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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN



Maple Leaves

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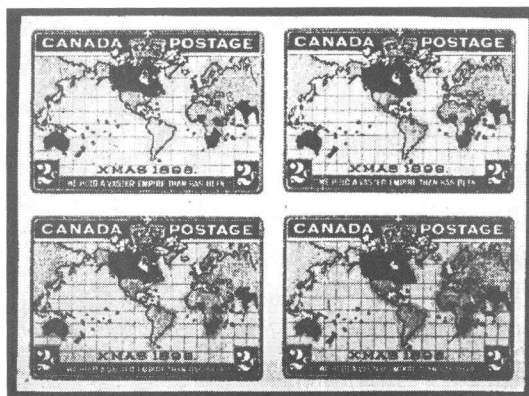
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MAPLE LEAVES

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EDITORIAL

We read a review recently, in the Sunday press, of the newly-opened James Bond exhibition at the National Armoury in Leeds, which suggests a visit to be well worth while. Such a visit is part of our social programme at Convention so film fans, as well as the military minded, should have Thursday 11 September marked in their diaries.

Hans Reiche has written to tell us that a new pre-cancel count is under way. Pre-cancel collectors are asked to advise Hans of their holdings by September, 1997 in order that a new catalogue can take into account the results of the inventory. We are advised that the count should reflect just the different cancels but not Code C or the Admiral dies. The sub-divisions are: bars; cities; third class and total. Your response and any questions should be directed to Hans at: 22 Chapleau Ave., Apt.3, Ottawa, Canada, K1M 1E2.

Some of us felt that meters could sound the death knell for postage stamps, but this has not yet proved to be the case. Now another threat looms on the horizon - the facility to download postage stamps via your PC and printer. The service, called 'PC Postage', is not yet up and running but trials are taking place in the USA. According to a recent report in 'The Times', a company called 'E-Stamp' has produced software to enable the user to log on to a web site run by the postal authority, quote credit card number and download the appropriate number of units via a laser printer. Each E-stamp consists of a conventional date and place mark plus data readable by a barcode scanner in the post office. Pitney-Bowes, world wide leader in franking machines, is watching the situation closely. You have been warned.

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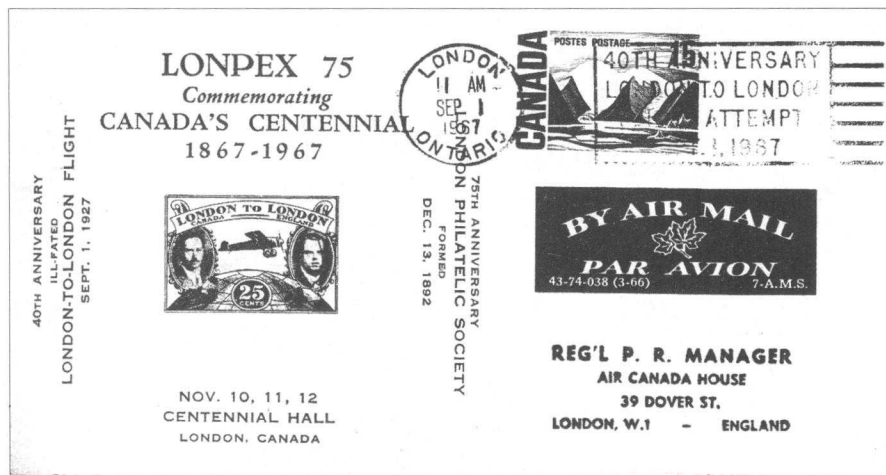
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**DEALERS IN
FINE STAMPS
SINCE 1924**

THREE IN ONE The Yellow Peril



LONDON 1 SEP, 1967 ONTARIO commemorative machine slogan ties a Lonex 75 'pasted-on' cachet and a 15¢ Centennial to a flight cover to England.

When a dealer showed me this cover I said, "What in the Sam-Hill is this - a London stamp society souvenir sheet depicting the 'London to London' airmail stamp and a 15¢ Centennial tied to a cover addressed to London England with a 'London 1 Sep, 1967 Ontario, London to London' commemorative slogan cancel." After spending a few minutes checking this cover. I discovered that it was not such an odd-ball item at all! It was, in fact, a downright exciting cover and one I must have. The story that the cover held was too interesting to pass up.

Following Charles Lindbergh's 20-21 May, 1927 transatlantic flight, Carling Breweries of Canada sponsored a similar transatlantic flight from London, Canada, to London, England. The Breweries offered a \$25,000 prize to any Canadian or British subject

making the flight, they also provided the plane, a Stinson-Wright Whirlwind machine named 'Sir John Carling'. The pilot was Captain Terry Bernard Tully and his navigator, Lieutenant James Victor Metcalf.* They were sworn in as official carriers of government mail by John Moore, the mayor of London.

The first flight was made on 29 August, 1927. The aircraft got as far as Kingston but had to return to base because of fog. It took off three days later (1 September) but fog and heavy rain forced it to land in Caribou, Maine. Extremely heavy rain kept the plane grounded until 5 September when at 09.49 hrs the flight continued and landed in St. John's Newfoundland the same day. The 'Sir John Carling' took off across the Atlantic next day. It has not been seen since.

The special London to London

airmail stamps, after approval by the Canadian Post Office on 18 August, 1927, and under government supervision, were lithographed by the Ray Lawson Lithographing Co. of London, Ontario. Only one sheet of 100 stamps was printed (the plate was later destroyed). Ninety-five stamps were used on letters carried on the flight; five unused copies and one on an unflown cover exist. Dr. L. Seale Holmes, author of the popular Holmes' Catalogues of Canada and British North America, acquired the single cover withdrawn by the postmaster when Tully and Metcalf returned from their first flight attempt. Dr. Holmes also owned one of the five unused stamps. Dr. Brian Holmes, son of Seale Holmes, inherited these rarities on the death of his father.

If memory serves me correctly, Dr. Holmes' stamps were sold by Sissons in the early or mid-eighties. I bought the London to London stamp for a friend who, a few years ago, sold it through one of Maresch's auctions. I suspect that an American collector bought it. As to the cover, I was recently told (February 1997) that member Chuck Firby sold it about a year earlier.

The colours of the airmail stamps are green and yellow. On the top of the stamp is inscribed the words 'LONDON TO LONDON' and 'CANADA-ENGLAND'. Terrance Tully is depicted in the left oval and James Metcalf in the right oval. Between the two portraits is the top part of a global projection of Earth, above which the 'Sir John Carling', flying against the rays of the sun. In the bottom centre is inscribed '25 CENTS' in an oval.

In 1967, Tom Moore (President, London Philatelic Society) and Stan

Shantz (dealer and a stamp columnist for The London Free Press) were searching for a subject of keen philatelic interest to mark the 75th Anniversary of the London Philatelic Society. Shantz, who had been writing about philately in London for several years and had researched the 'Sir John Carling', London to London Flight, came up with the idea that the Society commemorate the 40th anniversary of the ill-fated flight of Tully and Metcalf. Stan borrowed the stamp from Dr. Brian Holmes to use the stamp's design as a vignette on the miniature sheet the London group had designed. Lawson and Jones, the successor Company to the Ray Lawson Printing Co. who printed the original 100 stamps, also printed the miniature sheets but changed the colour of the vignette from green to blue. To publicise the occasion the Society purchased two slogan postmarks. The first slogan reads:

40TH ANNIVERSARY
LONDON TO LONDON
FLIGHT ATTEMPT
SEPT 1 1967

This cancel was used on the special covers addressed to England and bearing the souvenir sheet and the 15¢ 'Bylot Island' Centennial stamp. It was used just for the one day – 1 September, 1967. Five hundred covers were cancelled with this slogan. None of the cancellations were clear despite two adjustments to the cancellation machine.



Mr. Shantz also made arrangements with Air Canada to receive and return the covers which were backstamped with the pink oblong rubber handstamp illustrated above which reads, in five lines: AIR CANADA-PUBLIC RELATIONS DEPT. – SEP 4 1967 – 39 DOVER STREET - LONDON, ENGLAND.

The second slogan reads:

LONPEX 75
STAMP EXHIBITION
CENTENNIAL HALL
NOV 10-11-12

It was used on another exhibition cover to which the miniature sheet was also affixed, together with a 5¢ stamp. Two thousand of these covers were put through the canceller. Both covers were sold at the exhibition.

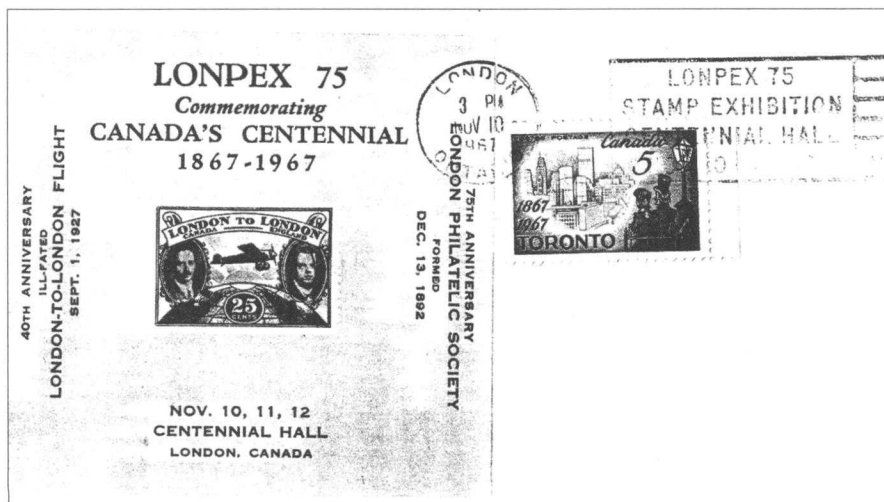
This phenomenon of a stamp society celebrating its 75th Anniversary by issuing a souvenir sheet that simultaneously celebrates Canada's 100th

birthday and commemorates the 40th anniversary of the ill-fated trans-atlantic flight (not to mention the same printers producing both stamps) is almost, if not, unique.

Reference: 'Souvenir Sheet shows rare Canadian cinderella' by L.N. Williams. 'Linn's Stamp News' p. 75. 11 March, 1991.

I am indebted to Mr. Tom Moore of London, Ontario for providing all the important details.

**Arthur Carty, a young reporter from the 'London Advertiser' originated the concept of the London to London flight. Tully and Metcalf, both Irish born, were naturalized Canadians. Sixty pilots, mostly RCAF and RAF, volunteered for the 1927 flight. The military, however, did not support the mission because it was a commercial venture.*



Lonpex exhibition cover with 'LONPEX 75 STAMP EXHIBITION' slogan.



