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OF GREAT BRITAIN



Maple Leaves

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Whole No. 265
Vol. 25 No. 5
October 1997

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MAPLE LEAVES

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EDITORIAL

In the April issue we mentioned the introduction of a web site on the Internet by the Royal PS of Canada. It was not long before we were reminded that our friends over at BNAPS also have their own site, which can be accessed via <http://compusmart.ab.ca/stalbert/bnaps.htm>. Experienced web surfers will know there are a number of philatelic sites now open, including a few auction houses which provide access to their catalogues. We were even inveigled, by the family surfer, into entering the answers to a philatelic quiz in the hope of gaining some unquantifiable benefit.

All this leads to the suggestion that we should include, in the Members Handbook, e-mail addresses for members who have them. This was agreed in Committee, so members are invited to advise their e-mail address, if they wish, and it will be shown in 'ML'

under 'Amendments to Membership'.

Member, Malcolm Montgomery, is editor of the newsletter of the Transatlantic Mail Study Group of BNAPS and has presented copies of recent newsletters to our Library. Issues 51-57, March 96 to March 97 inclusive, are in the Librarian's hands. They are splendidly produced and well worth a read.

We are sad to report the passing of A. Bruce Auckland, FCPS, on 20 July, at the age of 102. A memorial service was held at the Mortonhall crematorium in Edinburgh and the sympathy of the Society's membership was extended to the immediate family at the close of the service. Bruce was the first Editor of 'Maple Leaves' and indeed coined the title. He nursed the first 22 issues and gave the Journal the impetus required to make it a success.

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**DEALERS IN
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A ½¢ LARGE QUEEN ON-COVER?—TWO⁽¹⁾

The Yellow Peril

There are Large Queen covers and there are Large Queen covers. I had thought that the 1877 5¢ LQ registered cover - its registration fee paid by an 8¢ registered letter stamp - was it.⁽²⁾ When that cover was knocked down to me at the Sotheby Park Bernet Stamp Auctions (the Big Apple) after London '80, I felt as if I had the world by the tail. It was a big thrill bagging the cover but, after looking at it for two years, I became immune to it, and as I really wasn't into Large Queens or Registrations I relinquished it to a more appreciative collector.

It was on one of those sunless autumn mornings in 1983 when I received a surprise telephone call from an out-of-town dealer I knew only by sight. Why he called is still a puzzle - perhaps he remembered one of my infrequent wild 'buy' ads or perhaps it was just one of my rare lucky 'right on' days when everything went my way. Whatever the reason I was (and still am) happy that he did. The caller said that he was at Union Station waiting for a later afternoon train and was taking some covers to sell to a prominent collector in Western Canada. As it was a long wait for him and there was a good train/bus service from the railway station right to my back door, I asked my caller if he would like to spend some of that waiting time in my home. He went for it.

After the usual preliminary exchanges and coffee, my guest opened his attache case. There were two bundles of choice BNA covers but the only item that caught my eye was a ½¢ LQ on an August 1878 mast-head of the 'British Messenger.' The stamp, tied to the

periodical, was slightly damaged from being placed too close to the top edge. The price, although not excessively high, was not negotiable despite the stamp's condition. My visitor, however, promised that if his wealthy customer did not buy it, he would sell for less. Even though I had not seen such an item before and knew nothing about it, my instincts told me that I had better buy it and not gamble the possibility that it would not be sold.

Apart from the monetary aspect, the vital difference between the erotic 5¢ registered LQ cover and the homely ½¢ piece was that the 5¢ LQ cover did next-to-nothing for me. There was neither academic nor entertainment value to it. The ½¢ effort, on the other hand, opened up a new area to explore. The more I investigated the more convinced I was that there were far more fake than genuine ½¢ Large Queen covers. The ½¢ LQ covers that I saw and read about were wrappers, and one 'Weekly Prices Current' with a ½¢ LQ affixed to it. At PhilexFrance (1989) a dealer showed me a ½¢ LQ which seemed to me, to be on some sort of circular or envelope and addressed to Germany. The item was offered with a certificate. At London '90 I was shown this item again. This time, by a collector who had just bought it. More recently (1996) I saw two ½¢ LQ items. One was at a fall auction - a ½¢ LQ on one of those Mrs. Harris wrappers addressed to London. The second - an incredible 'pièce de resistance' - a ½¢ LQ on a 'Statistical Judiciaire' at Capex. It was not only on display but it was certified as well! I couldn't believe my eyes. I had to take a look at it on each of the three days I

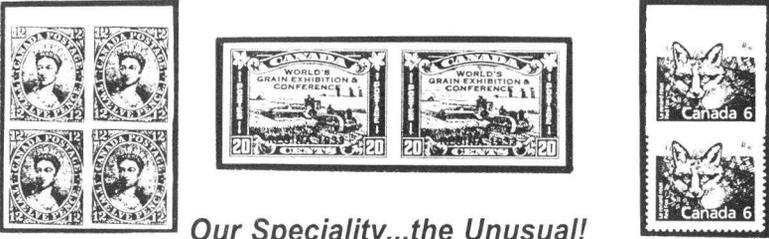
visited the big show just to make sure I wasn't seeing things. Somehow or other I had come across this item before but exactly where or when I cannot remember. Maybe one of our members had it.

When 'A ½¢ LARGE QUEEN ON-COVER'⁽¹⁾ was published, the late Alan Steinhart made these two comments to me: "I agree with you" and "I found one recently." I did not see his cover but I have reason to believe that Alan sold it (and other covers I knew Alan had) to a collector whose collection was being sold by R. Maresch and Son on 4 March, 1997. As it was the first time that a ½¢ LQ cover that looked like a ½¢ LQ cover was being sold, I made it a point to examine 'THE CANADA BEAVER'. I liked what I saw – a periodical (Effective 1 October 1875 newspapers weighing less than one ounce each can also be posted singly for ½¢). This was the lot and its description.

191 21vi: GRAY BLACK, a fine and sound copy tied by very fine TORONTO ONT 4 NOV '76 c.d.s. to complete copy of THE CANADA BEAVER (Vol 1 no. 5) of November 1876. Exceedingly rare and hopelessly undercatalogued in U.C.S. SHOWPIECE.
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When I was walking to the auction chamber a voice from behind cried out: "Stan, I have a bone to pick with you"! It was from a collector I have known for some 40 years but with whom I have had very little dealings. He told me that he had bought a ½¢ LQ wrapper at auction for the equivalent of £400. The plaintiff drove home the point that the wrapper was addressed to Mrs. Harris who was the daughter of Egerton Ryerson, the chief superintendent of education for upper Canada⁽²⁾ implying that any document or letter with her name on it cannot be anything but legitimate. His complaint

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THE CANADA BEAVER.

VOL. I.

Toronto, November, 1876.

No. 5.

Stamp Department.

CANADA.
We are informed that Canada is to have a Stamped Envelope, which is now in preparation, and will be ready for use about the beginning of 1877, or the end of 1876. At present the color is unknown, but we will probably be able to inform our readers next issue. The design will be as follows: In an oval frame will be the head of

DANISH WEST INDIES.
Two new values are announced. Type, paper, and perforation, same as current series.

5 cent, gray, frame green yellow.

10 " brown, " blue—C. & S. J.

Fiji.

The Fiji Times Express Stamps have reappeared, values as below. They are somewhat similar to the old series.

1 sh. Black on rose.

during recesses in looking at the boys playing foot-ball, shinney, marbles, and other youthful pastimes, after which his acquaintance became somewhat general, as may be seen from the fact of his being already nicknamed "Dumpty." He began to take part in the fun, both as regards mischief, it must be confessed for him, and legitimate sources of merriment. Foot-ball was his favorite game, although

who should arrive on the scene but Mick, he having learned that the two young pigeons had been noticed at the same time, proceeded to contend that as Jonathan was guilty of neglect in not examining the nest oftener, he should be allowed the pick, which he said he was determined to have; after some further remarks in a rather uncomplimentary strain, Mick declared he was 't afraid of our hero, who

was that because of my '1/2¢ Large Queen On-cover' report, the 'Royal' would not certify his wrapper. As my mind was psyched to engage the enemy in an auction battle, the only reply I could muster was a facetious "Sorry 'bout that"!

