittances enclosed in your letter of the 5th. viz.

London First Stock Bank.....3000
and Bank of England Note.....20

Stg. 3020

and we debit you with 265 12 6 stg. being the John Watkins instalment of the North-American, as cash 22nd Dec. next.

The monetary crisis still continues, the Bank of England yesterday raised the rate of discount to 8 per cent & we shall no doubt soon have additional failures. Messrs Auld & Buchanan stopped payments on Saturday last & today the suspension of Whareble Leant & Co, is announced.

Mr. Brett of Toronto owes us 276 7 2 stg. due as cash in Glasgow 30th. Sept, - as per a/c rendered. If any advantage is to be gained by claiming immediately on his estate for the sum we will thank you to do so on our behalf. We learn that Allan & Gillespie, Liverpool, hold securities from him to a large extent & we may possibly be able to take advantage of their position with him, but of this we are uncertain.

We are loading the Canada for [the] Dominion and have at present engaged for her

150 Tons loose coals @ 19/- p.ton

100 Hlds Coals @ 18/- each

10 Bricks @ 45/- per ?

she will sail about the 3rd. next. Cap't Arther having resigned the command of this vessel we have appointed Mr. Gaffe, mate of the Britannia in his room.

The "Britannia" is discharging her cargo in fine order, but we have not yet fixed any voyage for her - the Marion is also lying unemployed at Liverpool.

We are

Dear Sirs

Yours truly

Jas & Alex Allan

[1] Thomas E. Appleton, *Ravenscrag: The Allan Royal Mail Line*, (Toronto: McClelland and Stewart Limited, 1974). pp 66-67, 70, 79-80.

[2] Great Britain, *Acts of Parliament*, 3 & 4 Vic. C.96 1840.

[3] Great Britain, *Acts of Parliament*, 12 & 13 Vic. C. 66. 28th July 1849, 'An Act for Enabling Colonial Legislatures to Establish Inland posts.'

[4] Canada, *Legislative Acts*, 12 Vic. C. 34 1849 'An Act to make provision for the Management of the Post-Office Department whenever it shall be transferred to the Provincial Government.

BEFORE AND AFTER The Yellow Peril

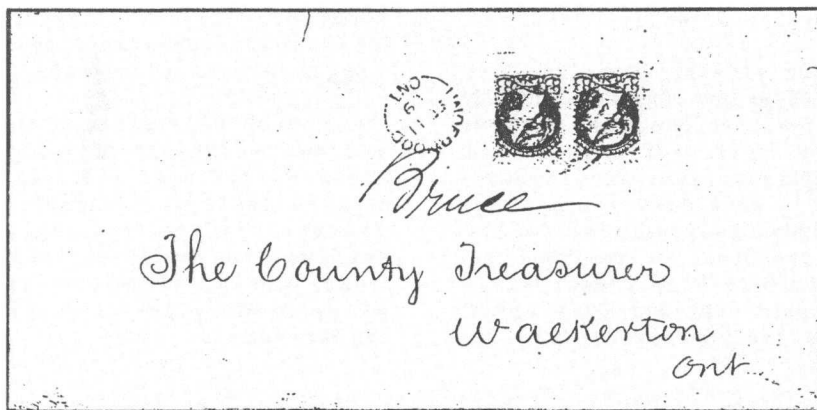


Fig. 1 'Before'. A light cork-bar postmark ties a pair of 3c SQ's to this cover addressed to The Bruce County Treasurer at Walkerton, Ont.

About a month after my October 1994 Maple Leaves arrived, a chap who spends much of his stamp time going to the various show dealers to buy multi-colour stamp-franked covers, showed me this item (Fig. 2). I said to

him that it could be genuine but I would not give it the benefit of the doubt.

The above number 10 envelope is a double weight letter prepaid by two off-centered 3c pale rose carmine stamps. It

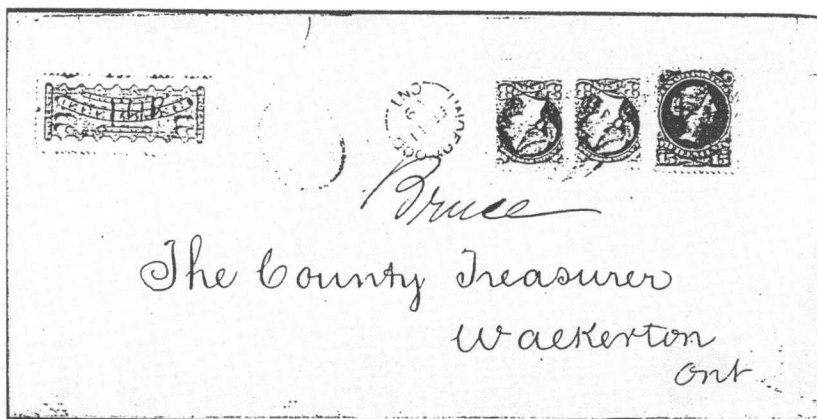



Fig. 2 'After'. The cover above with a 2c Registered Letter stamp, a 15c Large Queen and an 'R-in-Oval' added.

is postmarked 'UNDERWOOD FE 11 89 ONT' and backstamped 'WALKERTON FE 15 89 ONT'. The cover is a bit soiled, tatty and reduced at left.


To me, this cover has been prettied-up and upgraded (probably not too long ago) from a double weight letter to a colourful rare multiple rate (seven times) registered cover by the addition of a 2c orange registration stamp and a deep slate blue 15c Large Queen. The registration fee is prepaid by a 2c RLS which bears a manuscript '140' and has a vertical crease. The crease does not affect the

envelope, however. The 15c LQ has an indistinct cancel at right does not tie the stamp. As the rate for a domestic letter was 3c per 1/2 oz, there is enough postage - $15c + 3c + 3c = 21c$ to pay for a 3 1/2 oz letter (almost a quarter pound) – not too likely but not impossible.

Since my friend paid a lot more than just the catalogue price of the stamps for this piece of exotica, I suggested that he get a certificate for it. If the cover is a fake he can use the certificate to support his claim for a refund. With luck the seller may even pay the expertising cost - some sellers and auctioneers do.





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Following his provisional listings of proofs of the Karsh definitives and post war commemoratives in 'Maple Leaves' of October 94 and June 95, Ron Winmill here tackles the 'unrevised' George VI definitives

ESSAYS AND PROOFS OF THE 1950 GEORGE VI DEFINITIVES

Ron Winmill

As discussed in an earlier article (1), in recent years the authorities appear to have adopted a more lenient attitude towards the possession of and commerce in post 'Peace Issue' material. Thus a plentiful supply of such material is now openly traded and collectors may begin to see these issues broadly studied as it will become possible to present a traditional exhibit. Researchers and students will have at hand a broad basis of material to study.

Essays of this era are extremely rare and none have been personally examined; however, two have been recorded in auction. More may have hit the market and not been noted by the author.

A Maresch auction (2) offered the following: 597 E Large die essay (60mm x 63mm) in dark brown on gummed paper of George VI in profile, by British American Bank Note Co., by engraver George Gunderson (late 40s). Rare and probably unique. Est. \$500 +

This lot was indeed a rare item and the realisation of only \$270 was inconsistent with this fact. The price fails to reflect its rarity.

While it would seem likely that other die essays exist, only one other has been noted. Unfortunately the description (3) leaves a great deal to be desired: 1442 P Geo VI 'die essay' in green, central vignette, ca 1949, very fine, possibly unique. Est. \$300-500.