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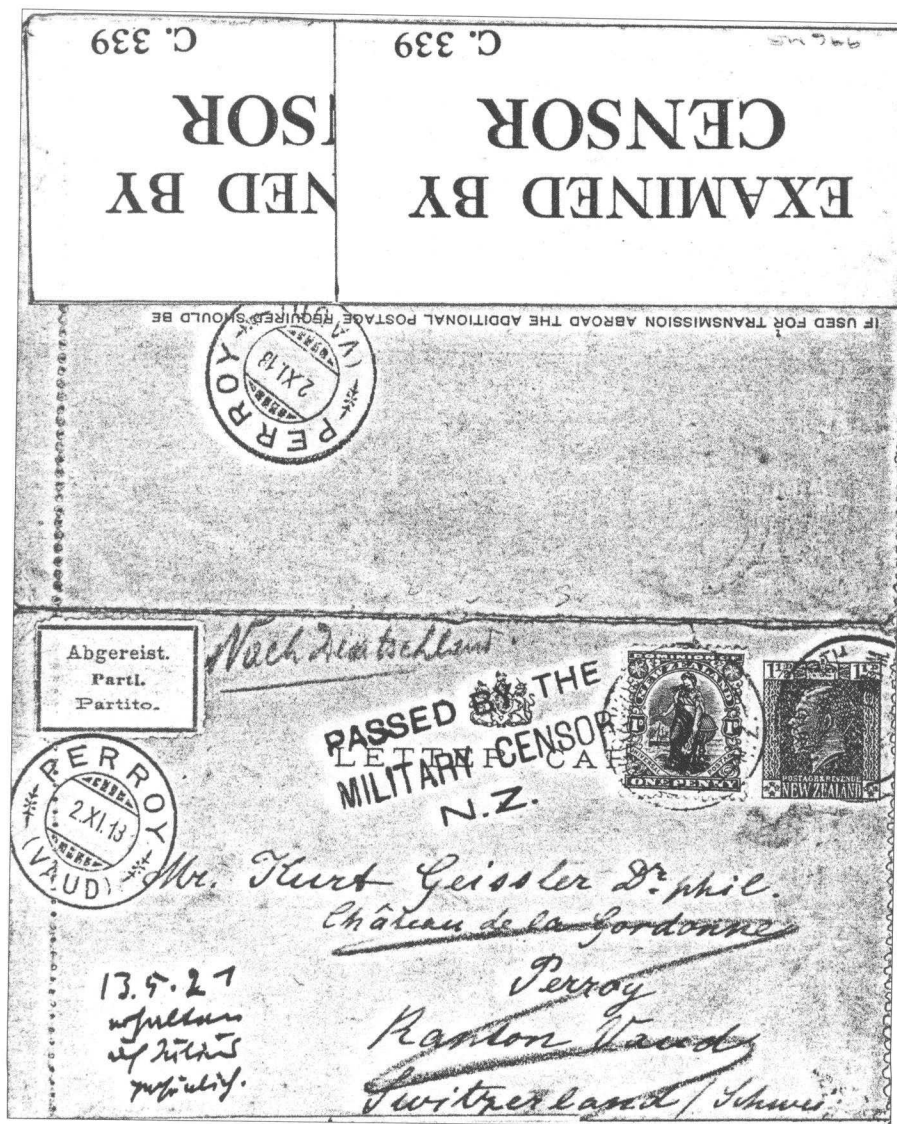
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The following article is a postscript to that which appeared in the
January Issue

CENSORSHIP OF TRANSIT MAILS

L.D. (Mac) McConnell



ADMIRAL 3¢ BROWN VERTICAL COIL

Hans Reiche, FCPS

The 3¢ brown vertical coil, perforated 12 horizontally, was manufactured from regular sheets that were cut into vertical strips of 20 stamps to make up the coils. Every 20th stamp had a paste-up, not like some others with every 10th stamp. The Admiral handbooks describe the types that were used for these coils, this one was type 18. One particular plate that was used for the coils was plate 100. This was evident from a find of coil stamps that showed part of the plate inscription in the margin above the coil. The plate inscription in full reads as follows:

T-5-OTTAWA-No-A-100-944-A-J

The spacing of the inscription from

the top frameline of the stamps is 9.0mm. The majority of plate inscriptions on the 3¢ are spaced between 5.0 and 7.0mm. Therefore, most plate inscriptions of plate 100 have been cut off partly and often only the bottom part appears in the top margin. Plate 100 was engraved 20 November 1920 and approved 23 December 1920. The example shows just the part that occurs on the coils that have been located. Even though this part of the inscription is small, a careful match with the complete inscription clearly indicates that this is the plate number that has been used for those that have been found so far.

CENSORSHIP OF TRANSIT MAILS continued from previous page

The thud of the Jan. 1997 Maple Leaves falling through the letter box had barely ceased to resonate when a further, and fascinating, example of WWI censored transit mail surfaced.

On 16 August 1918 a correspondent in Warkworth, New Zealand, wrote, in German, to an addressee in Switzerland using a threehalfpenny postal stationery letter card with an added 1d stamp. The lettercard was censored by the New Zealand Military Censor and then went on its way. It may have gone via Canada but this is not at all certain.

In Switzerland the addressee had 'Gone Away' (Abgerist / Parti / Partito) to Germany according to a manuscript endorsement. The Swiss post office applied a small green on white label to

this effect and added their 2 Nov 18 datestamps.

The war still had more than a week to run. Postal Conventions and strict neutrality would not allow the lettercard to be forwarded so it was returned to sender, presumably in an ambulance cover.

It certainly went back to New Zealand via Vancouver for the Canadian Censor C339 opened and reclosed it, using two labels applied partly over the Swiss datestamps.

This is the first example of the censoring of returned International mails that I have found associated with Canada.

TALES OF THE UNEXPECTED (3)

An Impossible Rate

Stanley Cohen, FCPS

It is strange how infectious the hobby of stamp collecting can be to the uninitiated. I can recall several instances where non-collectors became wildly enthusiastic after having seen me actively working on my stamps.

One of my sons, who was 15 at the time, occasionally brought a school friend home with him to spend the week-end and, on one such occasion, the boy came into my study and saw me busily mounting up some stamps. He watched in fascination and asked endless questions about them, which I was pleased to answer.

After leaving school, he must have devoted almost full time to building up an exceedingly fine collection because, to my amazement, he was awarded two Gold Medals at the London International Exhibition in 1980. His name was Gavin Littauer. Another of my son's schoolboy friends similarly built up a magnificent collection of Gibraltar. On another occasion, we were spending a Christmas holiday in Malta. I had taken with me some stamps to sort through and was busy with them in the hotel lounge when a complete stranger drew up a chair and questioned me as to what I was doing. The whole process intrigued him so much that he, like all the others, wanted to learn as much as he could about stamp collecting and especially, it seemed to me, about stamp dealing. This man returned to London and became one of the busiest pocket-book stamp dealers of his day, he was well-known in the trade for many years. His name was J.K. Rose, and he will be

remembered by many who had dealings with him.

But if I can claim to have introduced a number of people to the joys of the hobby, there was none more famous than Max Guggenheim, who became one of the most distinguished philatelists of my generation.

Max was a wealthy Swiss industrialist who had both the time and the resources to build up some superb collections which he succeeded in doing. He had visited my home many years ago on some business matter and I had shown him parts of my collection. He was so enthralled that from then on he became an avid collector and we remained close friends. He started by collecting GB line-engraved issues and was soon the proud possessor of a Gold Medal collection.

Max married late in life. My wife and I were privileged guests at his wedding in Basle and we were given quite royal hospitality in his home.

Eventually he tired of his GB and embarked upon a highly specialised collection of Canada. Since this is the only part of this true story that appertains whatsoever to Canadian stamps, I should add that he had chosen to specialise in what must be one of the most difficult of all aspects of Canadiana...for he had chosen the Yukon Territory as his particular speciality.

One can imagine with what enor-

mous difficulty he set about this task for, to find anything even remotely connected with the North West Territory, particularly living in Switzerland, would have been virtually impossible.

Nevertheless Max pursued his quest by contacting collectors world-wide and managed to form an outstanding collection. I know this from my own experience because I had a few such gems in my own collection, which Max finally managed to secure from me, after twisting my arm, for some other BNA gems in exchange. In parting with them my consolation was that the NWT had gone to a person who really wanted them more than I did.

This preamble is to explain the background whereby, in a purely unintentional way, Max became my only convert who, without ever realising it, rewarded me handsomely for having originally brought him into the hobby.

It happened like this. I remember the year very well. It was 1970 and Max had come to London to attend the International Exhibition at Olympia, partly also to see there my own exhibit in the Court of Honour. After the Show, we had arranged to have lunch at the Savoy Hotel, just prior to Max returning home. We had eaten and imbibed far too much and I agreed to walk with him to Charing Cross Station for his homebound train.

In those days, the stretch of the Strand between the hotel and the station had many more stamp shops, opposite Gibbons, than there are today. We were passing by all these, when Max suddenly, without stopping, remarked to me, "Just look at that ghastly fake in the

window." Walking past with him, I casually glanced at the shop window, and could see a GB cover prominently displayed but thought little of it. If Max said it was a fake, then it probably was.

I bid farewell to Max, and suddenly it occurred to me that it was indeed odd that he had mentioned a cover as being a fake without even stopping to look at it. I decided to wander back along the Strand to take a real look at it.

The cover in the shop window clearly had an 1840 1d Black and 2d Blue, well tied. Max, who was then heavily into GB line-engraved knew full well that there was no 3d postage rate in 1840, so, the cover must be a fake.

For want of something better to do, I wandered into the shop and asked to see the cover. On examination, I noticed that there was a manuscript written across its top left corner reading 'Above 1 ounce. 2d More to Pay'. Well, anyone could have written that on, but it certainly looked real. It was then that I spotted a rather faint red oval official Post Office marking inscribed 'More To Pay' right in the centre of the cover. It was so faint that it would not have been apparent when displayed in the shop window. Now, anyone attempting to fake a cover by applying such a mark would surely have done it in a bold red ink, not to be missed. I had the definite feeling that this extraordinary cover might be genuine after all.