Lot 191 opened at \$1800 and after overcoming moderate opposition, it was nailed down to my understudy for \$7500. To this figure, a 15% buyer's premium and a 7% Goods and Services Tax were added, raising the total of this item to a minimum cost of \$9228.75^(b) against the Specialised Catalogue valuation of \$1000.

Two months after the Maresch sale a friend rang to ask if he could act as my agent to buy a 1/2¢ LQ cover that was being sold in an American auction. He described the cover and as soon as he said the word 'wrapper' I said, "Thanks but no thanks"! From his description I surmised that it was the same cover featured on page 89 of the March 1973 issue of 'The Canadian Philatelist'⁽⁴⁾

The high price realised for Lot 191, the circumstances surrounding the single, in- period usage of the 1/2¢ LQ

and the recent finding of 'The Canada Beaver' periodical are more than enough reasons to recommend to our members to be on the lookout for a 1/2¢ LQ cover. Possible sources are old paper shows, collectibles fairs and used book stores, etc. Good luck.

References:

- (1) Initial article...ML214, Aug 1987 p259.
- (2) ML184 August 1981 p111.
- (3) ML249 August 1994 p304.
- (4) The Canadian Philatelist Vol 24 March 1973.

Notes:

- (a) The Ryerson Poly Technical Institute was named after Egerton Ryerson.
- (b) Ontario residents who are not exempted, pay an additional 8% provincial sales tax on \$8625. (\$7500 + 15% premium)

A ONE, A TWO AND A THREE

A misprint on p89 of the June issue resulted in the year '1901' appearing in the first column, this should have read '1910'. *Apologies.*



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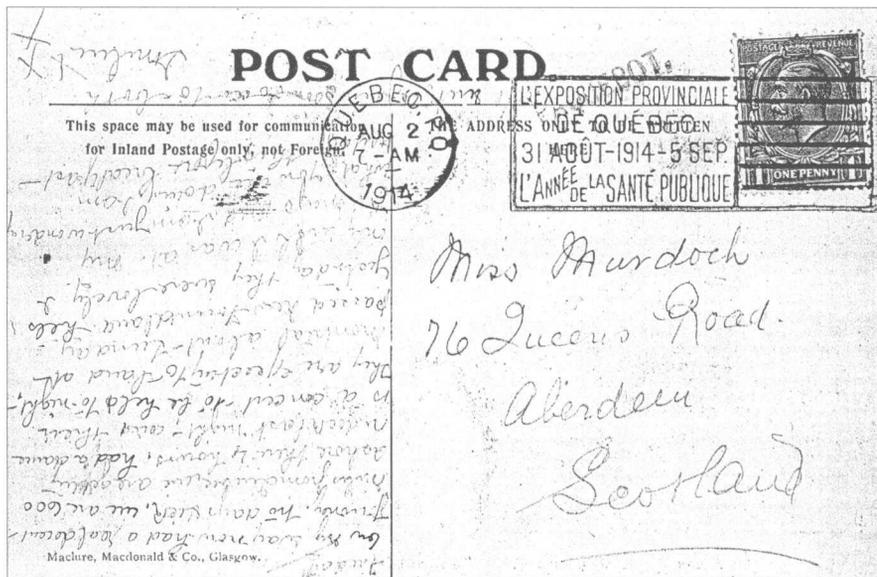
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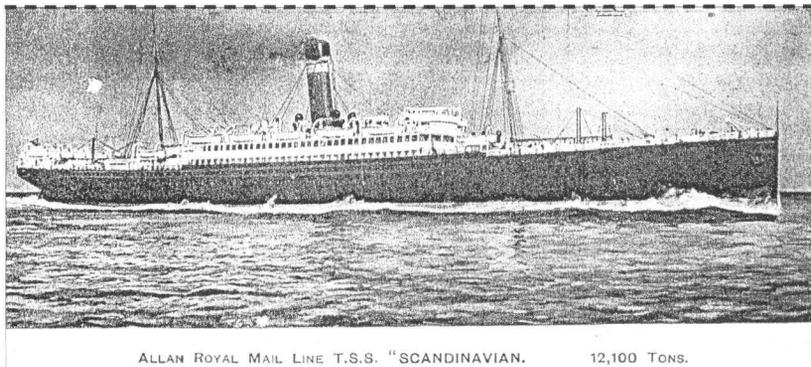


The writer addressed the above card on 31 July, 1914, while on board S.S. SCANDINAVIAN en route from England to Montreal, P.Q. Being a British registered ship, a British postage stamp was affixed to the card and, when posted on board, a handstamp reading PAQUEBOT (see evidence above slogan cancel) was added. The ship stopped at Quebec for four hours and mail was off-loaded on 2 August. The card was then postally cancelled at a Quebec post office and was ready for the next ship sailing for England.

Two days later, 4 August, proved to be an important date in world history when Great Britain declared war on Germany. Canada was immediately involved. A few important events took place within the next two months...

- 17 August First Canadian Expeditionary Force authorized.
- 23 September Embarkation of C.E.F. at Quebec begins.
- 3 October Entire 1st Canadian Contingent sails from Gaspé.
- 14 October 1st Contingent arrives Plymouth, England.

Leaving Montreal on 8 August, S.S. SCANDINAVIAN completed two eastbound voyages carrying a total of 387 passengers and two westbound voyages carrying 1467 passengers. On the final westbound voyage she arrived at Quebec on 25 September when she was chartered for the 31-ship convoy carrying Canadian troops to England. The cost of the convoy was \$3,363,240.42, largely resulting from the early chartering and subsequent



Obverse of postcard overleaf, cropped at top.

demurrage charges in order to assemble such a significant fleet of ships at one port at the same time.

S.S. SCANDINAVIAN was built by Harland & Wolff, Belfast, in 1898 with passenger accommodation of 1200 plus

crew. As 'Her Majesty's Transport' she carried the 10th Battalion, 4th Canadian Infantry Brigade, #1 General Hospital personnel, a total of 1,277. Included in the cargo was ammunition, 21,109 sacks of flour, and 21 horsed vehicles. She survived the war.





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TALES OF THE UNEXPECTED (4)

The Collateral

Stanley Cohen FCPS

I have earlier mentioned Arnold Banfield of Oakville, Ontario, and how, many years ago, I obtained for him his sole collectable, the 1859 10 Cent Prince Consort, in all its printing and delivery forms, in exchange for which he would send me all the Large Queens that he could find.

Nevertheless until 1960 I had never met him, so I was delighted to learn that he was coming to London for the first time in order to exhibit his Consorts at the International Exhibition.

It was a great pleasure for my wife and I to entertain him and his family; to show them the sights of London. Also to view his exhibit, which was jam-packed with the most exotic of all his Consorts. Too much so, in fact, as the judges awarded him only a Large Silver and Arnold never forgave them as he had expected a Gold. Indeed I am certain that had he not shown so many on every page and had written them up a little better, he most certainly would have been awarded a Gold, since no-one at that time had ever seen such an array of this quite scarce stamp.

For the last few days of his visit, Arnold completely disappeared without a trace of his whereabouts. What had happened was that he had met none other than Geoffrey Whitworth, the one person on earth who knew more about the 1859 issue than he did, and that was Arnold's moment of glory and most definitely the fondest moment of his visit.

On his return to Canada, I heard from him only spasmodically. He still wanted Consorts but was now much more fussy about their condition. The years went by; I had not known it, but he became very ill. Indeed he was confined to hospital from where he wrote me what was assuredly the last letter he ever wrote. It was, for me, very distressing. Arnold knew how ill he was and had written to say that his wish was that, if I possibly could, he would like me to buy his Consort collection.

But even before I received this letter from him, Leo Baresch phoned me with the sad news that Arnold had died, so it was something of a double shock when a few days later I received it. I rang Leo to tell him of the contents and I remarked that Arnold's collection was so valuable that there was no way that I could afford to buy it.