As the prices realised show no figure, presumably the lot failed to sell. From the illustration it can be seen that this item is a small die essay of incomplete design. It is to be regretted that the medium on which the image is presented is not mentioned, nor the shade of green. It would be interesting to record other such essays.

After an essay is prepared and the design accepted, the next step in the development of a line engraved stamp is the production of a die by the engraver. Thus progressive die proofs, reflecting the partially completed work, are occasionally encountered. More frequently, the student encounters complete die proofs, either in trial colours, presumably to determine what colour best complements the design, or in the colour of issue.

Such die proofs may be taken from the dies either before or after hardening and before or after the addition of any imprint or die number. Most Canadian die proofs bear such a number up to four digits, prefaced either by the letters 'F' or 'XG'. Ultimately a plate is laid down and plate proofs in one or more colours are pulled. In the case of the 1949/50 definitives only die proofs have been seen. Curiously, no die proof of the one cent value has been noted, either personally or at auction.

All observations, with but a single exception, related to the 'unrevised'

issue and for a variety of reasons that item is suspect; possibly an error in description on the part of the auctioneer.

One final note of caution relates to authenticity. Two rather crude fakes were observed. Both purported to be on wove, die sunk on card. In fact they were constructed from a genuine stamp, well pressed and mounted appropriately.

Two Cents

Large progressive die proof on card 22.5cm x 15cm, with a die sinkage measuring 7.5cm x 8cm, in black without imprint but with die number XG-886 (4).

Large progressive die proof as above but in red brown.

Large completed die proof as above but in rose violet.

Large completed die proof as above but on india on card and with the Canadian Bank Note Company Limited imprint.

This latter item exists signed in mirror image by John Hay. Similar signed die proofs are to be seen for other denominations, a number having been sold in the United States about 1980.

Obviously at least four different two cent die proofs exist. Eight different three cent die proofs are to be found, if colours are considered.

The three cent value presents problems to the auctioneer and student alike. Four colours/shades, which were initially suspected of being differing perceptions of the same colour, can now be reliably reported, viz. rose violet, deep rose violet, rose carmine

and rose. All were observed simultaneously and three distinct colours were noted, in addition to the deep violet shade. The nomenclature employed by the auctioneers has now been adopted, however this could be disputed.

One report of the 'revised' three cent die proof was recorded. However, as this could neither be confirmed elsewhere nor personally examined, and because it appeared to be identical in all respects to an 'unrevised' item, barring confirmation, it was concluded that the description was an error.

Three cents

Large die proof on thin card, mounted on thick card, in black, with the Canadian Bank Note Company Limited imprint and die number XG-879.

Large die proof as above, but in colour of issue.

Large die proof on thin wove, mounted card, affixed to a larger card, in deep rose violet, with imprint and die number as above.

Large die proof as the first proof but on thicker card, in rose violet, red brown, deep blue, rose carmine and rose.

Four Cents

The four cent value yielded fewest die proofs of the four values for which they are recorded.

Large die proof, die sunk on card, mounted on a larger white card, in black without imprint or die number.

Large die proof on card as above but with the Canadian Bank Note Company Limited imprint and lacking

a die number.

Large die proof on wove, mounted on thin card, bearing the Canadian Bank Note Company Limited imprint and die number XG- 88?, in rose lake and carmine lake. The die number is not fully decipherable from the illustration. Neither shade reported is the colour of issue, this has been independently confirmed.

Five Cents

Large die proof on thin card, mounted on larger card, in black, bearing the Canadian Bank Note Company Limited imprint and die number XG-881.

Large die proof as above but lacking die number.

Large progressive die proof on card 15cm x 25cm with a 7.5cm x 7.5cm die sinkage, imprint and die number as above, in colour of issue. However, a notation pencilled on the proof reads "change mouth, open lips".

Large die proof as above but with lips opened, no notation.

Large die proof as above but on wove, 7.3cm x 7.3cm.

Large die proof as above but on large card.

No doubt many other die proofs of this issue exist, however they have yet to be noted. Many of these descriptions, based on those of auctioneers, may not be totally relied upon. Many questions remain unanswered and these preliminary listings will no doubt require extensive revision.

References

1. 'Maple Leaves', October 1994.
2. R. Maresch & Son, Toronto. Auction sale 19,20,21 June 1990, lot 597.
3. F.E. Eaton & Sons, CSDA show Auction 17,18 June 1988, Toronto, lot 1442.
4. Die number has also been reported as XG-866. Probably erroneous, personal observation shows it to be as reported above.

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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A REGISTERED TRANS-ATLANTIC COVER

Allan L. Steinhart



This cover shows some interesting facts of Trans-Atlantic mail from Canada to Great Britain and a stage in development of the registration system. The cover is dated 9 March, 1858, from Kirkwall, Canada West to Dumfries, Scotland. It is endorsed 'Via Halifax' and bears a Dundas, U.C. MAR 10, 1858 transit datestamp. It was forwarded overland from Kirkwall to Halifax and travelled there from Dundas in a separate wrapper. The cover is registered and that is why it travelled in a special wrapper. These Registration wrappers are known from Nova Scotia to New Brunswick, but are very seldom seen from Canada. At Halifax, the cover was placed on board the Cunarder 'Niagara' for Liverpool on her 60th voyage, leaving Halifax 9 April, 1858 and arriving at Liverpool on 19 April. There is an arrival backstamp on the cover which reads as follows: 'PKT.LETTER/

LIVERPOOL/ AP 19/ 1858*' in the shape of a tombstone, confirming the arrival on the 'Niagara'.

The two unusual features of this cover are the route and the rate. It is Paid 7 1/2 Cy (Currency) or 6d Sterling, which is normally the Allan Line Canadian Packet rate, rather than 10d Cy or 8d Sterling, the British (Cunard) packet rate when routed via the United States at either Boston or New York. For the cover to be routed via Halifax by Cunard Packet from Western Ontario is very unusual. The normal routing at the time would be via Canadian Packet (Allan Line) from Quebec, C.E. when the St. Lawrence was ice free and from Portland, Maine, in winter, or in closed bag from Hamilton to Boston or New York for a British Packet (Cunard), which provided weekly service at 2d higher rate. Instead, the routing was via

Halifax and it took much longer to get to Liverpool because of the routing via Halifax. Because of the availability of transit by rail, this cover could have arrived in Britain before the 'Niagara' if sent the normal way by any one of the five other Allan Line or Cunard Packets, as shown at foot of the page.

The routing via Halifax saved 2d Stg/2 1/2d Cy over routing via Cunard, but nothing over routing via Allan Line.

The cover is REGISTERED with a handstamp in red, probably applied at Kirkwall, C.W. The rate for registration was one penny for domestic or interprovincial usage, so this cover was registered only as far as Halifax. There was no registration service on the Atlantic voyage, but the letter was re-registered in Liverpool and charged 6d Stg. collect, indicated by a large numeral handstamp at right centre, and the Crown over REGISTERED in arc at upper left, both applied at sortation in Liverpool. This represented the 6d internal registry fee in the U.K. At this time there was no provision for continuing registration from Canada to Britain, and thus no provision for the prepayment of the British Registry Fee of 6d.

On 1 January, 1858, the British Post Office had established a 'PAID ALL' the way to destination registry fee of 6d Stg. or 7 1/2d Cy on Colonial letters to and from the U.K., in addition

to the ordinary postage. Regrettably, the B.P.O. Circular was not received in Canada. On 18 August, 1858, Deputy Postmaster General Griffin of Canada wrote to Rowland Hill in the U.K. that he agreed with the new Canada-Britain registration rates, routes and system. This was in response to a letter from Hill on 22 July that this system went into effect on 1 January, 1858 and that a 29 January, 1858 circular to that effect had been sent to Canada. Griffin noted such circular "has failed to be received" which explained why Canada had taken no action to implement the new procedures, and requested a copy of the 29 January Circular so that the registration system to Britain could be put into effect.