Supposing someone early in 1840 didn't know that for a letter weighing above an ounce, the rate of postage went up from 2d to 4d, and had, by mistake, stuck 3d worth of stamps on it and posted it. The Post Office would note

Continued on page 127

THE PEOPLE ON THE STAMPS – JOHN PALLISER

By Dr. Alan Salmon

We left

*The silent forest, and, day by day,
Great prairies swept beyond our aching sight
Into the measureless West:
Tecumseh*

Charles Mair

Palliser first achieved fame as a buffalo hunter in North America. Subsequently he was leader of a British scientific expedition to explore western British North America. The reports and maps from the expedition were the first comprehensive, careful and impartial accounts to be published about the prairies and the Rocky Mountains of that region. Amongst its many percipient observations was the recognition of a fertile belt well-suited to settlement and cultivation. His achievement, as leader of the expedition, was recognised by the inclusion, in 1988, of the multi-coloured 37¢ stamp in the Exploration of Canada series (SG 1288, USC 1202).



John Palliser was born in 1817 into a rich, Protestant Irish family from County Waterford, Ireland; the family also had houses in County Tipperary, Dublin, London, Rome, Florence, Paris and Heidelberg. His father was a colonel in the Waterford Artillery Militia which the son joined as a captain in 1839. Although he remained on its roll for 25 years, until he resigned in 1864, there is

no record of him being involved in active service.

He was educated mainly in Europe; he spoke French, German and Italian; he had entered Trinity College, Dublin, in 1834 but left, after four years of intermittent attendance, without a degree. In the 1840s he served as a Justice of the Peace and as High Sheriff in Ireland, however his main interests were seeking adventure and shooting big game. Most of 1847 was spent in North America, hunting buffalo, elk (SG 1274, USC 1177) and antelope (SG 1270, USC 1172); he also visited New Orleans and Panama. He returned to London to write a book about his travels: *Solitary rambles and adventures of a hunter in the prairies*, published in 1853. He was elected a Fellow of the Royal Geographical Society (RGS) in 1856.

Return to British North America

Keen to revisit BNA, he suggested to the RGS that he be sent to explore the southern prairies and the passes through the Rockies. His idea was that he should go alone and then travel with local guides and hunters – a rather nice, personal safari. This was refused, but a far more ambitious journey was substituted. The RGS was aware of American probings west, especially for possible railway routes, and was interested in the possibilities for agriculture within the uncertain boundaries of Rupert's Land. It proposed a full-scale expedition, including scien-

tists of several disciplines, with Palliser as leader. The Colonial Office supported the idea, extended it to include an investigation of the possibility of a canoe route within British territory from Canada to the prairies, and made £5,000 available for the project.

At the time there was little dependable information on many aspects of the prairies and some of it, especially on the settlement and agricultural possibilities, was contradictory. Considerable efforts went into the planning of the project, involving the RGS, the Royal Society, the Colonial Office and the Hudson's Bay Company (HBC). The team's technical skills included: geology, botany, medicine, ornithology, astronomy and physics. Palliser was the only member with any knowledge of the region. The team sailed for New York on 16 May 1857.

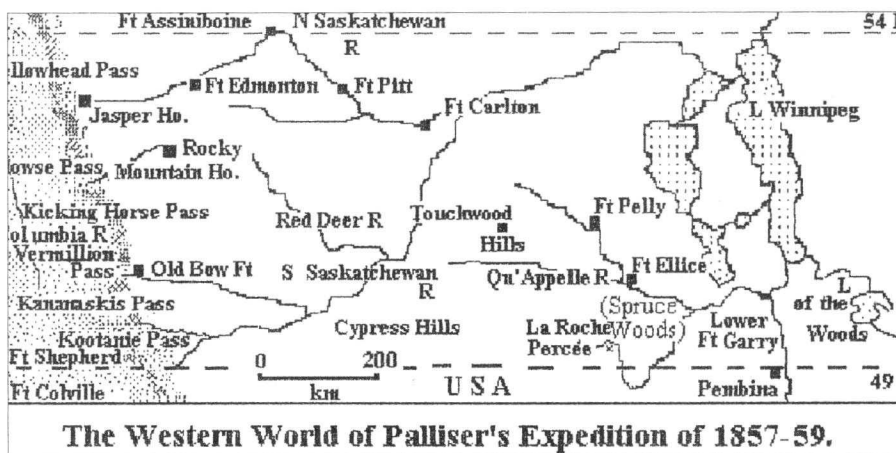
The First Year

From Lake Superior, by the hard canoe journey via the Lake of the Woods, they reached Lower Fort Garry (SG 1163, USC 1050) in the Red River Settlement

on 13 July. There they spent a week organising their supplies and transport with the help of the HBC; then they went south down the Pembina valley and west, skirting the region of today's Spruce Woods Park (SG 1551 USC 1478), to Fort Ellice. They made a rapid visit to La Roche Percée (The Pierced Rock), near the border with the USA; observations were made constantly. Their route then led to Fort Carlton, where they spent the winter. Palliser left Carlton to travel to New York to request more time and more money; whilst waiting for a reply he spent some time in his favourite city of New Orleans. He was back at Fort Carlton by the early spring of 1858.

1858

On Palliser's return the expedition headed west between the two branches of the Saskatchewan River. East of Rocky Mountain House they split into two parties, Palliser's went south to the border and then to Old Bow Fort (about two-thirds of the way from present Calgary to present Banff) and through the Rockies by Kanaskis Pass, returning



by the Kootanie Pass (south of today's Crowsnest Pass which they noted), and so to Fort Edmonton for the winter.

The other group crossed the mountains by the Vermilion Pass, returning by the Kicking Horse Pass, passing Mt. Hurd (SG 281, USC 155), to join the others for the winter at Edmonton. Palliser, with the aid of the HBC's manager's wife, gave a wonderful ball. However winter travel was undertaken: to deserted Fort Assiniboine, to Jasper House then down what is now the Athabasca Parkway. They passed, without entering, the Yellowhead Pass, then still an Indian trail and known as Leather Pass. They passed Mt. Edith Cavell (SG 297, USC 177), to reach the source of the Athabasca River.

The Final Year

In 1859 the expedition travelled south to the Cypress Hills (SG 1553 USC 1480), then it divided into several groups. One went south and into Montana, USA; it returned to England via the Missouri; interim reports were despatched whenever possible. One party crossed the Rockies by the Howse Pass; Palliser's party crossed the Rockies by the Kootanie Pass and on to Fort Colville in the USA. There they re-equipped and returned to BNA - to Fort Shepherd, in BC, on the Columbia River - where they again divided in an effort to find a way through in British territory.

One group went exploring east; Palliser went west finding the rivers wild but passable. He met a Lieutenant Palmer of the Royal Engineers who had surveyed the old HBC route from the Pacific to Palliser's position; he was assured the route lay wholly in BNA, thus Palliser knew that a passable way lay entirely through British territory. The expedition

gathered at Fort Colville to travel down the rapid-strewn Columbia River, then to Victoria, San Francisco, Panama and Liverpool.

The Results

Palliser got back in June 1860, after a detour to Montreal to thank the HBC for its assistance. More reports were written and published, bills had to be checked and paid, the Treasury had to be cajoled into covering the costs which had risen to £13,000. Lectures were given to learned societies throughout Britain; the maps resulting from the expedition eventually provided accurate and vital information for railway planners, settlers, border surveyors and the North-West Mounted Police.

One major suggestion was that there was a fertile belt, between the northern forests and the semi-arid area to the south, which could be settled and used for agriculture; another was that the Red River Settlement (RRS) should be a Crown Colony to act as link between Canada and the two colonies on the Pacific, BC and Vancouver's Island. It was further suggested that a railway could readily be built between the RRS and the Rockies, with the possibility of it being extended, at a considerable cost, to the Pacific.

The high quality of the results obtained was due to the ability of Palliser's technical team; but the fine organisation, which led to the tremendous distances covered and ensured that the results were obtained, was due to Palliser's leadership. He was awarded the Gold Medal of the Royal Geographical Society. Palliser died, unmarried, in 1887 after further adventurous voyages to the West Indies and to northern Russia.

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Postscript

In 1862 the Government of the Province of Canada proposed uniting with the HBC in a mail service route to British Columbia entirely within British territory. The HBC felt unable to invest in such a venture because, they said, the Indians would be hostile and there were almost insurmountable obstacles to a telegraph line. During these discussions the Governor of the HBC asked '....why don't they [the Canadians] buy us out?' Rupert's Land was effectively surrendered to the Queen in 1869, following an agreement to transfer £300,000 to the HBC for the loss of its Charter. Responsibility for the government of the region passed to the new Dominion of Canada in 1870.

Between 1881 and 1961, 43,000,000 hectares of farmland were created in the Prairie Provinces of Manitoba, Saskatchewan and Alberta. John Palliser played a significant part in this great development.

UNEXPECTED continued from p122

the deficiency and charge the recipient twice the deficiency 2d (More To Pay).

It all added up. I decided to take a chance and bought the cover forthwith at the asking price of £120. If Max was right and it really was an ingenious fake, then I supposed that I could always take it back. Fortunately for me, when I had it expertised, it turned out to be 100% genuine. To this day, it remains the only known cover extant which bears single usage of the first two stamps in the world.

I never did have the audacity to tell Max. I had thought of sending him a case of champagne but he would have wanted to know why. In any event, I had been more than amply repaid, in my introduction to philately of so many people, of whom, quite naturally, I suppose, Max Guggenheim was my favourite.

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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MEN WITH A MISSION

Charles Carpenter and Henry Roe

Dr. Alan Selby

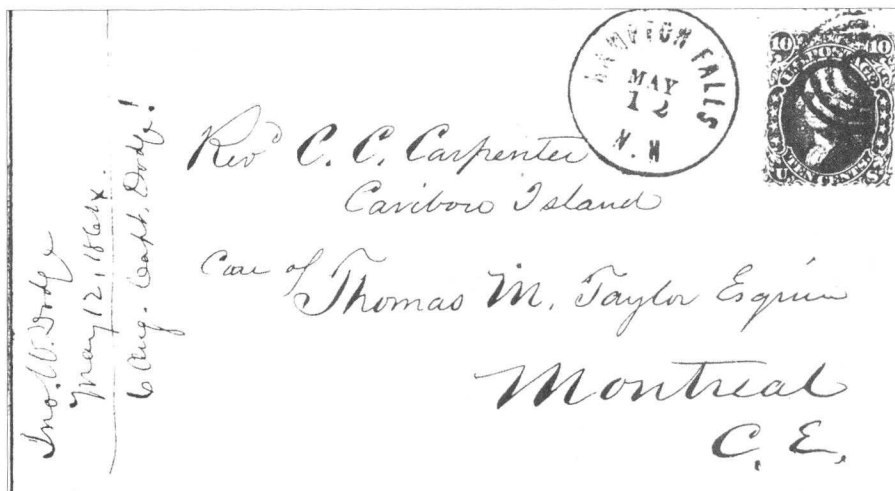


Figure 1.