Some few months went by and Leo phoned me again to tell me that his good friend Les Davenport, the Toronto dealer, had been commissioned to sell the Banfield collection but he had strict instructions it not be sold until it was first offered to me. This accorded with Arnold's Will. The collection had been valued by a group of prominent Toronto philatelists whose valuation had been accepted by Probate.

Indeed, Les Davenport had flown specially to London with the collection on the previous day and Leo had spent the day examining it. Leo assured me that it had all been priced very reasonably and he put the following

proposition to me. Whilst the intact Exhibition collection was priced highly, there were vast quantities of Consorts besides in six large boxes. All had been duplicates and with hundreds of covers and singles, were priced cheaply, so Leo intimated that if he could have these, he had enough customers to sell them sufficiently well to recover almost the entire cost of the collection.

He was very excited about it all, so I agreed to go to London and see them for myself. They were exactly as Leo had described them but the grand total required was a large five figure sum and rather more than I had ever spent before on any collection. As it so happens, I had at that time the available funds, so I agreed to buy the collection, taking the Exhibition material and leaving the rest with Leo to sell.

What transpired over the next few years was that Leo did manage to sell a great number of the duplicates but the sheer quantity meant that, after selling about half of them, he ran out of customers. He had achieved for me almost half of the total cost, so I was left with the main collection and roughly half of the remaining duplicates.

I was pleased to have been able to abide by Arnold's wishes and it was also quite odd to see again so many of the very stamps which I had sent to him all those years ago.

But this was by no means the end of the story.

It was quite a long time after I had purchased the Banfield Consort collection, that I received a telegram

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from Les Davenport which mysteriously read as follows:-

'Since you have bought and paid for the Banfield collection, you are also the owner of the collateral material. If you will go to Elmdon Airport (Birmingham Airport then), on paying a small fee for storage, you may collect the parcel that has been sent to you.'

Telegrams were sent in those days and this was certainly a very surprising one. I hadn't the vaguest idea what 'collateral' meant...the word to me seemed to be connected with bank loans as security. Nevertheless I jumped into my car and headed for the airport. What was all this about, I wondered?

I recall it was a frightful task to find anyone there who could guide me as to where to find this mysterious parcel, but eventually, in a remote shed, I was asked to sign an assortment of papers and a huge box was delivered to me. I staggered with it to the car and went home.

One of the great surprises and joys in life that one never forgets is an occasion like this. To open this large gift box and to find out what was inside without a clue as to its contents.

It had been copiously wrapped and protected so that it took ages to prize open. Inside were six green leather-bound books. Opening them I saw masses of coloured prints, bank notes, coins, signed letters with Albert's seal, signed menus, signed tickets to the opening of bridges, letters from Queen Victoria and much other memorabilia.

It was then clear to me that what Arnold had done in his quest for Prince

Albert material was to accumulate anything and everything he could find with any connection to his beloved 10 Cents stamps as a sideline collection.

Although I understood nothing about them, I was delighted to have received this extra bonus to my purchase. I found out that one of the items was a rare example of the 'Queen's Own' Envelope, R.W. Hume No.75 and one of only two known. Another was a letter written from Osborne on a lavender rice paper adorned with gold leaf and dated five years earlier than previously known for gold leaf usage.

I stored away this fabulous 'collateral' material for many years until, one day, I read that the Midland Bank were organising a Prince Albert Exhibition in London. As it happened, they were also my bank, so I told them that I had a lot of unusual Albert material that I would be happy to loan to them for the exhibition.

Accordingly the organisers visited me and selected about 40 items which they were happy to include in the exhibit.

My wife and I were invited to the royal opening of the Exhibition and it was a thrill to see my exhibits alongside those of Her Majesty the Queen. Indeed a whole room had been reconstructed, depicting the library at Osborne. Her Majesty had loaned all the furniture and on the table were all my letters with the Seal of Albert.

Philately has some strange by-ways...not least of all for me, this strange but true tale of the unexpected.

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Post Office clerks formed the first line of defence in the enforcement of Exchange Control regulations during the war. Chris Miller offers a preliminary study of the labels and markings employed.

FOREIGN EXCHANGE CONTROL IN WORLD WAR II

Chris Miller

I can in no way pass myself off as an expert but I am aware that this subject has not received much coverage in the British philatelic press. I hope that this short article will encourage others to come forward and add information and correct what has been written. It is offered as a preliminary report to enable information to be collated with a view to a more comprehensive publication.

I have to acknowledge the help that I have already received, particularly from Bill Pekonen and Peter Burroughs (of the Civil Censorship Study Group). The mistakes and assumptions are my own.

The official History of the Postal and Telegraph Censorship Department 1938-1946⁽¹⁾ describes the work of foreign exchange control as 'Foreign Exchange Control Censorship' and the practice of using hand stamps and resealing labels is similar to that used in censor stations. The first printing of the resealing tapes also showed the word 'Censorship Clerk' under the signature space and this was replaced by 'Examiner', but the similarity ends there.

Foreign Exchange Control was established in Canada at the start of the war. Unusually the work was actually carried out by postal clerks at the individual post offices although suspect cases could be referred to 21 District Offices which were located in Calgary, Charlottetown, Edmonton, Halifax, Hamilton, London Ontario, Moncton,

Montreal, Moose Jaw, Niagara Falls, North Bay, Ottawa, Ouebec, Regina, Saskatoon, Saint John, Toronto, Vancouver, Victoria, Windsor and Winnipeg. These were the same offices that were the District Offices for censorship. To be more accurate one of them, Ottawa, was the chief office for censorship.

As the personnel on the ground were post office personnel first, it is no surprise that the need to maintain the postal service sometimes took precedence over Foreign Exchange Control work. Although mail to neutral countries was censored, mail to the British Empire and to the United States normally was not. This did not apply to money censorship although, in January 1941, the Foreign Exchange Control Board had to request the examination of mail 'almost exclusively to the United States'.

By agreement, mail between Canada and the United Kingdom was examined in Britain. Letters were dealt with by the normal censors although the primary reason was to enforce Britain's financial regulations. Parcels were examined by Canadian Customs and Excise and there was little interchange between them and the other parties involved throughout the war.

The procedure in Canada was that a sender would take a sealed letter to the post office. Alternatively letters could have a note attached to them describing

their contents. The post clerk would question the contents of the letter and, if satisfied, the letter would be marked 'Passed for Export', initialled and included with the mails. All mail for neutral countries was then required to be sent to Ottawa for censorship but this happened so spasmodically that the US authorities extended their examination to mail incoming from Canada.

Letters examined and found not in accordance with the regulations were returned to the sender. It is assumed that there were standard forms or hand-stamps used for this purpose. No examples have yet been seen relating to this mail.

The Deputy Minister in charge of Foreign Exchange Control, Mr Towers, could also send mail free of charge provided that it bore his signature. No examples of this particular 'free frank' have yet been seen by the writer. The privilege was not always correctly interpreted by post office officials who were known to add postage due charges to these letters. Only ordinary letter rate items were allowed.

In the early part of the war 'Passed for Export' was written by hand on envelopes and initialled, but official hand stamps were provided to all offices in the form of a straight line 'PASSED FOR EXPORT', about 41mm long and 4mm high (fig 1). Guertin¹³ shows a bilingual version for Montreal which reads 'PASSED FOR EXPORT/ VISE POUR ENVOI A L' EXTERIEUR'. Bilingual versions also exist for Quebec. Photocopies of the bi-lingual hand-stamps are particularly sought.

Some post offices either never received their hand stamps or replaced them with versions bearing the same

words but in other typefaces and in some cases frames (fig 2). Other words were also sometimes added, including some identification of the person who was initialling the impression, usually by title. Titles noted to date are 'Postmaster', and 'Assistant Postmaster' but others can be anticipated.

PASSED FOR EXPORT.