Canada Post Office Department Circular No. 43, dated 1 March, 1859 detailed the introduction of this service and rate. The cover of 9 March, 1858 demonstrates that the Canadian Post Office Dep't. knew nothing of the new system for registration which went into effect in January of 1858, but was not implemented in Canada until March of 1859, because of a failure in communications. (see footnote)

This cover was also one of the last to go by this route, as Canada mails via Halifax were discontinued shortly thereafter. The PMG report of 30 September, 1858 noted problems of weather, distance and conveyance with the overland route and announced a

Line	Ship	From	Leave	To	Arrive
Allan	Anglo-Saxon	Portland	Mar.13	Liverpool	Mar.25
Cunard	Europa	New York	Mar.17	Liverpool	Mar.30
Cunard	Canada	Boston	Mar.26	Liverpool	Apr. 4
Allan	North America	Portland	Mar.27	Liverpool	Apr. 8
Cunard	Arabia	New York	Mar.31	Liverpool	Apr.11

total discontinuance of the use of the Halifax route for "the transmission of English mail matter".

To sum up, what we have in this cover is an unusual route, shortly to be cancelled, a registered cover in a fuzzy period of trans-atlantic registration and an interprovincial registered cover; certainly a fascinating piece of postal history.

Footnote

On 18 August, 1858 Griffin wrote to Rowland Hill on the subject of registered Trans-Atlantic mail, as follows: "In reference to your letter No. 22985 of 11 June 1858, I am directed to say that the Postmaster General would not have delayed giving effect, so far as Canada is concerned, to the proposed improved system of Letter Registration between this Province and the United Kingdom and Ireland had he been aware that your Department has perfected its

arrangement for the intricacies of the change in question.

It would, however, appear from your later communication of the 22nd July, No. 578, that on the 29th January last a circular letter from you on the subject of Registration was issued, the copy of which circular for the Post Office of Canada has, I regret to say, failed to be received:- it is presumed that the circular in question contained the information yet required, and the absence of which accounts for this Department not having as yet taken action in the matter alluded to.

I would therefore respectfully request you to be good enough to forward me a copy of the Circular Letter of 29 January, 1858 in order that the Postmaster General may, on receiving it, take immediate steps for giving the new Registration Regulations effect in this Province."

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LARGE QUEEN WATERMARKS

Horace W. Harrison, FCPS

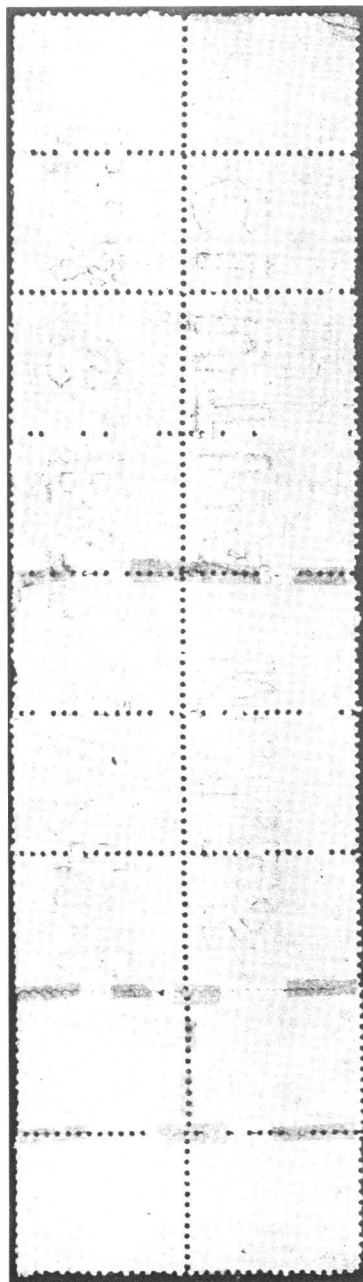
Because the demand for stamps increased so dramatically with the reduction in rates, initiated with the implementation of the Dominion Post Office Act, effective 1 April, 1868, Mr. Burland of the British American Bank Note Co. was forced to purchase whatever suitable paper was available in Ottawa or Montreal to satisfy the demands for postage stamps. By August of 1868, he was using laid paper for the one, two and three cents denominations, but earlier in the summer, he had secured a supply of wove paper, satisfactory in every way except that it carried a papermaker's watermark, 'E.& G.BOTHWELL / CLUTHA MILLS' in double-lined capitals.

How often this watermark appeared in each sheet of stamps is not known, as the largest multiple to survive was a block of 16 and a vertical pair from the left hand end of the block, the block of 16 carrying the complete watermark, with no trace on the detached pair. A photograph of this block, without the pair re-attached, can be seen in Volume I on page 255 of Win Boggs' 'CANADA'. After I had succeeded in plating the bottom row of the Two Cents value, I checked my plating against the block of 18 which was then held by the late Gerald Firth of Pittsburgh. It checked out quite nicely, beginning with position 92 and continuing along to position 91! Close examination of the block showed that the vertical pair attached as positions 90 and 100 did not belong on that end of the block, but were actually positions 81 and 91 and should have been

attached on the other end.

Mr. Firth was distressed about the situation and contemplated moving the errant pair back to where they belonged. I suggested that it might be better to leave well alone, since all the literature and the photographs showed the block with the unwatermarked pair at Positions 90 and 100. My suggestion was adopted. However, the block was broken by a later owner, but I understand that it has now been rejoined. I am not privy to the whereabouts of the wandering pair, positions 81 and 91. If the editor is not able to reproduce it with this article (1), it can be found on page 14 of the J.N.Sissons Jarrett sale catalogue of 3 & 4 February, 1960 where the complete block of 18 is photographed, face up and face down. There you can see that the face up right hand pair are misaligned, but would fit nicely on the other end where my plating said they belonged.

In December of 1988, Jim A. Hennok, philatelic auctioneer in Toronto, offered a 15c Large Queen in his December auction, Sale No. 38, Lot No. 584 described as follows: '15c Lilac gray (1877), thick wove paper with SCRIPT WATERMARK showing almost complete letter A of Alexr. Pirie & Sons wmk. Cancelled by partial Quebec CE CDS, RPSL Certificate states "that it is genuine". VF... (30d) PHOTO ss:\$3000' (2). This particular stamp is one of my super specialities within my broad speciality of the entire Large Queen Issue. I have sufficient copies to complete the entire



watermark with the exception of the ampersand (&). I already had a stamp with the A, but am always interested in looking at additional copies of the script watermark, especially those with complete letters, so I asked to see it. In looking at the stamp through the 'Signascope', it was apparent to me that the watermark was an arrant forgery, since the A bore no resemblance whatever to the one in my collection, nor to the illustrations of the watermark in both Boggs and Firth (see page 256 in Boggs and facing page 25 in Firth). While the configuration of the watermark shown by both is correct, both are about 20% larger than the actual watermark in the stamps.

Bill Maresch, of another auction house in Toronto, has a piece of notepaper with the complete watermark as it actually appears

piecemeal on the stamps, which he has been kind enough to show to me. Even before I looked at the stamp in the detector, it was apparent to me that the stamp was unlikely to be watermarked, as it had the appearance on the face of an 1893 printing. As a result of my examination, which confirmed the suspicions of some of Hennok's staff, the stamp was withdrawn from the sale. Jim Hennok then sought and received permission from the owner to offer the stamp to a philatelist whose collecting speciality is forgeries.