A most unusual missionary cover (Fig. 1) originated at Hampton Falls, N.H. on 12 May 1864. It was written by Captain John Dodge to Revd. C.C. Carpenter. Dodge ran a small steamboat for the tourist and fish hauling business between the Gulf of St. Lawrence and Boston. The letter was sent to Portland, Maine, and then by rail to Montreal, with appropriate cross-border and receiving mark of 13 May 1864. From Montreal the letter was forwarded by Grand Trunk rail to Levis, south and across the river from Quebec. From Levis it went by steamer to Gaspe Basin (Bay). At Gaspe it awaited the first steamer going to the North Shore. This was the 'Nellie Baker' captained by, of all people, John Dodge – the writer from New Hampshire! Note the docket at the left – 'JNO. W. Dodge May 12 1864/6 Aug. Capt. Dodge!' So, the letter having

been mailed at the local P.O., travelled 700 miles by two steamers and two rail lines when the author picked it up himself and took it the last 300 miles to the tiny missionary station on the North Shore of the St. Lawrence river near the uncertain Quebec/Labrador border in the strait of Belle Isle!

The story is told by S.R. Butler in the 'The Labrador Mission', Montreal 1878. In the summer of 1856, Charles Carpenter was a university student in New Hampshire and he was advised to take a sea voyage for health reasons (tuberculosis?). He boarded a fishing schooner and headed for the North Shore. Noting the pitiable conditions of the 20 or so white fishermen families of Esquimaux Bay, he first contacted the American foreign missionary society in Boston before he was referred to Dr.

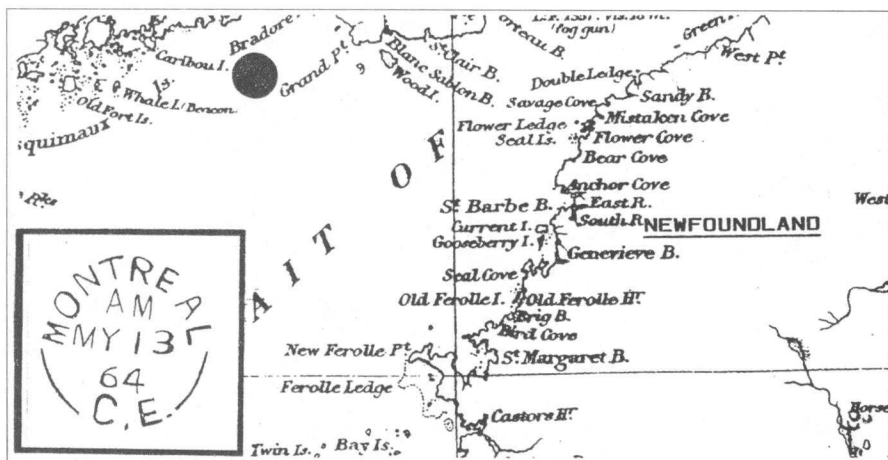


Figure 2.

Henry Wilkes, First Congregationalist Church in Montreal. He was also head of the Canada Foreign Missionary Board. In a few words, Carpenter was told to get ordained and go do the job himself! The suggestion was probably worded differently, but he entered divinity school in Montreal.

In 1858 while still a student, Carpenter toured the area around

Esquimaux Bay east to Blanc Sablon and recommended that a mission post be built on Caribou Island, situated in the bay where about 20 schooners came to base their fishing operation each season. In 1860, on the day of his ordination, he sailed in the company of Jane Brodie, teacher, for 40 days and nights to Caribou Island. By two accounts it was a rough and dangerous passage.

continued on page 131

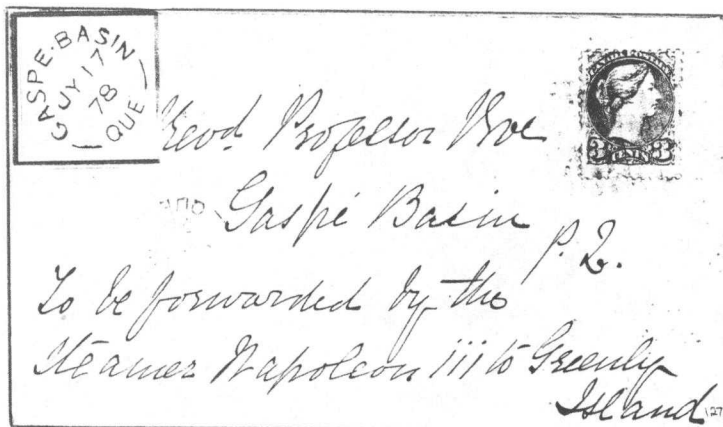


Figure 3.

LARGE AND SMALL QUEEN VARIETIES

John Wannerton, FCPS

At the Perth Convention I made mention of the varieties under discussion to both John Hillson and Harry Duckworth. With only a verbal description to go on, they suggested a brief note in 'Maple Leaves' should be of interest.

Figure 1 shows a 6¢ Large Queen, perf. 12, in what seems to be a yellow brown shade; it has no guide dot at lower left and is unused, no gum. The Unitrade catalogue lists no. 27iv as a 'partial double print at right'. This one is on the left and the scroll image showing in the medallion, at the back of the Queen's head, does not appear to be that appearing on the stamp; lines appear above and below as well.

Figure 2 illustrates a strip of three 3¢ Small Queens, perf 11.9, postmarked Vancouver No. 20/ 95. The first two stamps line up, with the base of stamps above just showing on the perforations. The third stamp is 1mm above the other two. Spacing between stamps one and two is 2.75mm, between two and three it is 3.75mm. There is a guide dot in



Figure 1.

margin centre between two and three; two smaller dots can be seen to left of stamps one and three.

Figure 3 shows a strip of four 3¢ Small Queens, perf. 11.9. The space between stamps one & two is 2.25mm; between two & three and three & four is 3mm. The first stamp is virtually 1mm below its companions. There do not appear to be any guide dots.

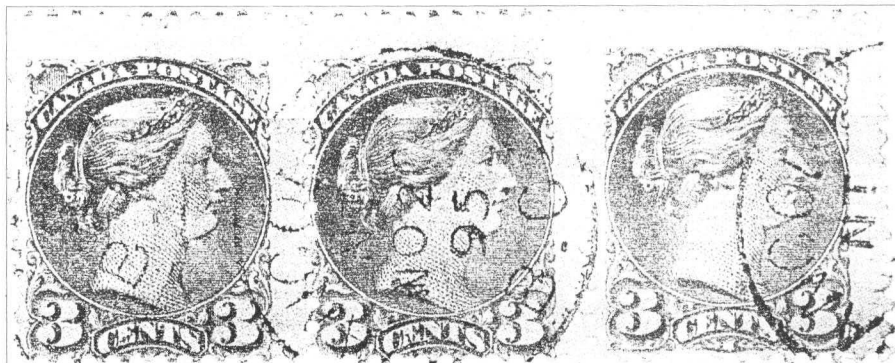
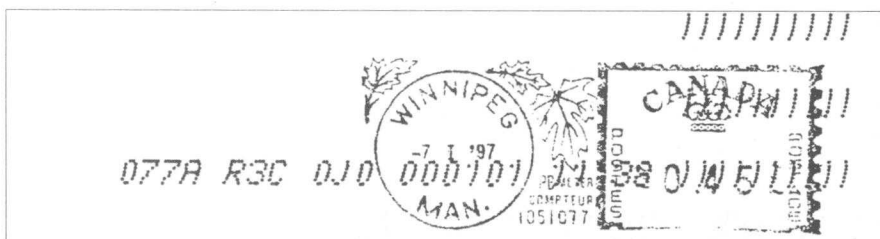


Figure 2. Guide dot is located within base of 'C' of 'BC' in the postmark.



Figure 3.

Any comments to the Editor would be appreciated.



Recent Ink Jet Markings-a correction

Gremlins really got to work on Dean Mario's article in the April issue (pp 66-68). Figure 13, as illustrated, was a duplicate of figure 12, so figure 14 should have read '13'. The true figure 14 is now illustrated above and, as stated in the original text, shows an example of a date error, with '00' instead of '97'.

Perhaps we should also mention that figures 15 and 16 represented new examples of machine bar coding for address interpretation.

Our sincere apologies to Dean; we hope readers were not sufficiently misled as to give up on a new area of postal markings before they start.

MEN WITH A MISSION cont. from p129

Carpenter retired from the mission in 1865 while Miss Brodie stayed on.

When John Redpath of Montreal (Sugar) died, the Canada Foreign Missionary Society lost much of its financial support. The Ladies' Missionary Society of Zion Church attempted to bridge the gap but, as of Feb. 1878, were running a \$400 deficit.

A second cover (Fig. 3) was mailed at Tadoussac Que. on 13 June 1878 to Reverend Professor Henry Roe at Gaspé Basin (Bay) and was received on 17 July 1878. There it was 'To be forwarded by Steamer Napoleon III to Greenly Island' (Lighthouse) on the Labrador side of the Canada / Labrador border. Henry Roe was professor of divinity (Anglican) at Bishop's College, Lennoxville P.Q. He was the author of *The story of the first one hundred years of the Diocese of Quebec* (1893). Perhaps it is reasonable to suggest that he was sent to reorganize the Canadian Protestant Missions along the border.

**How much would you pay for a coil strip with double perforation
as illustrated below? Read on before making an offer!**

FAKE DOUBLE PERF COILS

John Jamieson and Leopold Beaudet

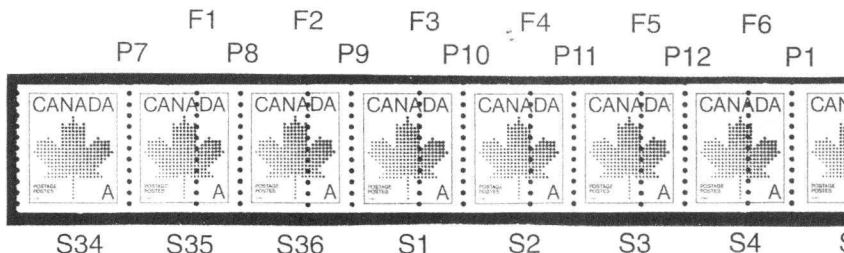
At the Great Western Stamp Show held in Richmond B.C. in February, dealers were approached by an individual from Burnaby B.C., with a stock book brimming with double perforation varieties. The stock book included strips of most coils issued since the 1973 Caricature issue. Although the varieties looked genuine, dealers Gary J. Lyon and John Jamieson, a co-author of this story, were immediately suspicious because of the large quantity of material being offered. As it turns out, all the double perf coils were fakes. John Jamieson deliberately acquired some of the material illustrated in this story, to provide evidence of the fakes.