Figure 1

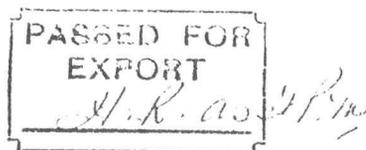


Figure 2

Suspect letters or, more accurately, those not known to be in order, were opened and resealed at the District Offices, using a label in the same way as other censorship. Differences also noted to date are the printer's imprints as listed below. The labels were universally perforated 12.5, either on both dimensions or in combination with a roulette.

The labels always read 'Opened to verify contents in accordance with requirements of Foreign Exchange Control Board and officially sealed by...Examiner'. That is, except the first printing which had 'Censorship Clerk' in place of 'Examiner'. At the top of all labels is a printer's imprint.

Imprints noted to date are:

IB-20,000	sheets	15-2-40
IB-20,000	sheets	18-7-40
IB-25,000	sheets	4-10-40
IB-50,000	sheets	3-4-41
IB-80,000	sheets	18-7-41
IB-125,000	sheets	18-2-42
IB-100,000	sheets	4-8-43
IB-100,000	sheets	11-5-44

There is a slight variety in some prints of the 1942 label in which the initial 'I' sometimes looks like 'f'. Please write in if you can see any other differences in the labels or if you have any other imprints.

There is the question of which labels were used to reseal envelopes opened for examination before supplies of the 15-2-40 labels reached the district offices. One example has been seen using the normal dead letter office label but was there any standard practice or was it a case of using whatever was to hand?

The labels were invariably tied to the cover with a handstamp that often seems to vary only a little at any one location. Strikes of the handstamps are in blue, violet, red, green or black and no attempt has yet been made to colour code the hand stamps as the sample I have is too small.

In many cases, perhaps for the larger offices, the hand stamp used was a large circular one, normally 37mm in diameter, with 'District Director of Postal Services' (fig 3). There is no mention of Exchange Control on these hand stamps and they may well have been prepared for other purposes as, with a suitable addition, they are similar to some dead letter office hand stamps. In some instances the handstamps are



Figure 3

numbered either '1' or 'No. 1' etc. and 'E' has also been seen.

For some offices 'District Director of Postal Services' is replaced by 'District Superintendent Postal Services' presumably reflecting the lower status of the officer in charge.

Further hand stamps of this size have the name and province of the district office at the top and 'E.C.' at the foot (fig. 4).



Figure 4

In the case of Calgary, 'F E C B' is seen in place of 'E.C.'; 'E.S.' and 'E' are also known. There will be other examples which appear to depart from the norm. Suggestions will be welcomed



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as to what 'E.S.' and 'E' stand for, as will other examples.

Other big single circle date stamps are 30 or 31mm in diameter. Examples noted to date either have the town and abbreviation for the province (fig. 5), or town, province and 'E.C.' (fig. 6). In the case of Ottawa I have an example of 'No. 3' with no 'E.C.'.



Figure 5



Figure 6

Another type is a rectangular datestamp (fig. 7). Can any reader report use of this other than stamping a Foreign Exchange Control resealing label? Small differences have already been noted in the size of type used at Regina and Vancouver. Examples are sought of the smaller district offices.

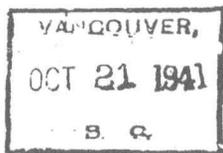


Figure 7

The next hand stamp used to tie labels is similar to the normal post office circular date stamp. Many examples can be seen for Victoria using either the type with the name or the dumb type introduced for seaboard towns (fig. 8). Only Victoria, Regina and Charlottetown appear to have used this type.



Figure 8

Double ring hand stamps exist for Halifax and North Bay (35 to 36mm diameter) and a smaller one for Montreal which is 30mm diameter (fig. 9).



Figure 9

It appears likely that the 'PASSED FOR EXPORT' handstamps were intended to be used on unopened mail although a number of examples exist where one of these was sometimes used to tie the label in conjunction with one of the more usual types (as in figs. 3 to 8). It can be said with certainty that some of the bigger stations had both the straight line handstamps and one of the other types.

A number of other handstamps can be found on Foreign Exchange Control

labels but this may be a case of the clerk picking up and applying the wrong handstamp. Until details of the actual regulations can be produced it will not be possible to be sure about these.

Special powers were given to banks and some other financial institutions to certify their own mail subject to certain conditions. The conditions appear to be that a hand stamp with the words 'Authorised for Export by Foreign Exchange Control Board', plus the name of the institution and the initials of an authorised official must appear on the front of the envelope. There were over 300 institutions authorised in this way and, except for the wording, there was no standardisation with regard to size, format or type style. The return address of the body had also to appear on the front of the envelope but there are examples with neither the return address nor the name of the institution on the envelope, either printed or by hand stamp.

A small number of institutions used the words 'Approved for Export on behalf of Foreign Exchange Control Board' with the name of the institution. The 'Authorized' and 'Approved' hand stamps are so numerous that no attempt is made to deal with them here.

The National Exchange Control Board Head Office was in Ottawa. Have any members any examples of 'Head

Office' hand stamps? Can any information be provided about the National Revenue Control Branch. Did it serve the same purpose or was it only for customs and excise purposes?

If you would like to help in this major study please send details of any handstamps used for Foreign Exchange Control purposes. If they are similar to one of the 'standard' types shown in this article then the town, date and any other lettering will suffice. A note of the date and place of posting is also helpful. If they are not similar then a photocopy will enable more progress to be made.

Editor's note:

This article asks a lot of questions. If you have any answers or comments please write to Chris Miller who will particularly appreciate photocopies. All letters will be answered. Chris can be reached at 161 Upper Woodcote Road, Caversham, Reading, Berkshire, RG4 7JR, England.

References:

1. 'History of the Postal and Telegraph Censorship Department 1938-1946', by kind permission of the Public Record Office, Kew. Ref. DEFE 1/333 and DEFE 1/334
2. 'Canada Year Book' 1941/2/3.
3. 'The Wartime Mails and Stamps - Canada 1939-1946', by H.E. Guertin.

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THE PATRIOTIC ASSOCIATION OF THE WOMEN OF NEWFOUNDLAND LABEL 1914-1915

Dean W. Mario

This patriotic Great War cinderella label from Newfoundland is an unusual and scarce item. It is also quite mysterious in that very little is known about it. The label design is approximately 18.5 x 18.5mm and is printed with a multi-coloured design of navy (sailor at left), sepia (background lines), red (script), white, and darker-brown (soldier on right). In his 'Notes on Newfoundland, 1897-1921', Harry E. Huber remarked:

"The Women's Patriotic Association of Newfoundland had under consideration the issue of a non-postal label, similar to those of Trinidad and Tobago, Grenada, and Jamaica, but the plans fell through."¹

Obviously plans for a similar label to those issued by the countries Huber mentioned did not proceed but this item is proof that such a patriotic (or charity) label was successful. But who were these 'patriotic women'?

Newfoundlanders greatly participated in, and served with distinction throughout, the First World War both at home and abroad. The 'Little Dominion' contributed thousands of troops and sailors to the British Expeditionary Force. Many of these paid the ultimate sacrifice and Newfoundland suffered tremendous casualties.

It is not surprising, then, that the women at home were desirous of playing an active role in helping to raise funds for their men and fellow-women (as nursing sisters) overseas. The Women's Patriotic Association was formed to provide funds for entertain-



ment, concerts, and recreational activities for serving men and women from Newfoundland. Proceeds no doubt from the sale of these labels (and contributions from individuals and firms in Newfoundland and the United Kingdom) were used to fund these various activities.