Among the more difficult things to forge in philately are watermarks. The master forger, Sperati, never attempted to forge a watermark, as far as we know. He employed marginal paper with genuine watermarks to print his

Continued on page 143



THE POSTAL HISTORY SOCIETY OF CANADA INVITES APPLICATIONS FOR MEMBERSHIP

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**DEALERS IN
FINE STAMPS
SINCE 1924**

THE PEOPLE ON THE STAMPS - SIMON FRASER

Alan Salmon

*You should have seen that long hill-range
With gaps of brightness riven, -
How through each gap and hollow streamed
The purpling lights of heaven, -
The great sun flaming through the rifts
Beyond the wall of mountains!
Among the Hills.*

John G Whittier.

In this series we have met many types exploring the great, lone lands of Canada around the beginning of the last century - the restless, ambitious Mackenzie; the rather timid, highly observant Hearne; the perpetual surveyor Thompson. Now we meet one who is somewhat different, the obstinate, tough trader Simon Fraser. He followed one of the roughest, toughest rivers in Canada to the sea; and it was named after him - the Fraser River of British Columbia. Most visitors to B.C. will remember it - having visited Hells Gate, one of its many tempestuous canyons, now just a morning's drive from Vancouver. Fraser appears on the 37c stamp (SG 1287, SS 1201) issued in 1988 in the Exploration of Canada series.



He was born in Vermont into a Scottish family with a military bent, two of his uncles served in the Highlanders

with Wolfe at Quebec. Two years after the Frasers had arrived in North America the Revolution began; a year later, in 1776, Simon was born. His father joined the loyal forces but was captured, imprisoned in Albany and died in 1778. At the end of the Revolution the family moved to Montreal. In 1792 Simon, now aged 16, joined the North West Company (NWC) as an apprentice. Little is known of his activities during the next decade, he probably served around Lake Athabasca, but they must have been fruitful for, in 1802, he was appointed partner in the NWC; to be a partner so young was a considerable achievement.

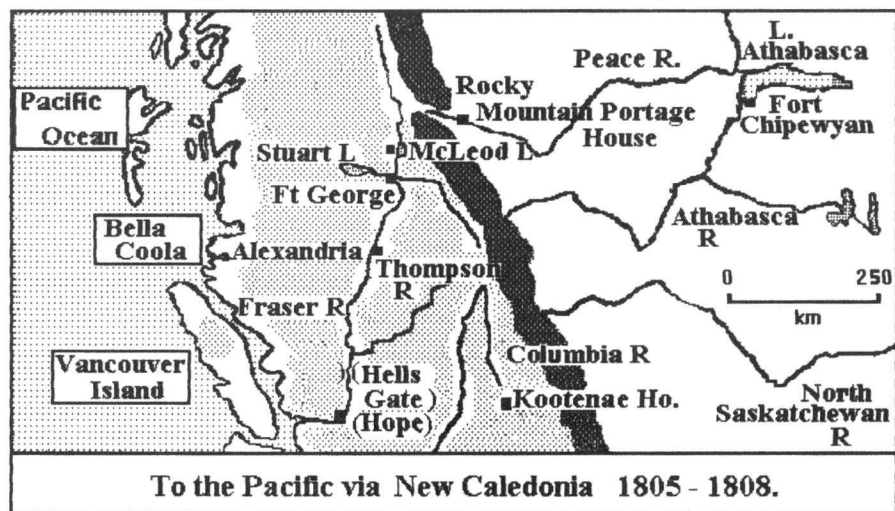
Over the Shining Mountains

For years the NWC had sought a way over the Rockies in a search for new fur grounds and for a way to export their furs other than by the long haul back to Montreal. Mackenzie had reached the Pacific for the NWC, but the route was of no commercial value, being so difficult. Fraser was given the tasks of establishing trading posts west of the Rockies, of going on south beyond today's Alexandria, where Mackenzie had turned west; the hope being that the route would improve, and of taking possession of the country.

In the autumn of 1805, accompanied by his Scottish lieutenant John Stuart, he went up the Peace River and built Rocky Mountain Portage House as a trading post and a base for his move west and south. A forward base was then built at Fort McLeod, this was the first permanent white settlement west of the Rockies in what was to be part of Canada. In 1806 the break up of the ice was late which delayed the expedition, this was compounded by the canoe-men not being particularly skilful. They struggled on, to Stuart Lake where they built a post, but they had few stores to barter and the salmon run was late so they and the local Carrier Indians were soon near starvation. Stuart Lake was important as the Indians said that a stream ran from it into the river which Mackenzie had used to go south. Fraser appears to have had a copy of Mackenzie's journal with him, the river was still thought to be the Columbia - the mouth of the Columbia was known but its source and its way through the mountains was unknown. No supplies or additional

men reached him until the autumn of 1807 - his back-up organisation appears to have been woefully lacking. All that was achieved in 1807 was the establishment of Fort George as a trading post and as another step on the way south. Fraser called the region New Caledonia, as it was how he imagined Scotland. The arrival, from the USA, of the Lewis and Clark expedition on the Pacific gave added impetus to the NWC's thrust to the coast. That year Fraser was instructed to move down his river and they sent David Thompson (SG 496, SS 370), a friend of Fraser, to get through the Rockies some 300 miles south of Fraser's entrance - the NWC were on the right track, Thompson found the Columbia, but never established a post at its mouth.

Twenty-four men in four canoes left Fort George on 28 May 1808 including Fraser, Stuart and a young clerk, Jules-Maurice Quesnel, who would eventually give his own name to a town and a river in BC. All the Indians that they met said the river was



impassable, a continuum of falls and cascades, the portages were scarcely less perilous than the rapids. So it proved to be, the way was horrific; above present day Lilloet the canoes were stored and the party proceeded on foot, each man carrying about 80 pounds. Even on foot it was difficult, Fraser reported: 'We had to pass where no human being should venture'. Soon a broad river joined their torrent, Fraser named it after David Thompson. He skilfully formed friendly relations with the various tribes he met, on one occasion he estimated that 1,200 had gathered to see the expedition. With the help of the Indians they passed Hells Gate canyon, it was as much a severe rock-climb as a portage. However when he reached the mouth of the river, in canoes bought from the Indians, the local Cowichan Indians were unfriendly and eventually chased the party as far as today's Hope. Fraser's men were exhausted and demoralised, the expedition threatened to break up but he rallied them, making them take an oath not to separate. They all arrived at Fort George on 6 August; down-river had taken 36 days, the return 37 days. For Fraser it had been an exhausting failure, the river was not a feasible commercial route and, from his measurement of latitude at its mouth, he knew it was not the Columbia; but it was a heroic failure. The traders called it Fraser's River.

Then 'Treason and Murder'

He returned from New Caledonia in 1809 and was assigned, after some leave, to the Athabasca Department. Since about 1800 the NWC had intimidated and harassed the traders of the Hudson's Bay Company (HBC) as part of the intense rivalry between the companies. In 1815 Fraser was in the newly established Red River Settlement, land granted by the HBC to Lord

Selkirk (SG 523, SS 397). This was a place of much strife as the NWC regarded the Scottish settlers as a threat to their fur trade; even of greater import, some of the major NWC posts, its main channel of communication with its western posts and its main source of buffalo meat, were on the land grant. The settlers in the small Red River colony were subjected to intimidation and harassment. Fraser requested retirement, not caring for the violence in the fur lands, but was persuaded to stay on a further year. He was not directly involved in the Seven Oaks Massacre in 1816, where the HBC governor of the Settlement and 20 of his men were killed in a clash between the settlers and the Metis (half-breeds), led by the NWC's Captain-General of the Metis. But he was arrested, with other NWC partners, by Lord Selkirk; several of them were drowned when a boat, returning them to Canada, overturned on Lake Superior. In 1818 Fraser was tried, with five other partners, at York (Toronto) for 'treason and conspiracy' and 'accessory to murder'; all were acquitted. John Stuart traded for 18 years of unwearied industry and extraordinary perseverance in New Caledonia, before he returned to old Caledonia; the lake that he and Fraser used to get to the Fraser River was named after him.