The strips of coils offered at the Richmond show had 13 stamps with double perforations. There was even a strip of 13 of the 1983 32¢ Maple Leaf coil with two extra rows of perforations, a triple perf 'variety'. However, all the coils from the 1969 6¢ orange Centennial coil onwards are perforated just 12 rows at a time. This is borne out by imperforate coil varieties which usually have 12 rows of perforations

missing and by irregularities such as bent perforation pins which repeat after every 12 rows.

An imperforate coil strip caused by a missing strike of the perforator affects 13 stamps. Eleven stamps are completely imperforate and two are imperforate on one side only. Whoever produced the fakes must have thought, since a missing strike affects 13 stamps, an extra strike should also affect 13.

The 'A' coil John Jamieson acquired has a second anomaly that proves it is a fake. The strip is illustrated with two sets of numbers above it and one set below. The numbers beginning with 'F' refer to the fake perforations, the 'P' numbers refer to the genuine perforations, the 'S' numbers refer to the stamps. The stamp numbers go up to 36 and then start over at 1. The stamps are numbered this way because there is a design jump between stamps 'S36' and 'S1'. All coils from the 6¢ orange Centennial onwards are printed from two plates each with 36 rows by 20 columns of stamps. Each plate is fixed



Maple Leaf 'A' (30¢) coil with fake double perforations.

to a printing cylinder, and forms a semicircle around it. Where the two plates meet, there is usually a design jump or spacing variety between the last stamp on one plate and the first on the next. The design jump on the 'A' strip appears as a slight (0.5mm) downwards shift of stamp 'S1' relative to stamp 'S36'.

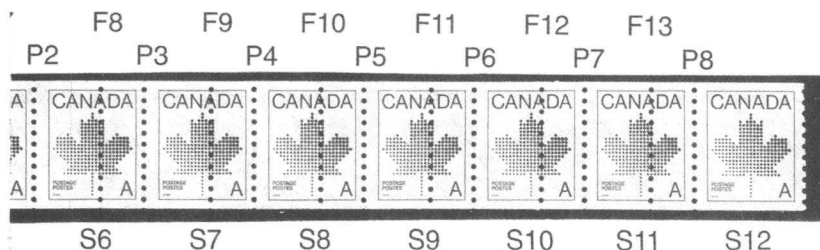
The coils also have 'perforation jumps' after every 12 rows of perforations caused by misalignments between successive strikes of the, perforator. The perforation jump on the 'A' strip occurs on stamp 'S4'. The perforations to the left of stamp 'S4' are all centred whereas the perforations to the right of 'S4' are shifted to the left, causing the stamps to be off-centre. Because of the shift, stamp 'S4' is smaller than normal. All the perforations up to 'P12' belong to one strike of the perforator, and those numbered from 'P1' on belong to the next strike. There is also a minor spacing irregularity in the normal perforations beginning at 'P7'. At this point, the perforations are shifted slightly to the right. This is not caused by a strike misalignment, but rather by a spacing variation in the rows of pins.

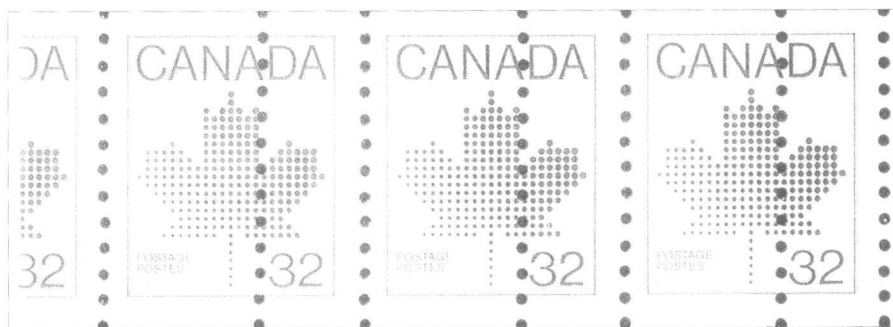
On the 'A' strip, the fake perforations are always exactly the same distance from the normal perforations to

the right of them. If the same perforator produced the normal and extra perforations, this would be impossible. To see why, consider the spacing irregularity between 'P12' and 'P1' caused by the strike misalignment. The fake row of perforations at 'F6' is the same distance from 'P1' as 'F5' is from 'P12'. This means that there is a spacing irregularity in the fake perforations between 'F5' and 'F6'. However, if rows 'F5' and 'F6' are in the middle of the perforator, a strike misalignment could not possibly occur at this point. Ergo, the spacing irregularity in the extra perforations should not exist.

The spacing anomaly in the extra perforations implies that they were produced one row at a time unlike the normal perforations which were produced 12 rows at a time. The faker took pains to position each row of extra perforations at precisely the same distance to the left of the normal ones, thus inadvertently mirroring the spacing irregularities in the normal perforations. He did not realise that he was reproducing a strike misalignment in the middle of the supposed extra strike!

There is another anomaly on the 32¢ Maple Leaf coil. As shown in the magnified view, the regular perforations have one or more crooked holes in most rows, the result of bent perforation pins. However, there are no such irregularities





Magnified 32¢ Maple Leaf coil shows crooked holes in normal perforations.

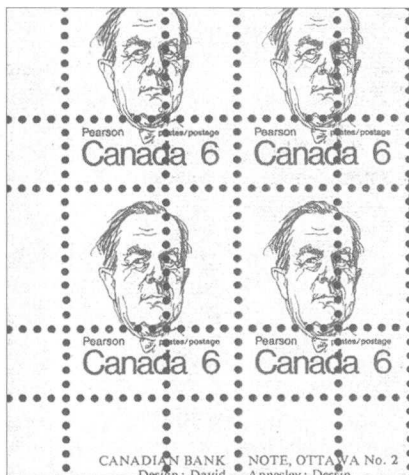
in the rows of extra perforations. All the extra holes are perfectly aligned. Obviously, the regular and extra perforations were not produced by the same perforator.

The individual offering the coils at the Richmond show also had several blocks of the 1973 6¢ Pearson Caricature definitive including a lower left plate block with the horizontal and vertical perforations doubled. Given its source, the chances that it is a fake are very high but, unlike the coil strips, there are no anomalies to prove it.

A similar 'variety' exists on the 1989 \$2.00 McAdam Railway Station definitive offered in a March 1996 auction by Regency Stamps Ltd. of St. Louis, Missouri. In this case, there is no doubt that the extra perforations are fake. The \$2.00 McAdam stamp was first printed by the British American Banknote Co. (BABN) who perforated it by feeding sheets vertically through a 2-row comb perforator. The perforating technique is confirmed by a spectacular missing strike error described in the 2 January 1990 issue of **Canadian Stamp News**. In 1992, Canadian Bank Note Co. (CBN) took over the printing duties, and perforated the stamp by feeding sheets

sideways through a 1-row comb perforator. The short column of the extra vertical holes in the bottom row of stamps might have been produced by the CBN sideways perforation. The hole pattern could not possibly have been produced by the BABN vertical perforation. Unfortunately for the faker, he chose to ply his craft on a block with the unmistakable characteristics of the BABN printing.

Over the past few years, several other fake extra perforation varieties have appeared on the market. In a December 1996 auction, Paradise Valley Stamp Co., Inc., of Scottsdale, Arizona, had a lower left plate block of four of the 1989 \$2.00 McAdam definitive with a quite different extra perforation 'variety'. The auctioneer, Mr. Torbjorn Bjork, withdrew the lot from the auction because the extra perforations were fake. On the plate block, the vertical perforations are doubled but there are no extra horizontal perforations. The fake is easy to detect for someone familiar with comb perforating characteristics. Where the extra vertical perforations cross the normal horizontal ones, the holes do not line up so there should be extra horizontal perforations along with the extra vertical ones. Since there aren't

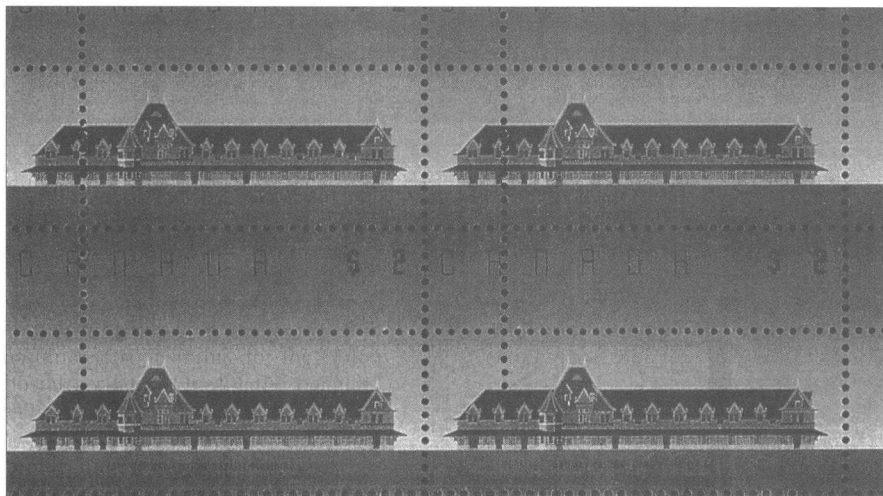


6¢ Pearson with extra horizontal and vertical perfs, acquired from the same source as the fake double perf coils.

any, the extra vertical perforations could not have been produced by the comb perforator used by the stamp printer, BABN, and thus the 'variety' is a fake.

Similar fakes are known on the 1978 14¢ Ice Vessels quartet, described in the 11 September 1990 issue of **Canadian Stamp News**, and on the CBN printing of the 1977 1¢ and 2¢ Floral definitives. The latter were offered in a June 1994 auction conducted by Jim A. Hennok Ltd., and were clearly identified as fakes in the auction catalogue.