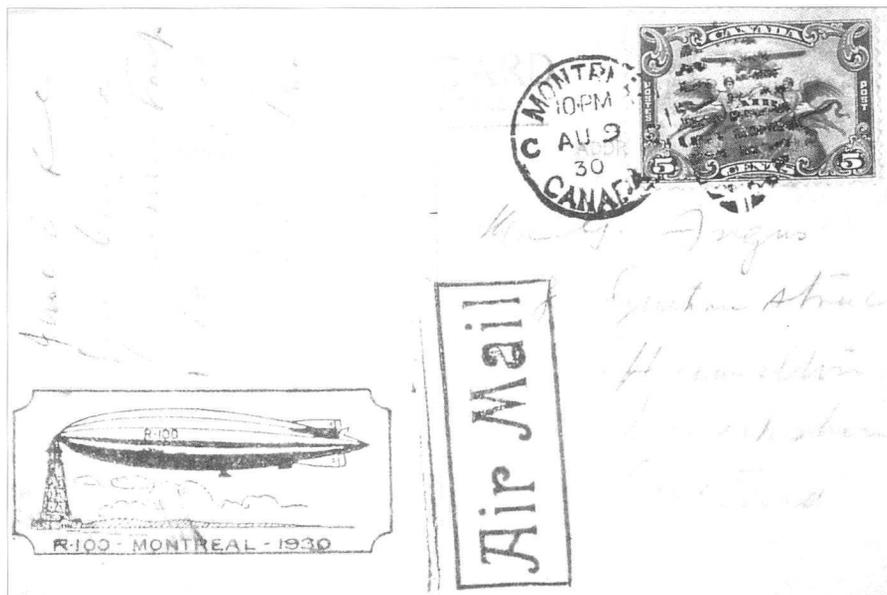
At Christmastime in 1914 some 67 barrels and 38 cases of presents were shipped overseas and by mid-1918, the Association had distributed nearly 30,000 pairs of socks, 1,500 shirts, 6,500 pairs of mittens, and 4,000 mufflers!² The Association, with assistance from the Newfoundland Patriotic Fund, also raised more than \$200,000, including the cost of two motor ambulances which were presented to the 29th Division (of which the Royal Newfoundland Regiment was a part).

Much of the mystery behind this cinderella label remains. Questions like who printed it, how much did it sell for, when was it made, and how many were printed are still unanswered. However the purpose behind its printing by the Women's Patriotic Association of Newfoundland was certainly the most honourable and worthwhile.

Continued on page 173

R100-A WASTED ENDEAVOUR AND CAREER?

Rodney Baker



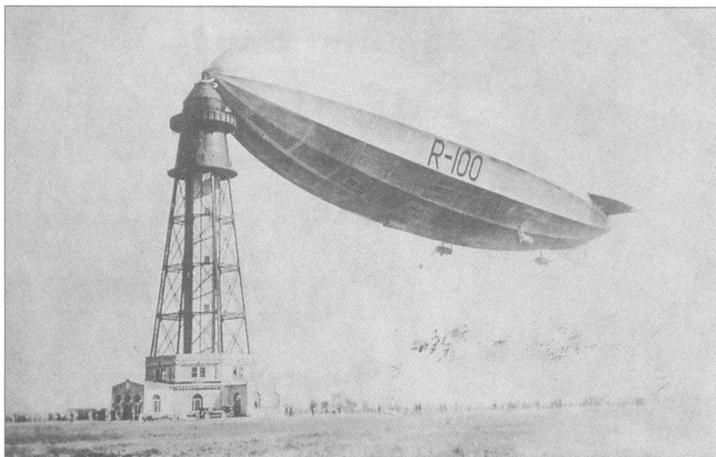
While giving a talk to a neighbouring Society last winter a member of the audience approached and offered me two items of great aerophilatelic interest, including the card illustrated here. I could hardly contain my enthusiasm and in a short time an amicable arrangement was made and they were mine!

The story of R101 is probably too well known, ending as it did in the disastrous crash in France while on its maiden flight to India. This horrific incident sealed the fate of the whole British participation in the development of passenger airship flying and in particular her 'sister' R100. It is the story of the first and only commercial flight of the latter with which this card is involved.

The card had been written by Chief Engineer Willie Angus and quite simply says, "Just a line from Canada. Had a nice trip + having a good time. Will write again when I get home". He had left Cardington, the home of British airship aviation at this time, on 29 July, 1930; 78 hours 51 minutes later R100 had safely landed at Montreal and was moored to the mast depicted on the postcard.

In fact all is not quite what it seems, philatelically speaking, as is revealed in Barry Countryman's book 'R100 in Canada'.

"For the cost of a 5¢ air mail stamp (2¢ for postcards) letters dropped in any of the approximately 20 postal boxes in the grounds and collected every 20



minutes, are mailed from the P O in the administrative building, received a black ink rectangular cachet of the R100 at the mooring mast with Mont St. Bruno in the background. American stamp dealer A. C. Roessler of East Orange, New Jersey, forged the cachet in order to sell 'souvenir' covers, all postmarked 13 August, to his clients for 25¢, then 50¢".

As far as is known no covers thus marked were ever flown in Canada, but of course there was nothing stopping crew members carrying them back to Britain and Willie Angus was a recorded member of the crew. Indeed he seems to have made a career of crewing such flights as I also have in my possession a card, sent by Flight Sergeant Willie in 1919 while a crew member of the R34 on her successful transatlantic return flight. His interesting and unusual career as, presumably, a full time and professional airship crew member was at an end.

The return flight began on 13 August and was completed in 56½

hours. Sadly this was her last commercial flight, she was demolished and sold for scrap and British aviation concentrated on 'heavier than air machines' from then on. David Field thought that no mail had ever been carried by the R100, except official letters and a few for Roessler.

I would like to thank Ian Nutley of the British Aerophilatelic Federation for some of the information given here.

THE PATRIOTIC ASSOCIATION OF THE WOMEN OF NEW- FOUNDLAND LABEL 1914-1915

Continued from page 171

¹H.E. Huber, 'Notes on Newfoundland, 1897-1921'; in W.S. Boggs, *The Postage Stamps and Postal History of Newfoundland*, Lawrence, Mass.: Quarterman Publications, 1975, p35.

²Col. G.W.L. Nicholson, CD, *The Fighting Newfoundlander: A History of the Royal Newfoundland Regiment*, St. John's: Government of Newfoundland, 1964, p. 226.

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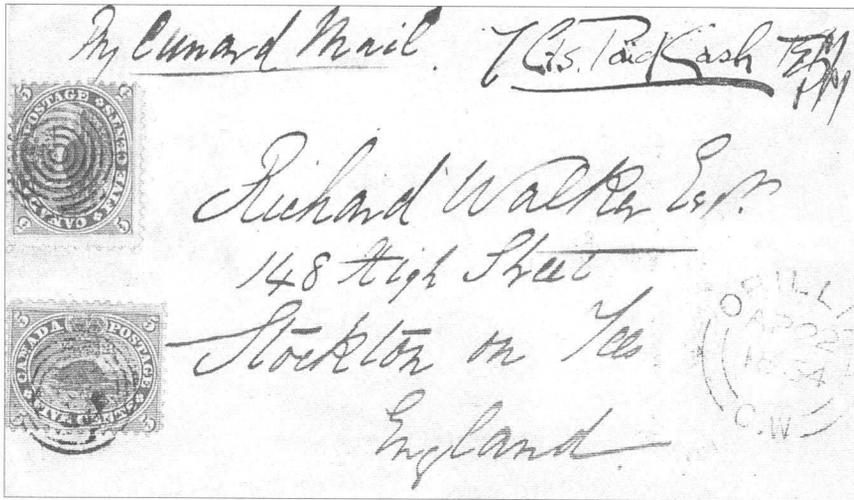
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MARITIME MATTERS

Malcolm B. Montgomery



Orillia, Canada West to Stockton-on-Tees, England, 22 April 1864.

PART PAYMENT IN CASH

The illustration is of a cover which suggests that stamps of the correct denomination for transatlantic postage were not always readily available (a problem with which I can identify - I have found that the fractional airmail printed paper rates to North America can never be covered by a single stamp!). Posted in Orillia, Canada West in April 1864 (the postmark, which shows 1854, is wrong), it was prepaid ten cents by stamps, the remaining seven cents for the British Packet out of New York being paid in cash.

The Postmaster at Orillia has verified the cash payment by initialling the inscription 'TGM PM'. The letter was carried by the Cunard Line 'Asia', departing Boston on 27 April, and arriving at Queenstown on 8 May. The letter has a Stockton-on-Tees arrival mark for 9 May, 1864.