Fraser settled down, farming at St. Andrews in Upper Canada, not far from David Thompson's farm. In 1820 he married; eight children grew to maturity. In the rebellions of 1837-1838, when political dissatisfaction led to riots from Toronto to Montreal, Fraser served as a captain in the militia and received a severe knee

Continued on page 135

We in the U.K know how long the time between initial concept and actual completion of a major tunnel. PEI had a postcard and a 'stamp' to help them and, after some 110 years, they look like getting a bridge!

TUNNEL VISION

J. Colin Campbell

In 1873 Prince Edward Island joined the Dominion of Canada. One of the inducements was an efficient steam service for mail and passengers in winter and summer, thus placing the Island in communication with the railway systems of the Dominion. In summer this promise was easily kept but in winter gales and rafting ice made the journey a matter of chance.

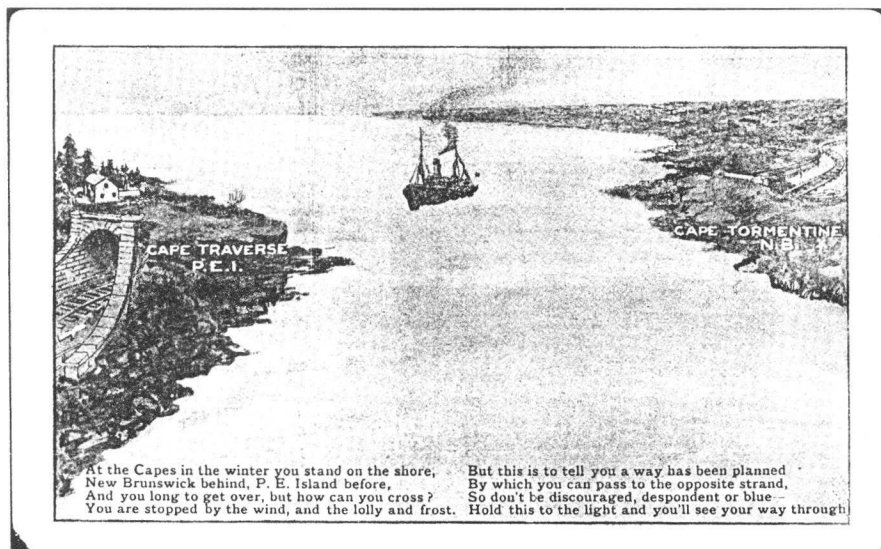
In 1876 Ottawa provided a winter steamer NORTHERN LIGHT to keep a passage across the strait open but this soon proved impracticable.

In 1885 Islanders began thinking

of a fixed link with the mainland and the Northumberland Strait railway tunnel concept was born, with Islander Senator George W. Nowlan taking on the challenge of convincing the government of the necessity.

The Macdonald government pushed the \$5,000,000 tunnel into the background and provided the steel hulled S.S.STANLEY to do the job. About 1890 the STANLEY began to show her age and the tunnel debate was reborn.

Senator Nowlan died in 1901 and his vision passed to Father A.E. Burke



Publicity postcard of the Edwardian era; hold it up to the light and the tunnel appears.

who kept the pressure up through 1905. About 1920 the Dominion government had provided an efficient all season ferry service which has continued until the present. Tunnel vision entered the realm of Island mythology.



Tunnel publicity label.

Probably during Father Burke's tenure, a post card, a stamp-like gummed label, a tunnel route ticket (Cape Traverse to Cape Tormentine) and a tunnel button made their appearance to publicise the struggle for a fixed link. An unused postcard and label are illustrated. When held to the light the card shows the proposed tunnel with a steam train chugging through. A used card is known franked with Sc.89, an Edward VII 1c stamp. See also Sc.778 issued in 1978.



Sc.778 shows the first ferry, the 'Northern Light'.

Quoting from a February 1994 news release, a proposal to build a bridge connecting the Island to the mainland, Borden P.E.I. to Cape Tormentine, N.B., a distance of 13 kilometers, received parliamentary approval. The estimated cost is \$840 million.

Watch your newspapers for further news releases.

References

1. The Island Magazine article 'Tunnel Vision' (1986) by Boyde Beck
2. Canadian News Facts - Toronto - 1994.

Editor's note:

Since the above article was written, Moncton's 'Times-Transcript' has published a photograph showing the early stages of bridge building in progress.

PEOPLE ON THE STAMPS

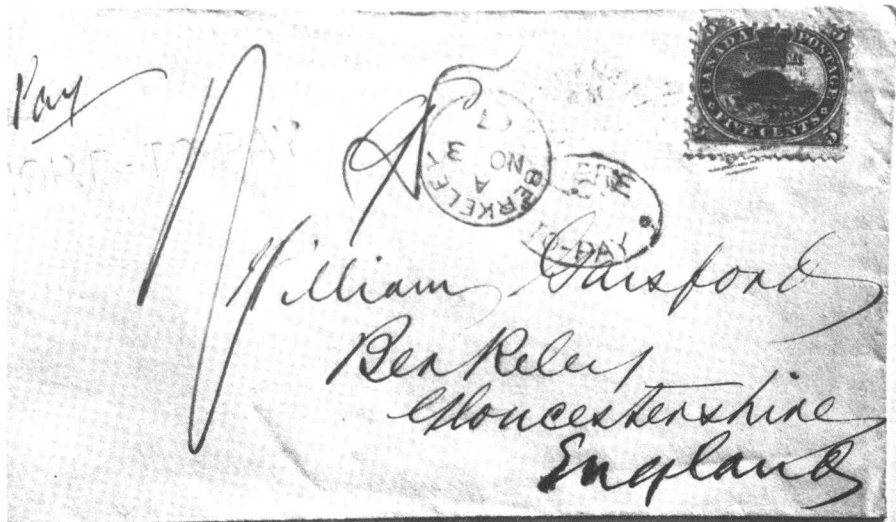
Continued from page 133

injury. This greatly handicapped him, both his farming and business interests failed to prosper; he wrote the injury had reduced 'him from a state of comparative affluence to penury'. The rest of his long life was spent in straitened circumstances. He died in 1862, his wife died the next day.

The story of his travels in 1805-1808 are recounted in detail in his journals, but it was his courageous journey on the Fraser River in 1808 which led to his lasting fame. It is sad that two of the great explorers of British Columbia, Fraser and Thompson, spent their last years in poverty.

As mentioned in the June issue, the late Geoffrey Whitworth had submitted articles for publication, shortly before his passing. They are a reminder of the debt the Society owes him.

SHORT PAID TRANSATLANTIC MAIL. (1867) Geoffrey Whitworth FRPSL,FCPS



By Canadian steamer, sailing from Quebec on Saturday mornings, the letter rate to the United Kingdom was 12 and a half cents or 6d sterling per half oz. The cover illustrated is an undirected letter from Belleville, C.W. dated AM OC 19 1867(Saturday) pre-paid 5 cents, the local letter rate, although addressed to England. The postmaster at Belleville added the MORE-TO-PAY handstamp and forwarded the letter to Kingston, the nearest collecting office for transatlantic mail. The Kingston backstamp is AM the same day. It was too late for the Canadian Saturday sailing so was prepared for the next mail, to Boston and the Cunard steamer, with a postage rate of 17 cents. Kingston added the

oval MORE-TO- PAY and the M/S 9d. It would appear that the letter was considered unpaid by the amount of 6d plus a half fine of 3d making a total of 9d due to Canada. The 5 cents stamp was considered prepayment for the extra for going through America to Boston and the Cunard steamer.