Mr. Bjork withdrew several other extra perforation lots from the December 1996 Paradise Valley Stamp Co. auction because they were all consigned by the same person as the \$2.00 McAdam 'variety', someone from the Toronto area, and they all appeared to be fake. The lots included a peculiar part imperforate variety on the Hong Kong 1968 \$1.00 Coat-of-Arms definitive and several examples of British Commonwealth King George V and VI stamps perforated 'SPECIMEN', both straight line and horseshoe shaped. Mr. Bjork also rejected some high value 1898 Jubilee stamps from the same




BABN printing of the 1989 \$2.00 McAdam Railway Station with fake extra perforations in both directions.




individual because they were proofs perforated to look like the issued stamps. Collectors of classic material, take note!

In 1995 and 1996, two prominent Toronto auction houses and one in Hong Kong offered several peculiar part imperforate varieties on Canadian stamps similar to the Hong Kong piece withdrawn by Mr. Bjork. They included: (1) a strip of three of the 1958 5¢ Samuel de Champlain commemorative; (2) a strip of three of the 1959 5¢ Royal Visit stamp; and (3) a strip of four of the 1964 5¢ Royal Visit issue. In all three cases, the top or bottom of the strip appears to be imperforate except for part of the right stamp. One of the Toronto auction houses also offered an item from Hong Kong, a strip of four of the 1962 \$1.00 QE II definitive imperforate at bottom except for part of the right

stamp, and several British Commonwealth stamps perforated 'SPECIMEN'. The auctioneer refused to handle subsequent extra perforation material submitted by the consignor. The Hong Kong auctioneer offered at least two more part imperforate strips on Hong Kong stamps.

The part imperforate strips were faked by carefully trimming one side of the stamps just short of where the normal perforations would start to appear. Fake perforation holes were added on part of one stamp presumably to make the strips look like an unusual perforation variety rather than what they are, namely, normal stamps with one edge trimmed. The fakes are especially obvious on the Hong Kong stamps because they were comb perforated. On a comb perforated stamp, the spacing between adjacent rows of perforations is







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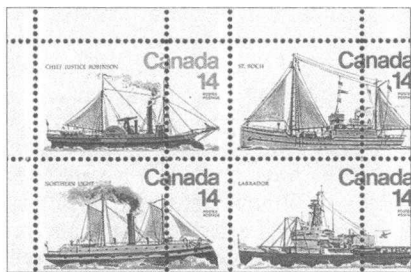
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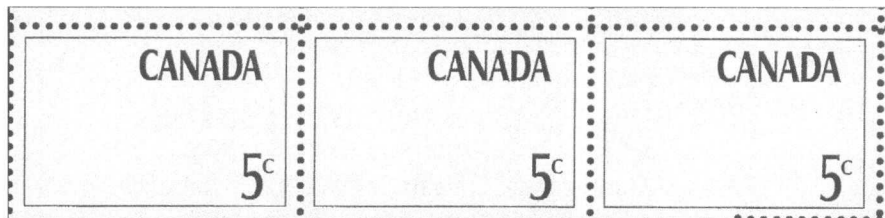
1978 14¢ Ice Vessels with fake vertical perforations.

fixed; however, on all four Hong Kong examples, the partial row of perforations is one hole too close to the normal perforations on the other side of the stamp. The peculiar part imperforate 'varieties' began appearing on the market about two years ago, although the stamps are 25 to 40 years old. In no case does a 'proving block' (that is, a block with stamps that are part imperforate between) exist, nor have other parts of the part imperforate strips been offered for sale.

On all the fake perforation varieties, the perforation holes look like the normal ones. The extra holes are the same diameter as the normal ones, the shape of the holes looks normal, the spacing between the holes appears correct, and the perforation gauge is identical. All the fake extra perforation varieties were detected because it was

impossible for the perforator that produced the normal perforations to produce the extra ones. On the coils, for example, the fact that there are 13 rather than 12 rows of extra perforations is the key to detecting the fakes. On the 14¢ Ice Vessels, the fact that extra perforations occur in just one direction but do not line up with the normal holes where they intersect clearly proves the 'variety' is a fake. On the part imperforate 'varieties', the fact that the 'imperforate' margins are trimmed too close to the stamps and the fact that the holes on the part imperforate side are too close to the holes on the other side of the stamp gives the fakes away. In all these cases, the extra holes themselves look like the normal ones.

The fact that the fake perforation holes look normal has some disturbing ramifications for variety collectors. One can surmise that an extra perforation variety is probably fake if it has an anomaly that a normal perforator could not have produced, but it appears to be impossible to prove conclusively that an extra perforation variety is genuine. For example, a strip of 13 coils with extra perforations is evidently fake, but if the strip is separated into pairs or strips of 4, the evidence vanishes. The extra perforations on the 6¢ Caricature definitive are even more disturbing. The



Sketch of the fake part imperforate 'variety' on the 1958 5¢ Samuel de Champlain commemorative.

extra perforations look genuine; however, given the source, how could anyone accept the variety at face value and pay a premium for it? Given the sophistication of the fake perforations, how can one be sure of the genuineness of ANY extra perforation variety? The short answer is: one can't.

Even the stamp expertization committees have had problems with extra perforations on coils. Last year, two pairs of the 1983 32¢ Maple Leaf coil with two rows of extra perforations were submitted to the Vincent Graves Greene Philatelic Research Foundation. In both cases, the Foundation issued certificates stating that the varieties were genuine. However, John Jamieson spotted a strip of the 32¢ coil with two rows of double perforations on 13 stamps among the extra perforation coils at the Richmond show. Although the pairs submitted to the Foundation could

be genuine, it is doubtful that anyone could prove it unequivocally. In 1995, the Comité d'expertise de la Fédération Québécoise de Philatélie issued a certificate stating that a strip of 17 of the 1978 14¢ Parliament coil with double perforations on 13 stamps was genuine. Unfortunately, the expertization committee either did not count the number of stamps with doubled perforations or did not appreciate the significance of there being 13 rather than 12.

The fact that good fakes of British Commonwealth stamps, perforated 'SPECIMEN' are showing up should raise a cautionary flag with Canadian collectors of perforated 'OHMS' stamps produced by the federal government between 1912 and 1947. Dangerous fakes of the perforated OHMS varieties were discovered in large numbers as far back as 1978 and 1979.

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The authors know of several extra perforation varieties that were found at post offices. These discoveries are unquestionably genuine. However, once the discovery is publicised and a photograph is published, What's to prevent a faker from producing imitations of the discovery?

With the printing of this story, the problem of distinguishing genuine from fake grows even more acute. On the one hand, this story provides you the reader with some ammunition for detecting fakes. On the other hand, the faker can use this same story as a guide to correct his mistakes and produce fakes that look even more convincing. Unfortunately, unless some way can be found to positively identify all fake perforations, EVERY extra perforation variety must be suspect.

Footnote from John Jamieson

As the owner of the Saskatoon Stamp

Centre, I have bought and sold many double perf 'varieties' over the years. With this discovery it is now painfully clear that some of them were likely fakes. Others that are likely perfectly fine are now highly suspect. Anyone who has ever purchased any such 'varieties' from the Saskatoon Stamp Centre is asked to please contact us. Sort of a Philatelic 'Recall' notice. Whether it is one of the 'obviously' guilty - double perf fakes or even if it is one we feel is 'OK' but you are feeling a bit uneasy about your investment please contact us. If you are the least bit concerned about your purchase we will gladly refund your money. Regardless, we want to discuss what you obtained through us and establish what you have. At the Saskatoon Stamp Centre we guarantee everything to be genuine, forever.

John can be contacted at the address below.

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

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POSTAL HISTORY PUZZLES – SOLVED AND UNSOLVED (5)

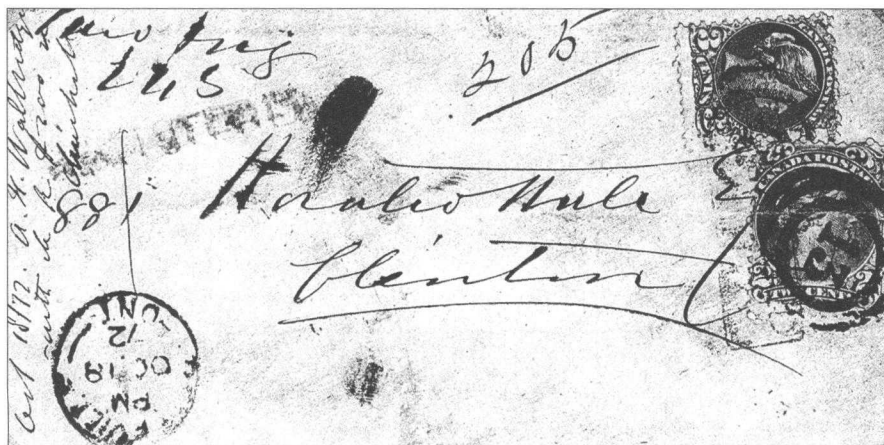
Horace W. Harrison, FCPS

It was a common practice in Canada for Postmasters to carry charge accounts for their postal patrons, and to provide personal services in dispatching letters for them. Illustrated is an envelope from Belleville, Ontario, 18 October, 1872, which may have been dropped in the mail slot at the Post Office while it was closed for lunch. It is endorsed in the ink and handwriting of the address 'Paid & reg/245' in the upper left corner. When posted, the letter had no stamps on it. In the original processing for dispatch, the Postmaster placed a 3¢ Small Queen stamp on the envelope, cancelled it with the 2 ring 13 obliterator assigned to Belleville, and applied his circular date stamp. In charging the 3¢ postage to account of Box No. 245, he noted the request for registration, handstamped the envelope 'REGISTERED' in red, added a further 2¢ Large Queen as a registry fee, partially over the killer for the 3¢ postage stamp, and hit the 2c stamp with a freshly inked 2 ring 13

REGISTERED
B & L.H.R.

hammer. A receipt for a registered letter would have been placed in Box 245.

The letter was then assigned either 205 or 881 as a registered letter number and dispatched on the next westbound Grand Trunk Railway mail car in a closed bag for Stratford, where the GTR intersected with the Buffalo and Lake Huron Railroad. Transferred to the B & L.H.R.R and assigned either 205 or 881 as a registered letter number, the two postage stamps were tied together with the small boxed 'REGISTERED/ B & L.H.R.' handstamp, which was also struck twice on the back, together with the 'B & L.H.R.R/ WEST/ OC 19/ 72' c.d.s. and off-loaded at Clinton for delivery to Horatio Hale, indicated by a Clinton c.d.s. for 19 October, 1872.