Since this letter appeared in the BNAPS-sponsored 'Trans-Atlantic Newsletter', Maggie Toms has written to say that she paid a visit to the Orillia municipal offices to discover that the postmaster from 1 August, 1862, until his resignation on 19 August, 1870, was one Thomas Moffat; thus 'TM'.

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THE PEOPLE ON THE STAMPS – D'ARCY MCGEE

Dr. Alan Salmon

*The western wave was all aflame
The day was well-nigh done!
Almost upon the western wave
Rested the broad, bright Sun;
When that strange shape drove suddenly
Betwixt us and the Sun.*

*The Rime of the
Ancient Mariner*

Samuel T. Coleridge

Thomas D'Arcy McGee was a nationalist, first of Ireland then of Canada — an Irish patriot and then a Canadian patriot. Eventually he became a considerable Parliamentarian and was amongst those leading Canada towards Confederation. He changed his life's course from that of a militant rebel to that of an advocate of peaceful reform, both in Ireland and in Canada. He was assassinated in 1868, just as his hopes came to fruition, when the day was well-nigh done. His memory is honoured on the 5¢ stamp (SG 271, USC 146), in the Historical Issue of 1927, issued to commemorate the 60th anniversary of the creation of the Dominion.



He was born in Ireland in 1825 and spent his formative years there. His

mother died when he was eight. Although the young McGee only had a rudimentary education he took a keen interest in Celtic history, the temperance movement, which was then sweeping Ireland, and the campaign to repeal the union between Ireland and Great Britain. His father married again, but the stepmother was not popular with the children. Aged 17, he emigrated, alone, to the USA via Quebec.

Years in Boston

Seeking work, he went to Boston which was then the main terminal for Irish immigrants; from 1836 to 1845 the average annual intake from Ireland to Boston was 5,500. In 1847, when the potato famine in Ireland was at its horrendous peak, there were over 27,000 Irish immigrants to Boston, whose population was about 120,000. Soon after his arrival he was asked to speak to the Boston Friends of Ireland; so far as is known it was his first public speech, it was very hostile to the British — 'Her people are born slaves, and bred in slavery from the cradle; they know not what freedom is'. It was well received, and he was asked to join the staff of the *Boston Pilot*, New England's leading Catholic newspaper. By 1844 he was editor of the paper; his first editorial was published on his 19th birthday.

As editor he urged the Irish in America to support the effort for separation from the United Kingdom and defended the immigrants against the hostility of the local population in general and of the Protestants in particular. He also was passionate in his

concept of a greater USA — ‘The United States of North America must necessarily in course of time absorb the Northern British Provinces...Either by purchase, conquest, or stipulation, Canada must be yielded by Great Britain to this Republic.’

Wanderings

In 1845 he returned to Ireland as a writer for the nationalist *Freeman's Journal*, which entailed visits to London. He also became involved with another group – the Young Ireland movement, a group of Irish nationalists, Catholic and Protestant, intellectuals, who were trying to develop a sense of Irish identity through its history and literature. They also declined to give up the idea that armed revolt might be required to achieve their aims of self-government. McGee contributed two volumes to their ‘Library of Ireland’ and began to contribute to their journal, the *Nation*. The conflict of interests of this prolific writer, essentially writing for two opposing nationalist factions, led to him being asked to resign from the *Freeman*; he transferred to the *Nation*. He was now 21.

In 1847 he married, the union produced five daughters and a son. He was now firmly in favour of violence and went to Scotland to raise support for an Irish rebellion. Unfortunately for him only 400 joined his ‘army’ and he was recognised; so he had to flee back to Ireland. In Ulster he could not find support for further violence, so he returned to the US A.

In Philadelphia he blamed the Irish clergy for the failure of the rising in a public letter, signing himself: ‘A Traitor to the British Government’. He then started a paper in New York, but fell out

with both the Irish clerical and the Irish republican groups in that city; two leading republicans even challenged him to a duel. He did not accept the invitation. His wanderings continued, taking him back to Boston in 1850.

Another newspaper was founded, *The American Celt*, in Boston; then he and his newspaper moved to Buffalo, then back to New York, with his newspaper, in 1853. His urge to travel then seems to have abated somewhat, he spent the next four years working for Catholic interests in New York; he also wrote another three books. He argued that the New World required Catholicism to balance its disorderly tendencies and attempted, unsuccessfully, to get Irish Catholics to found a colony in the new western territories of the USA. He visited Canada twice during this period. Now disappointed with the USA; in visits to Ireland he urged emigrants to go to Canada rather than the USA.

Canada

Early in 1857 he moved once more – to Montreal – invited by the leaders of the Irish community of that city. Another newspaper was started, the *New Era*, to launch his career in Canadian politics. It attacked the Orange Order and defended the right of the Irish immigrants to representation in the Provincial Parliament. The paper lasted a year but its purpose was achieved, in December 1857 he was elected to the Legislative Assembly, being nominated by the St Patrick's Society of Montreal.

His views had changed considerably by this time, his ‘national policy’ called for a federal union of Canada and the Maritime provinces, with a separate province established for the native

people, railway development, the support of immigration, protective tariffs and the colonisation of Rupert's Land. To cope with Canada's special relationship with Great Britain he proposed that one of Queen Victoria's younger sons should be established as monarch of this independent 'Kingdom of the St Lawrence'. His Irish eloquence ensured he was always a good man with the words: "I see within the round of that shield the peaks of the Western Mountains and the crest of the Eastern waves the winding Assiniboine, the five-fold lakes, the St Lawrence, the Ottawa, the Saguenay, the St John, and the Basin of Minas by all these flowing waters in all the valleys they fertilise, in all the cities they visit in their courses, I see a generation of industrious, contented, moral men, free in name and in fact, men capable of maintaining, in peace and in war, a Constitution worthy of such a country".

He remained in Parliament for the rest of his life; in 1862 he was appointed President of the Council in the moderate Reform administration of PM John A. Macdonald. He was fully in sympathy with the Confederation movement, playing a leading part in its successful development; it was in accord with his vision of '...a Canadian nationality freely developed, borrowing energy from the American, grace from the Frenchman, and power from the Briton...'

He was chairman of the Inter-colonial Railway Conference, at Quebec in 1862, which agreed on a railway between Canada and the Maritime Provinces. It was approved by the Canadian and British Governments, but the plan was discarded in 1863 when the Canadian government changed; McGee

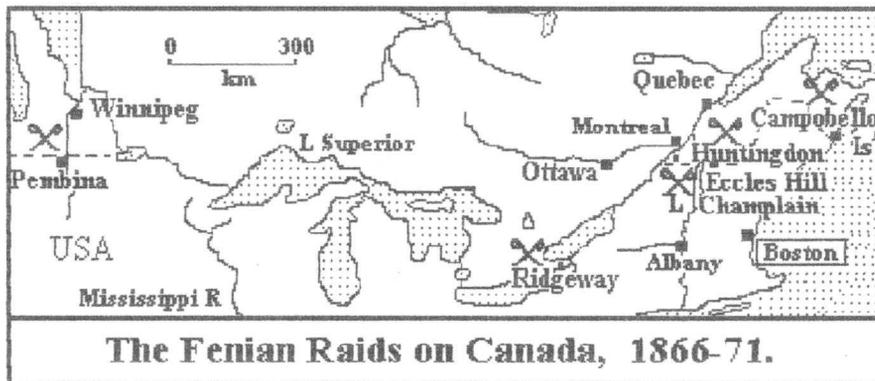
was dropped from the Cabinet.

He was now firmly convinced that the British American system was superior to that of the USA: "To the American citizen who boasts of greater liberty in the States, I say that a man can state his private, social, political and religious beliefs with more freedom here than in New York and New England." He moved away from the Reform party, to become Minister of Agriculture, Immigration and Statistics in a Conservative government in 1863. At the Charlottetown (SG 557, USC 431) and Quebec (SG 558, USC 432) Conferences of 1864, which made great progress towards Confederation, he was a Canadian delegate. But, he was getting into trouble with his Irish constituents in Montreal.