The Cunard Packet 'Cuba' sailed on Wednesday 23 October and arrived at Liverpool 3 November. As there is no Liverpool receiving mark the mail was probably put off at Queenstown, the port for Cork, then taken by rail to Dublin and the ferry port of Kingstown. At Holyhead special mail trains were held awaiting the transatlantic mail ferry and some sorting took place on

the way to Crewe. Mail for Gloucester was transferred and this letter was received at Berkeley A NO 3 1867. 'A' signifies first delivery.

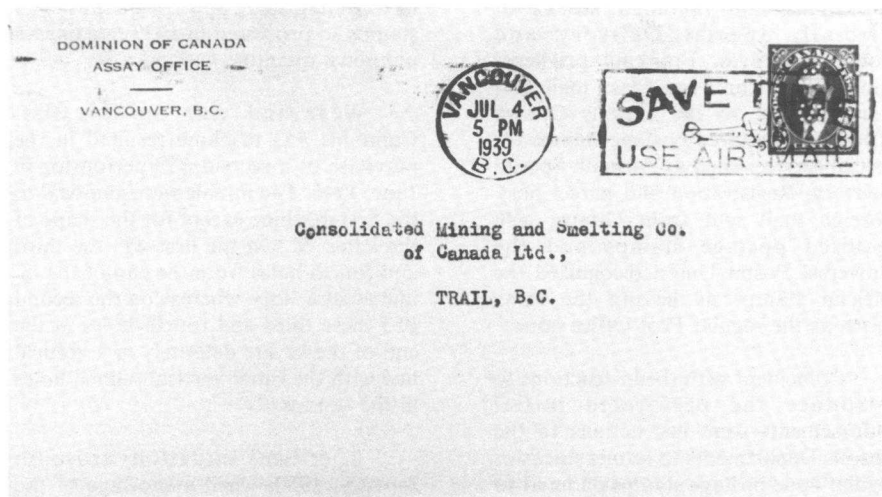
It was the duty of the clerks in the ship mail room to examine all unpaid mail and to add to the amount due to

Canada a sum to go to the British post office for collecting the cash. In this instance the 9d was altered to 1/-. In later years this duty was carried out at the port of entry or on the mail train itself. By 1870 the Cunard mail clerks had been withdrawn.

CANADA'S OFFICIALS Part 2 - The 4-Hole OHMS Trelle Morrow

In 1938 the Treasury Board decided that the postage stamps for all Government Departments were to be perforated with OHMS initials. This programme was finally put into effect as of 1 July, 1939. A Cummins #53 machine punching four holes in the vertical legs of the initials was ordered in May of that year and apparently was delivered sometime around the end of June, 1939. As

mentioned in the previous article on 5-Hole perfins (Maple Leaves, June 1995) this delay in delivery resulted in temporary use of the old 5-Hole Cummins machine belonging to the Finance Department. Although the exact date of commencement for use of the 4-Hole machine is not known, used stamps and covers reveal dates in the first week of July, 1939.



The 3c 'Mufti' issue, 4-hole OHMS, paying the letter rate from Vancouver to Trail. This is the earliest date recorded by the author for the use of 4-hole stamps, just four days after the inaugural date of 1 July, 1939.

If not delivered in ten days return to
DEPARTMENT OF
NATIONAL HEALTH AND WELFARE
at point of mailing

Si non réclamée après dix jours, prière de retourner au
MINISTÈRE DE LA SANTÉ NATIONALE
ET DU BIEN-ÊTRE SOCIAL
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O. H. M. S.



Dr. L. S. Holmes
Medical Arts Building
241-243 Queen's Avenue
London, Ontario

N. H. & W. 65 A 200M-9-47-P-1066.

Two 2c 1950 provisionals, 4-hole OHMS, pay the letter rate from St. John to London, Ont, 18 Dec. 1951.

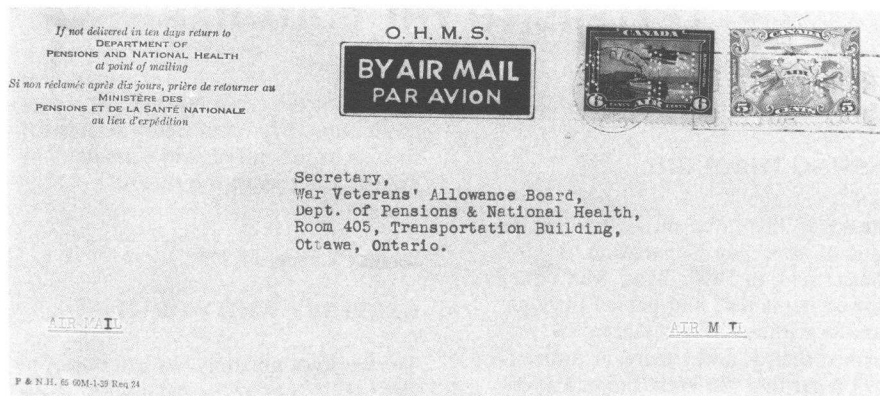
The 4-Hole OHMS perforating commenced with the 1937, George VI, definitives and included stocks of Airmail, Special Delivery and Commemoratives. Franking privileges applied only for First Class mail sent from Ottawa, so the various Ottawa offices still required postage stamps for special services such as Airmail, Special Delivery, Registration and parcel post. Foreign mail sent from Ottawa also required postage stamps and the Universal Postal Union recognized the Official stamps as having the same status as the regular Post Office issue.

Coincident with the instructions to introduce the perforated initial endorsements were instructions to the various Departments to return stocks of regular issue postage stamps on hand so they could also be perforated with the OHMS initials. The recall process produced some interesting results. Some of the early issues from the

1920s and 1930s now received the 4-Hole OHMS perfin. No record was kept of incoming stock and the quantities of stamps so processed in 1939 remains an unknown quantity.

Wear and tear on this first Cummins #53 machine resulted in the purchase of a second #53 perforator in June, 1946. The initials were identical to the first machine except for the shape of the letter 'S'. On the first #53 the third and fourth holes from the end of the 'S' line up at a slope whereas on the second #53 these third and fourth holes in the end of the 'S' are definitely in a vertical line with the other vertically lined holes in the stamps.

A critical situation arose in January, 1950, when a shortage of the now overprinted O.H.M.S. stamp occurred. The 4-Hole machine was brought back into service temporarily and two stamps of the George VI

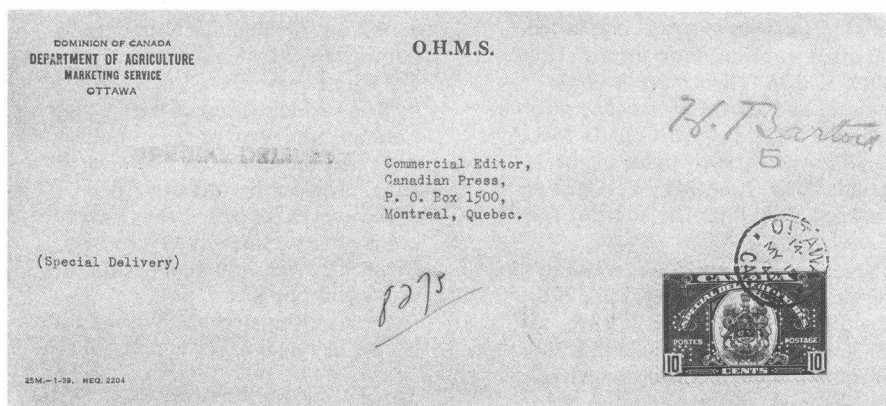


The 6c and 5c airmail stamps (Sc. C6 & C1), 4-hole OHMS, paying the double weight rate from Vancouver to Ottawa. The C1, issued in 1928, was probably perforated at the time of recalled stock in 1939.

definitives, Scott 285 and 286, were perforated O.H.M.S. The machine used was the second of the two Cummins #53 perforators purchased by the Post Office as the first machine had been destroyed the previous year.