THE HUDSON'S BAY COMPANY'S POSTAL SERVICE TO THE WEST COAST OF NORTH AMERICA: 1821-1860 (Part 2)

David Whiteley

Continued from June Issue, p.99

Probably two of the most interesting letters of the pre-colonial period found in this correspondence were those written by Elizabeth Carrick to her brother, Second Officer on board the *Barque Cowlitz*. The first two letters, written 16 November 1843, are copies. The first states in part "*Sir John. [Simpson]...advises me in to send two letters...in case one should be lost. One he encloses for me to a Gentleman at Cowes, I suppose to be sent by Some one of the Ships officers the other in the Company bag...*" The second copy states in part; '*this is the second letter I am writing to come by the ship Brothers as Sir John advised to do so for fear one should be lost I have endorsed one to him as he said he would forward it for me. This I am going to send to Cowes myself*' (PAM. HBC, E31/2/1 folios 53,58.). The third letter dated 29 August 1844, addressed to Mr William Carrick, 'Second Officer on board H.B.Cos. *Barque Cowlitz Columbia River*' was returned to London endorsed '*drowned on voyage out from England per Cowlitz 1843/44*.' At London it was struck with a s/l SHIP LETTER handstamp, rated 8d. 'collect,' ship letter fee and collected a London 13 October 1845 receiver. (PAM. HBC, E31/2/1 folio 62d.).

This whole body of correspondence is of great value to the postal historian as it not only explains the mechanics of the Company's private postal service, but clearly shows that the Company did not only carry correspondence between the high officials but that the common

employees' correspondence was carried in exactly the same manner. These letters also illustrate the uncertainty of communication and the many perils facing these intrepid pioneers who opened up the west.⁴

First Colonial Post Office

The creation of the Colony of Vancouver's Island in 1849, with its attendant Colonial administration, initially brought little change to the postal arrangements of the new colony, as neither the Colony nor the British Government were prepared to provide the substantial amounts of money necessary to maintain either a domestic or an overseas packet service. Consequently the HBC became *ipso facto* the first colonial post office. For this purpose an office was opened in the main store building in the accountant's office where both the Colonial and Company mail was handled.⁵ 1849 saw another event that greatly affected the lives of the inhabitants of New Caledonia. As a reaction to the California gold rush, the United States Government established a regular mail steamship service to San Francisco, Portland and Olympia via the Panama isthmus. The establishment of this service allowed the HBC. to operate express boats, conveying the mails, between Olympia and Victoria. Some examples of letters sent by this route have been preserved in the Hudson's Bay Archives. First is a letter from Jean Flett dated sometime in 1849 to her sweetheart Thomas Craig, addressed c/o Hugansbay (Hudson's Bay) House,

London. Postage to London is paid with a torn 1d red imperf. and rated 1/2½d sterling postage to Fort Victoria (29¢ U.S.), the United States postal rate to the west coast from Britain. Carried by closed mails to Olympia, Oregon Territory, it received a black manuscript arrival 'Olympia O.T. 12 Sept 29¢' and a U.S. 10¢ accountancy mark, indicating inland postage due to the United States Post Office. Finally it was endorsed *Ret. to Hudson's Bay House Out of Service Nov 1850.*' (PAM HBC. E3 1/2/1 folio 76). A second letter, from Mary MacDonald, Stornoway, dated 2 October, 1851, (Boxed d/s.), to Allan MacIsaac, Labourer, Columbia River, H.B.C. House London, carries a red London 'Paid,' a 4 October 1851 transit stamp & 1/2½d. (29¢) postage paid. It is also struck with ART-5 U.S. PKt s/l. hand stamp, used in conformity with Great Britain-United States Postal Convention 1848. The letter was carried by Collins Line packet to New York then overland as closed mail to Olympia, endorsed on arrival '*Fled Across?, Oct 21st.*' the letter then returned to Hudson's Bay House with a circular hooded AMERICA LIVERPOOL 6 December 1854 arrival mark. (PAM. HBC. E31/2/1 folio 199d.).

Besides the regular monthly mail steamer, the Hudson's Bay supply ships and overland Brigades; Royal Navy war ships, and the occasional whaling ship also brought mails to the fledgeling Colony. For the next ten years the HBC assumed responsibility for the Colony's postal services. One of the benefits of the new arrangement was the removal of the surcharge which had been made by the Company for handling non-employees' mail. All mail for legitimate settlers and Company employees would from henceforth be carried at prevailing

postal rates. In 1852 Roderick Finlayson a member of the Legislative Assembly and an official of the HBC, was given responsibility for the mail service, assisted by J.W. McKay. In 1854 the U.S. mail steamers started to leave mail for New Caledonia and Victoria at Portland for carriage by stage coach to Steilacoom, from where they were brought to Victoria by boat. Frequently the official mail, from the Colonial Office in London was extremely bulky and consequently an expensive drain on the Colony's finances; for example one package made up at the United States Post Office in Puget sound was rated \$68.88 collect. The excessive rates caused Governor Douglas to suggest that in future official correspondence weighing over 16 ounces should be sent by HBC ship at no cost. It would not be until 1856 that serious complaints were made about the Colony's postal services. However, though all recognized the problem all agreed that, without substantial sums of money from the Home Government, little could be done to improve the frequency of service or establish local delivery. It was, however, agreed to move the Post Office from its cramped quarters in the main store to a separate location, a small cottage owned by Captain James Sangster, Collector of Customs, Harbour Master and Pilot, just inside the front gate of the fort enclosure. Captain James Sangster was constituted Postmaster and became responsible for handling the Colony's mails.⁶

HBC 'Loses' Vancouver Island

In 1857 the British Government appointed a Select Committee to inquire into the condition of the British possessions in British North America, which were being administered for the

Crown by the HBC. As a result of the findings of the Committee it was decided not to renew the HBC's grant of Vancouver Island and to create a separate Crown Colony on the adjacent mainland. The new Colony of British Columbia was created with James Douglas as Governor of both Colonies. The Colonial Office sent out trained administrators to assist Governor Douglas in the organisation of the new Colony which, in 1858, was inundated with people heading for the Fraser Valley gold fields. This great influx of an unruly mob from the California gold fields and elsewhere put considerable strain upon the two colonies' administration, not the least being the postal service which, for the Americans, was totally inadequate. Their needs were, however, quickly satisfied by the various Express Companies, who handled much of the mail during this period.⁷

The creation of Colonial administrations led to a slow demise of the Hudson's Bay private mail service, although the Company's supply ships and Brigades still carried mail on the Company's business and for its employees; but all across its North American holdings the Company was slowly diverting much of its overseas commerce to commercial enterprises. The availability of alternative avenues is neatly summed up in a contemporary letter offered in the de Volpi sale as lot # 65; from Alexander Hunter Murray at Fort Simpson, New Caledonia dated 23 March, 1852, probably carried overland to Sault Ste Marie where it was placed in the Canadian Postal system (AU 1 1852 date stamp) and endorsed in m/s 'Via Canada & New York.' The contents in part read:-

Once more let me inform you that letters by the ship. will arrive here six months in advance of any bulky parcel and letters (but letters only) by the spring express [brigade], which leaves London in early April, some months sooner than sent by ship. I trust you will recollect this – the postage is nothing, nothing at all to me, compared with the satisfaction of hearing from you a little sooner...By some new regulation which I have just learned, letters for England can now be sent via Canada and New York by the pre-payment of the postage to New York. I therefore seize upon the first opportunity to send you a few lines...I will go out to Portage Locke [sic] (Loche).⁸

HBC's Influence

During this pre-colonial period significant changes had taken place in the HBC's administration of its holdings in Central North America. The most significant change was the growing importance of the Red River settlement and its Fort at Upper Fort Garry as a central distribution point for merchandise coming in and furs and other commodities going out. From Fort Garry the Company's Brigades travelled north south east and west in a carefully controlled and time-tabled cycle, meeting brigades at appointed rendezvous from the far west and far north. A regular supply route between Fort Garry and York Factory was also maintained as York Factory was still the main entrepot for goods from the United Kingdom.⁹ As the railroads moved westwards across the United States and steam packets across the Atlantic proliferated, the Company was able to take advantage of

the new opportunities. Arrangements were made with the American government to ship goods in Bond to the Red River Settlement, via its agents in New York, and then by rail and stage to warehouses constructed on the Red River at Georgetown, north of St. Paul, and then by stage or steamboat to the River Settlement for distribution to the Company's western posts. The establishment of regular mail services across the Atlantic and to Pacific coast ports did much to reduce the isolation and lack of communication with friends and family. The gradual opening up of the west in both the United States and Canada also created better and more frequent opportunities for correspondence to pass between eastern and western North America.

In conclusion it can be seen that, although for self-serving purposes, the

HBC played a vital and significant role in facilitating the movement of mail from the United Kingdom and from other points in North America to its west coast holdings for a significant period of time. The company also found itself the custodian and agent for Royal mails for the first ten years of the Colony of Vancouver's Island's existence with very little hope of much remuneration for its endeavours on the part of the Colonial Office. Over the years the Company's supply ships carried large quantities of mail free of charge to its employees all over its far flung empire, thus easing the exorbitant expense of mail prior to 1840.

References

¹*For the philatelist the best source is Alfred Stanley Deaville, 'The Colonial Postal Systems and Postage Stamps of Vancouver Island and British Columbia, 1849-1871' (Victoria B.C. Charles F.*

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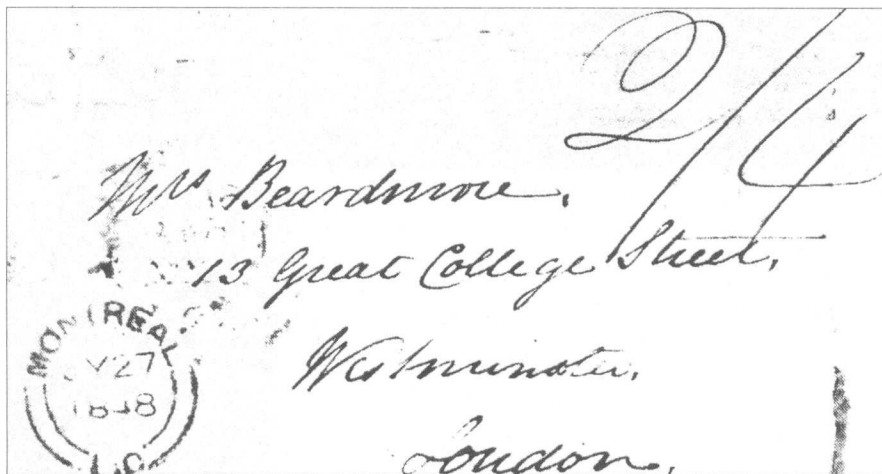
... and many more

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BNAPS - *The Society for Canadian Philately*



Banfield, 1928), Chapters I- IV. from which much of the introductory material has been taken, unless otherwise noted.