The Fenians

The Irish Republican Brotherhood, usually called the Fenians and founded in Ireland and the USA in 1858, had considerable support amongst the Irish in Britain, the USA and Canada. Its objectives in North America were to invade British North America from the USA and to establish a republic of New Ireland. McGee opposed the Fenians in speeches in Ireland and Canada, he called on the Irish in Canada to remain loyal to 'the law and the Sovereign'. He urged the Irish in Ireland to peacefully adopt a system of self-government on the Canadian pattern, describing his career as a rebel as 'the follies of one and twenty'. This did not endear him to those Irish, like the Fenians, who believed in violent action.

After the American Civil War they invaded Canada several times, the first attack was a minor skirmish in April 1866 when a small party landed at Campobello Island, but they were easily



repulsed by British soldiers and the local militia. In June of that year a much heavier attack took place when about 1,500 Fenians crossed the Niagara River, repulsed an attack by Canadian militia at Ridgeway and then occupied Fort Erie (SG 1168, USC 1055). They then lost heart and retreated back over the river: both sides were reported to be highly enthusiastic and very disorganised. Back in the USA they were disarmed by US regulars; 8,000 reinforcements were not allowed to leave Buffalo.

Further incursions, some up to nearly 2,000 in strength, occurred at Eccles Hill (Pigeon Hill) and Huntingdon. The last invasion was in October 1871 at Pembina, where the Fenian leader was captured by local Métis. The Fenian Brotherhood died out soon after this debacle; to be replaced by other organisations.

McGee had now lost the Irish vote, his power base, and he was drinking heavily; he was not included in the Canadian delegation to the London Conference (SG 573, USC 448) in 1866 to arrange the final details of Confederation. Before the federal

election of 1867 McGee was expelled from the St Patrick's Society but managed to hold his seat of Montreal West. He now expressed a desire to leave politics and concentrate on literature and Canadian history – obviously a good man! – he also re-took the pledge of total abstinence.

The Prime Minister, John A Macdonald, promised him a civil service post, available in the summer of 1868. In the spring of that year he was shot dead in Ottawa as he returned home from a sitting of Parliament. A young Irish immigrant, Patrick Whelan, was hanged publicly in 1869 for the murder. At the time it was widely believed to be a Fenian assassination, but this was not suggested by the prosecution at the trial of Whelan.

The funeral of D'Arcy McGee in Montreal was the most spectacular parade that had been seen in Canada. It took place on his 43rd birthday. It was planned and conducted as a formal public event, passing along the main streets with onlookers on each side up to ten deep; services were held in both Notre Dame and St Patrick's Church.

Continued on page 184

**Bob Griffin wonders why there was a need for so many
'weather stations' in the far north.
WEATHER STATIONS OR WARNING SYSTEMS?**

Robert D. Griffin

After World War II the Canadian and US governments agreed to set up a series of 'weather stations' in the North West Territories. The location of these outposts was not widely known and, in the early days of the agreement, mail was usually sent via 'APO 858 New York' and not direct to the stations.

Such a cover is illustrated (Fig. 1); it is addressed to Captain Robert W. Sanderson who, I understand, was a US Army captain. The cover was sent from Resolute, in the North West Territories, on 18 March, 1951. Other covers in my collection, also to Captain Sanderson, are addressed c/o Mr Robert I. Sanderson (his father?) in Indiana, USA. These are from other presumed

'weather stations'; at Mould Bay and Isachsen, both dated 17 April, 1951, Alert, dated 18 April, 1951, and Eureka 21 April, 1951. The last in this short series, addressed to Indiana, was posted at Craig Harbour on 30 December, 1951. The backstamp shows that the cover took three months just to get to Resolute, where it was stamped 28 March, 1952. This part of the journey was presumably by RCMP dog sled, as the station was run by the RCMP. The cover has philatelic significance in that I understand Craig Harbour closed at the end of 1951, with everything moving west to Grise Fiord. This being so, the cover in question would have been in the last batch of mail to leave Craig Harbour.

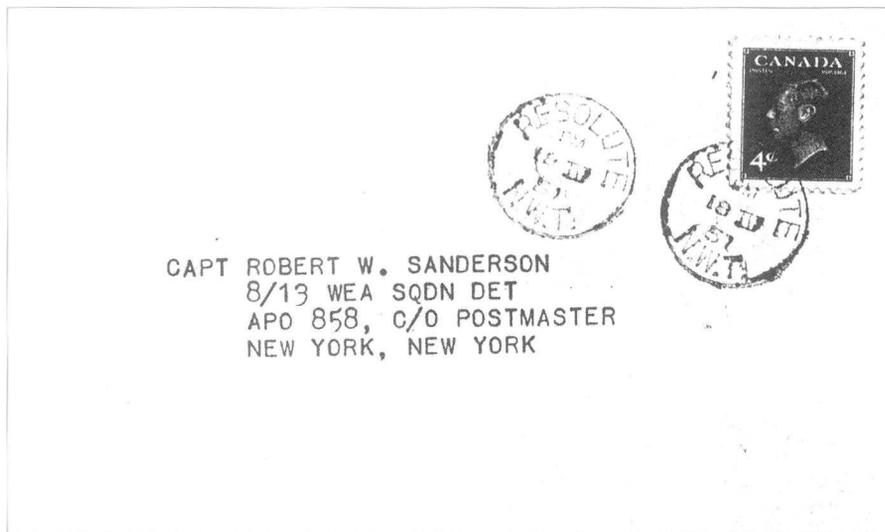


Figure 1

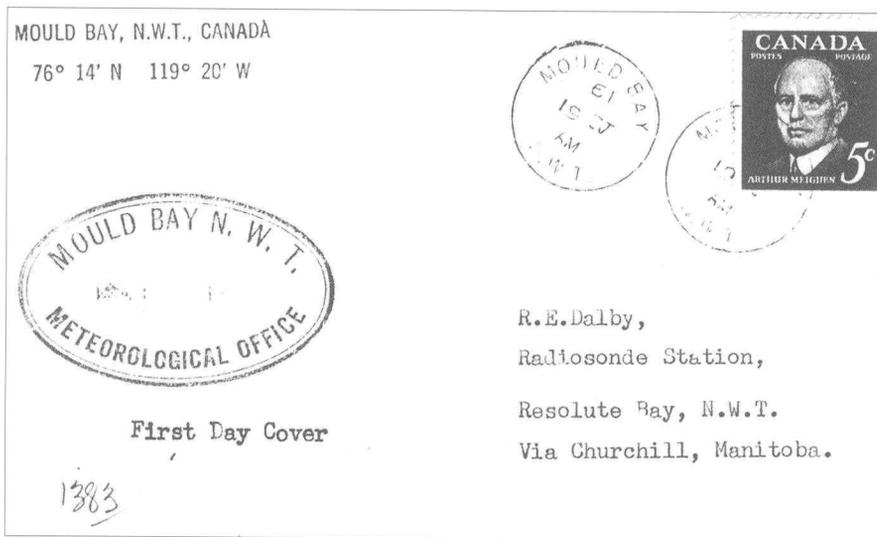


Figure 2



Figure 3. The two positional handstamps show slight variation in both longitude and latitude!