Perforating the stamps required a

manual operation involving just a few sheets at one time. After a ten-year period of the 4-Hole perforating the Post Office Department decided a more efficient method of security endorsement was required. A letterpress method of applying overprints was adopted in September, 1949.



Ottawa cover to Montreal which enjoys franking privileges for letter rate mail only. The 10c Coat of Arms special delivery stamp, 4-hole OHMS, pays for the special delivery service.

LETTERS TO THE EDITOR

John Wannerton, FCPS

PASSING THROUGH

The cover illustrated shows, for me, the value of attending Convention. At Chesterfield, in 1990, 'Mac' McConnell showed items that had passed through Canada without having started or finished their journey there. A notice of 1893 regarding the West Indies Packet caught my attention.

One requirement was that the ship call at a Canadian port. A Bavarian cover, which had languished in my collection for many a year, tallied with this Notice. The markings are not very clear, the cover itself could be termed tatty, and one of the stamps could almost pass muster as a bisect. However, the following sequence might tell the tale of the journey.

The cover started by being registered in the Bavarian town of Munchen (Munich) on 10 March 1896; no less than nine cancels attest to this fact! Two London/Registered ovals, one in red, the other in black, show an arrival date of 12 MR 96. Thence the Atlantic crossing and arrival in Canada, where it collected a Halifax NS/Canada MR 23 96, followed by two strikes of the Halifax & St. John/MC/W MR23 96 and then a St. John/Canada/PM MR23 96.

It reached New York, evidenced by the 'R' etiquette plus a 'New York NY/Reg'd DIV' oval of MR25, 1896 in black and two circular 3/25 in a B with 96 below. There are no later markings. The serrated 'wheel' design on the reverse is in Red/pink with the word 'PATENTA' in black printed thereon. With no Grand Turk receiver one

wonders if the cover reached its destination. My other query relates to the use of the railways in Canada; why did the letter leave the ship?

Stanley Cohen, FCPS

GEOFFREY WHITWORTH

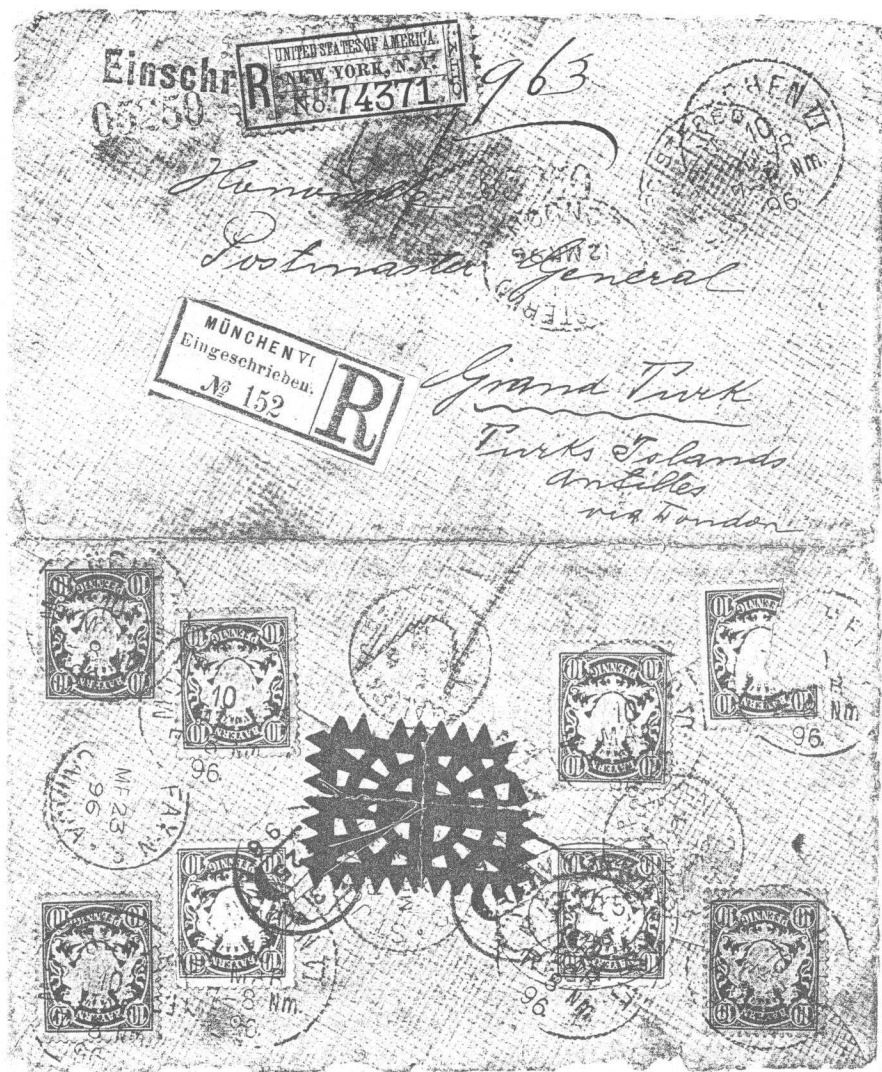
The world of philately has lost one of its great collectors in the passing of Geoffrey Whitworth, who was a leading authority on the early issues of Canada. His great knowledge and research, in particular in regard to the 1859 issue of Canada, was world renowned.

He was one of the earliest members of the C.P.S. of G.B., and a staunch supporter of the Society to whose annual conventions he never failed to give great authority. He actually encouraged all members and was ever amongst the first to give displays from his wonderful collection. He was a guide and inspiration to all the members whom he delighted in helping with their collections through his abundant knowledge.

He will be remembered in a far wider field in his Fellowship of the Royal P.S., London, who were proud to publish his works on the extremely complex 1859 issue, of which he was the acknowledged expert. From a personal point of view, I deeply valued his friendship over very many years of active collecting.

His loss is irreplaceable. We shall not see his like again.

Editor's note: I am sure Stanley's letter accurately reflects the feelings of all those in the Society who came to know Geoffrey.



A visit to Convention showed this much travelled cover in a new light!

SOCIETY NEWS

FROM THE PRESIDENT

I look forward to seeing many of you at Convention (20-23 September). There is just one minor amendment to the philatelic programme as published in the April issue: Michael Russell will now show his Postal Stationery on the Friday morning and David Sessions his Fakes and Forgeries on the Saturday morning.

Don't forget to bring a few sheets to show fellow members on the Thursday morning - eight sheets is the maximum and any supporting chat is limited to ten minutes.