²The overland journey between Fort Okanagan and Fort Alexandria was made by horse brigades which employed as many 300 horses to convey the supplies and merchandise to the various forts en route. Bernard & Jean Weber 'The Okanagan Brigade Trail,' 1991 PAM. HBC. Archives Search File Brigades.

³This information is contained in a letter, shown above, from Charles Beardmore, Norway House, dated 27 July, 1848, to his mother in London in which he writes in part; "...I proceed immediately across the mountains to the Columbia and the journey will occupy 4 months...the Columbia ship sails for Vancouver, which it does in September...[and will not arrive until] March or April". De Volpi sale Lot #57.

⁴For those interested, the correspondence held in the HBC Archives is at present being transcribed by Ms. Judith Beatty, Chief Archivist, who is in the process of preparing the contents of the letters for publication. The project has aroused considerable interest on both

sides of the Atlantic, especially in Scotland where Ms Beatty's work has been the subject of newspaper articles in the leading Glasgow papers and an interview on Scottish Regional Radio. Ms. Beatty has, as a result been able to trace some of the surviving relatives of the correspondents.

⁵It is not within the scope of this article to discuss either the Colonial postal services or the postal services offered after 1849 by the various express companies as these matters have been adequately covered in Deaville's 'Colonial Postal Systems...'

⁶It should be noted that the population of Vancouver's Island at this time was between 600 and 800 white persons.

⁷It is far beyond the scope of this paper to go into the history of the various Express Companies that were active in British Columbia.

⁸R. Maresch & Son Auction Catalogue Sale No.140 May 26th, 1982 p.53

⁹For a description of the various Brigade routes see Robson Lowe Ed., 'The Encyclopedia of British Empire Postage stamps, Vol. V' (London: Robson Lowe Ltd. 1973). pp.84-88.

LETTERS TO THE EDITOR

Tom Almond

W-S-S

Recently I purchased an Admiral cover with a scarce Amherst slogan and the added attraction of an adhesive label on the back. The label appears to be modelled on the English language version of the \$5 Canadian War Tax stamp of 1918 (FWS2 in Van Dam's Revenue Catalogue). However, a beaver, a triangle and 'Buy W-S-S' have been superimposed upon the official design.

I can find no reference in the literature so:

Who printed it?

Was it official?

Where was it sold?

How many were produced, is it scarce?

Are there other labels in the same series?

Does 'W-S-S' stand for 'War Savings Stamps'?



Len Belle

DATE MYSTERY

I recently obtained a registered cover posted at Cairnside, Quebec to Hamilton and franked with the straw

shade of the 7c Edward. It is dated 18 April, 1912.

Enclosed is a photocopy of the reverse of the envelope; I am intrigued by the Montreal & Toronto G.T.R.Y. datestamp.

I am not a collector of RPOs and cannot recall having seen such indicia before. Perhaps one of our RPO buffs would enlighten me as to the significance of the '7124' in the date slot. Could it have been a moment of mental aberration on the part of the RPO clerk?

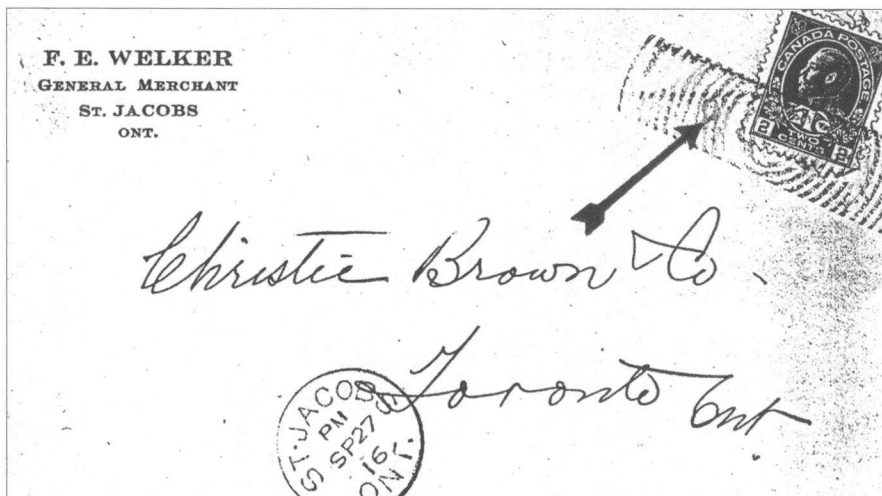


Hans Reiche

ST. JACOBS

The letter from Jim Kraemer (April ML, p69) made me look at my own covers with this interesting cancel. Both are addressed to Christie Brown Co. in Toronto. One cover is dated 23 Aug. 1916, the other 27 Sept. 1916. What is interesting is that careful examination of the cancel reveals two small white areas in the rings that, to me, would indicate holes of a button that had been cut down, rather than a cut down plate. These holes may not be clearly visible in the illustration; they are located at the 10th part ring from the outside.

Editor's Note: It will be noted that both Hans' covers pre-date Jim's earliest, possibly the 'holes' are only visible on very early examples. Perhaps



possessors of this cancel would care to examine their specimen(s) and report. Hans is right, they do not reproduce well, the 'holes' that is!

The Yellow Peril KINGSTON SLOGAN (Jan ML. P28)

Machine slogan cancellations are interesting, generally inexpensive and popular, as evidenced by BNAPS study group 'Slogan Cancels', headed by Dan Rosenblat, and the CPS group, 'Slogan Postmarks' formerly headed by the late Len Harris. Not having seen a cancelling machine, I cannot explain the missing pieces of the Kingston slogan. I suggest that either of the groups might be able to provide the answer; failing that, a letter to the Kingston postmaster might be fruitful.

As to the inverted dater, I would guess that after changing the date or time indicia the clerk inadvertently replaced the dater upside down. Similarly, the dater of an ordinary machine cancel and the slogan portion of the postmark could also be inserted

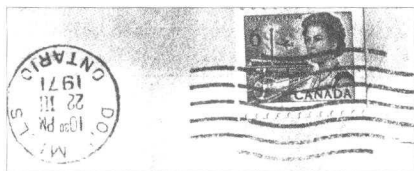
upside down. The postmarks illustrated overleaf are examples.

I do not know if there are other Centennial slogan varieties but if I were a slogan fan I would certainly be on the alert for machine postmarks where both dater and slogan are inverted; also cancellations with the dater removed, leaving just the slogan. I did have in stock a daterless slogan tying a 1937 Geo.VI to a post card.

Editor's note: Jeff Switt (June ML, p. 110) may already have had the last word on the peculiarities of the Kingston slogans. The relative scarcity of inverts suggests the errors might occur after components have been removed for cleaning as this is a far less frequent operation than the changing of indicia.

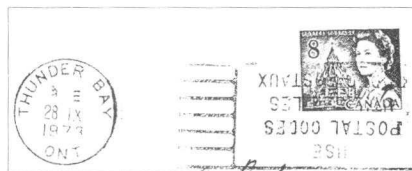
Len Belle ST. JACOBS

I was interested to read the correspondence in the January and April issues regarding the St. Jacobs postmark.

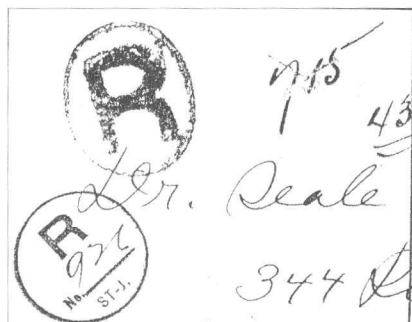


The postmaster there seems to have gone in for unusual markings. I enclose a photocopy of a registered cover which has an unusual registration mark from St. Jacobs. It was applied in transit from St. Clements Ont. to London, Ont. The reverse has a St. Jacobs CDS of 29 Oct, 1915 as one of the transit marks.

This is the only example I have seen; I wonder if any member has another copy. It will be seen that the cover is addressed to Dr. L. Seale Holmes, author of the well known catalogue.



Editor's Note: Regrettably room only for a portion of the cover.



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FROM THE TREASURER

It is the Society's policy to keep subscriptions as low as possible, but with ever rising costs and a substantial fall in our investment income, due to much lower interest rates than were the norm a few years ago, the Society has had to bow to the inevitable. The new subscription rate is a realistic level to enable your officers to maintain and improve the Society's services. Members are encouraged to take advantage of the prompt payment discount, introduced last year, but now **doubled**; those taking advantage of the concession will find the increase to be modest. It is intended that the substantial discount will continue to be available and that the new level of subscription will be held for the foreseeable future.

WESSEX GROUP

Members met at the home of Rodney Baker in Bitterne on 19 June to discuss 20th century material. There was initial apprehension that available material would be insufficient to sustain an evening. In the event, come 10.00 p.m., discussion was still in full swing and some material did not even see the light of day.

The next meeting is scheduled for Thursday 2 October when Dr Dorothy Sanderson will be putting up some choice postal history material for discussion.

FORTHCOMING EVENTS

1997

Aug 10 S.W. Group meet at Bristol Federation Convention in Portishead.
Aug 28-30 BNAPEX '97, St John's, Newfoundland
Sep 10-13 CPS of GB Convention,

Crown Hotel, Harrogate
Sep 17-21 STAMPEX, London,
Business Design Centre, Islington, 52
Upper Street, London
Sep 19-21 Royal Caltapex, Calgary
Oct 2 Wessex Group
Oct 11 S&C Scotland Group, Crawford
Oct 9-12 Stamp '97, NEC Birmingham

1998

Feb 25-March 1 STAMPEX, London,
Business Design Centre, Islington, 52
Upper Street, London

International Exhibitions

1997

Oct 17-26 MOSCOW '97, Moscow
Dec 5-14 INDIA '97, New Delhi

1998

May 12-21 ISRAEL '98, Tel Aviv
Jul 27-Aug 2 PORTUGAL '98, Lisbon
Oct 23-Nov 1 ITALY '98, Milan
Oct 20-25 ILSAPEX '98, Johannesburg

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924; S & C Scotland from John Hillson
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