'FINLANDIA'

Several Society members exhibited in the recent International 'Finlandia' in Helsinki. Among them was John Wannerton who was awarded a large vermeil for 'Canadian Contingents - S.A.War 1899-1902'; one doesn't know whether to congratulate or commiserate, John was only one point short of the coveted gold! Not far behind, also with a large vermeil, was Horace Harrison with 'Newfoundland Postal Stationery 1873-1949'; Horace also gained a small silver for his 'Registered Postmarks of Canadian RPOs 1869-1952'. Large silvers went to Dr Joachim Frank for 'Canada and the Second Anglo Boer War', Eric Manchee for 'Postal Service in the Bathurst District of Upper Canada' and your Editor for 'Canada Classic Flags and Associated Cancellations'. Cliff Guile demonstrated his versatility with a silver bronze for 'Death of Money (Germany 1922-23)' and a

bronze for 'Registered Post Cards'.

FORTHCOMING EVENTS

1995

The South West Group are holding their annual get-together in conjunction with the Bristol Federation Convention at Portishead, near Bristol, on Sunday afternoon, 13 August. All members are welcome, further details from Neil Prior - 01656 740520.

Sept 1-3 Revised dates of BNAPS Convention, Edmonton, AB, Canada
Sept 20-23 CPS of GB Convention, Bournemouth.

Oct 10-15 Autumn STAMPEX, Royal Horticultural Halls, London.

1996

Mar 15-17 Edmonton Spring National, Edmonton, Canada

May 17-19 PIPEX 96, Salem, Oregon, USA

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

Sep 11-14 CPS of GB Convention, Station Hotel, Perth

1997

Aug 28-30 BNAPEX 97, St. John's, Newfoundland

International Exhibitions

1995

Sep 1-10 SINGAPORE 95 Singapore

1996

Jun 8-16 CAPEX 96, Toronto

Sep 27-Oct 6 ISTANBUL 96, Istanbul

Oct 25 - Nov 5 ATHINA 96, Athens, Greece

1997

Apr 16-21 NORWEX 97, Oslo, Norway

May 29-Jun 8 PACIFIC 97, San Francisco, USA
Aug 30 - Sep 8 MOSCOW '97, Russia
Dec 8-14 INDIA 97, New Delhi, India

Details of the London and Wessex Group's programmes for the following 'season' are not yet to hand. Eager beavers seeking details should contact Colin Banfield 0181 500 5615 (home) or 0171 407 3693 (office) for London and Dr. Dorothy Sanderson 01794 523 924 for Wessex meetings.

REVIEW OF RULES FOR COMPETITIVE DISPLAY

Brian Stalker has been considering proposals for changes and reports as follows:

The note in the January 1995 issue failed to precipitate an avalanche of responses, here is a summary of the main comments received from six members:

Competitive Classes

- (i) Retain two periods for stamps to compensate for difficulty of acquiring, researching and comparing the difference in quality between early and modern stamps.
- (ii) Postal Stationery could be in either of the proposed Classes, mint in Class 1, used in Class 2?
- (iii) There should be a Class 3 for thematics, cinderellas, revenues, pictorial postcards, advertising covers etc.
- (iv) Move to graded marking, as per medal categories, rather than relative marking so that each entry is awarded a defined grade.
- (v) Change balance of marking to award more points for research and possibly less for condition.

Amateur status:

One for retention, two for deletion of rule restricting entry to amateur

members only.

Photocopies:

Two against, three for (but two with caveats such as overseas members only and non-competitive).

In view of the comments received, I shall present two proposals to the Committee for their consideration:

- (i) as published in January 'Maple Leaves'
- (ii) four competitive classes as follows:
 - 1a Stamps pre 1911.
 - 1b Stamps, Admirals and later.
 - 2 Postal History, routes, postmarks, cancellations, registereds.
 - 3 Thematics, including cinderellas, revenues, postcards, advertising covers.

Large Queen Watermarks

Continued from page 129

forgeries on, so the stamps may have been forged, but the watermarks were genuine. The amount of work involved to make a halfway decent watermark forgery precludes any great activity in the creation of forged watermarks, in my opinion. More recently, I have seen a forged watermark of a portion of the double-lined block watermark which appeared to be the proper configuration, but the letter E, if memory serves, was much too large. I have a piece of blue note paper having the complete E & G BOTHWELL / CLUTHA MILLS watermark, but it is not the same as that used for the printing of the Large Queen Issue, being larger than that normally found on the stamp.

(1) We have tried but the result may not be satisfactory.

(2) This is the stamp referred to in Susan So's article in 'Maple Leaves', June 1994.

EXCHANGES

Our Secretary, Tom Almond, has a letter from a collector in Canada seeking to exchange his mint/used Canada & USA for GB, IOM and Channel Islands stamps. If anyone is interested please contact Tom.

CLASSIFIED ADVERTISEMENTS

FOR SALE:

Copies of 'Maple Leaves' for disposal;
January 1951 to date with very few

missing. What offers? Replies to Mrs P.A. Orkin, 7 Blackstone Rd., London, NW2 6DA.

(Mrs Orkin is away most of August so response may be delayed.)

WANTED:

Newfoundland 1897-1901 Royal Family Issue; 1908 Map covers and used with fancy/unusual cancels. Almost everything! Write to D. Mario, Box 342, Saskatoon, Sask., Canada S7K 3L3 (buy or trade).

AMENDMENTS TO MEMBERSHIP to 17 June 1995

New Members

2712 Mosley, Derek J, 8 Broadsword Way, Burbage, Hinckley, Leics, LE10 2QL C,PH
2713 Clinton, Leslie G, 1329 Elevator Road, Saskatoon, Sask, Canada, S7M 3X3 SK MPO
2714 Smith, Brian C, 20 Becketts Way, Framfield, Near Uckfield, East Sussex, TN22 5PE POW
2715 Jenkins, Dewi P, Gwalia House, 143a Priory Street, Carmarthen, Dyfed SA13 1LR H,PS,RPO

Deceased

2261 Bradley W L 1953 Thornton H

Removed from Membership - Unpaid Subscription

2640 Bryan, W 2649 Nesbitt, Dr. B
2687 Cooperman, R 2692 Sims, S
1549 Cottenden, D 2381 Spiers, D
2636 Downer, R. A 2642 Yule, D. A
2613 Huffman, D. D

Change of Address

1549 Cottenden, David D, correct PO Box to 449
2274 Rev R De Lacy-Spencer, 37 Dorset Close, Buxton, Derbyshire, SK17 9PJ
1975 Fox G, correct postcode to SW1W 0HU
2199 Gendron R, 1313-148 EST, Papineauville, Quebec, PQ, Canada J0V 1R0
2676 Gilbert, P W, Box 945 Station 'C', Montreal, Quebec, Canada H2L 4V2
2500 Jacobson, Dr C, 623 S Main, #6 Moscow, Idaho, USA 82843
2629 Montgomery Malcolm B, amend postcode to SO16 3NL
2085 Searle Graham P, 232 Western Hills Drive, Whangarei, New Zealand
1771 Stadtbibliothek Munchen, amend to 800 Munchen 80
1196 Vancouver Public Library, Continuation Section, 350 West Georgia St, Vancouver, BC, Canada V6B 6B1
2484 Walker A R, amend postcode to E3B 3H4
2637 Wilson J S P, amend postcode to SW3 4EE

Revised total 460

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 1994/5

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Slogan Postal Markings of Canada 1941-1953		£10.50
Slogan Postal Markings of Canada 1912-1953		£9.50
Mail by Rail	Gillam	£11.00
Postage Rates of North Atlantic Mails 1635-1867	Montgomery	£19.00
The Canadian Postage Due Stamp	Chung, Reiche	£6.50
Definitives of Canada. The Last Quarter Century.	Monteiro	£32.00
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