A further short series of four covers in my collection are from Mould Bay in 1961/2; these indicate a lower degree of secrecy in that they carry a Mould Bay

hand stamp and a longitude/latitude (Figs. 2 & 3). An interesting philatelic point here is the indication that either the 'postmaster' at Mould Bay or one of

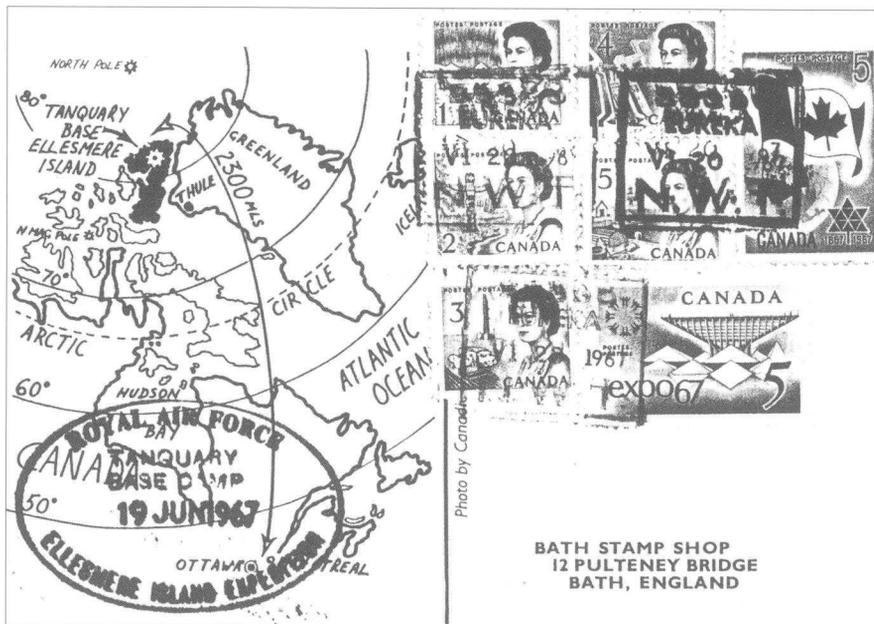


Figure 4

the detachment was a collector. Figure 2 shows a first day cover of the Arthur Meighen commemorative (19 April, 1961) and another cover is a first day for the Jean Talon commemorative (13 June, 1962). Someone showed initiative in getting supplies of the new stamps to this outpost in time for the release dates!

The last relevant cover (Fig.4) is obviously philatelic. It was taken out by an expedition from RAF Lyneham in Wiltshire, England, and posted at Tanquary Base Camp, Ellesmere Island, on 19 June 1967.

A glance at the map (Fig.5) shows that the various locations are sited on islands grouped to the north of mainland Canada and the thought arises: why so many 'weather stations' grouped in such inaccessible places? My suggestion is

that these outposts formed part of the Distance Early Warning system or DEW line. I should welcome comment from our keen military enthusiasts as well as students of the NWT.

Such students will probably be aware that the Canadian government, in 1942, set up the 'Northwest Staging Route'. This too involved meteorological stations in conjunction with emergency landing strips. The reason for the service was the provision of weather information to RCAF, USAF and civilian pilots and it came under the control of the Department of Transport. At that time, the aircraft flying in the NWT were not fitted with extensive navigational equipment and proximity to the magnetic pole rendered compasses erratic. All flying therefore was undertaken in clear weather, but

rapid weather changes meant that sometimes destination airfields would be closed. The emergency airfields could then be used and thus provided a real lifeline.

These stations were set up primarily to cover aircraft flying to and from Central Canada, Yukon and Alaska; there was a growing population in the latter two areas, which needed to be regularly supplied and the quickest way was by air.

The 'Northwest Staging Route' was created to fulfil an obvious need. The post war 'weather stations', further to the north and east, fulfilled no such obvious need in an area where polar bears probably outnumbered a very few Inuit. While no doubt these remote outposts fulfilled their stated (weather)

objectives, one cannot help wondering if the Cold War occupied more of the detachments' thoughts than did the cold fronts!

PEOPLE ON THE STAMPS

Continued from page 179

No doubt he was a romantic, his books and the many poems he wrote are witnesses. His poems were published after his death. He was also the most impressive speaker of his time in Canada, known as 'the silver-tongued orator', indeed a large part of his income came from lecture tours. Like many romantics, he started his political life as a revolutionary and ended it as a Conservative. He will always be regarded as a Canadian patriot and one of the 'Fathers of Confederation' (SG 244, USC 135).



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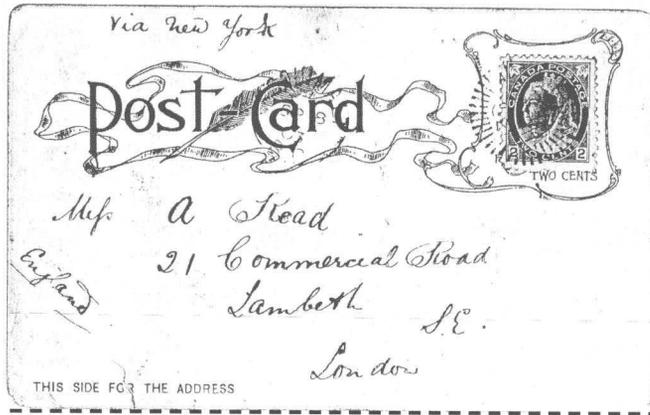
Forms available from the Secretary –
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POSTAL BRANCH—GHQ 3rd ECHELON

Readers of Colin Campbell's article on p91 of the June issue may have been puzzled by the twin illustrations of the '2 CAN. SEC' date stamp and the absence of an illustration of the 'RECEIVED' cancel promised in column 1. Belatedly the 'RECEIVED' cancel is shown here. The printers obviously decided to test the Editor's powers of concentration, to his eternal shame he was found wanting, apologies all round.



LETTER TO THE EDITOR



Derrick Avery

ESQUIMALT CROWNS

With reference to Bill Topping's article in 'ML' Vol.24 No.4, pp 11-3, I have recently acquired a post card bearing a 2¢ Numeral cancelled with the Type 'B' Crown and postmarked with the Esquimalt datestamp SP 8 03, which pre-dates those mentioned in the article. The message is dated 7/9/03.

The length of the rays is 4.5mm on the right hand side of the cancel but on the left they gradually reduce to 4.0mm. A close look at the Type 'B' illustration in Bill's article will confirm this. The cause could be lop-sided application of the canceller.

I also have a 1¢ Small Queen orange-yellow, perf. 11.5 x 12, cancelled with an 80% strike of what is apparently the Esquimalt Crown by measurement, but the dots below the diadem are not visible.

Either this is a very late use of a stamp issued between 1873 and 1879, or Crowns type 'A' and 'B' were issued at the same time, or my example is a very good forgery.

Dean Mario

A RARE RPO CLERK STRIKE

The illustrated (*overleaf*) double circle railway clerk strike in violet has recently been found and may be of interest to some members. The reason it appears on this postcard, however, is a mystery as the card should have been enclosed in a bag throughout the Vancouver / Calgary portion of the trip. Any members having thoughts on the item are encouraged to write to the Editor. I am indebted to Col. W.G. Robinson of the BNAPS RPO study group for his assistance and listing of the item within Annex 15 as No. W-24E, Type 6E, Train 2, 9/16/06. RF500*.

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1997

Oct 2 Wessex Group
Oct 11 S&C Scotland Group, Crawford
Oct 24-26 Collect '97 Olympia, London

1998

Feb 25-March 1 STAMPEX, London,
Business Design Centre, Islington, 52
Upper Street, London
Apr 23-26 STAMP '98 Wembley
Sep 9-12 CPS of GB Convention, Ivy
Bush Royal Hotel, Carmarthen
Nov 21-22 ABPS Exhibition, Hove

Overseas

1997

Nov 6-10 First Cairo Philatelic
Convention, Cairo
Dec 15-22 INDIA '97, New Delhi

1998

May 12-21 ISRAEL '98, Tel Aviv
Sep 4-13 PORTUGAL '98, Lisbon
Oct 8-10 BNAPEX, Orlando, USA
Oct 20-25 ILSAPEX '98, Johannesburg
Oct 23-Nov 1 ITALY '98, Milan

1999

Mar 20-29 AUSTRALIA '99 Melbourne
Apr 27-May 4 IBRA '99, Nuremberg
Jun 26-July 4 PHILEXFRANCE '99
Paris
Aug 21-30 CHINA '99 Beijing
Oct 5-10 BULGARIA '99 Sofia

2000

May 22-28 STAMP SHOW 2000, Earl's
Court, London
May 30-June 4 WIPA 2000, Vienna
Aug 11-20 INDONESIA 2000 Bandung
Oct 7-15 ESPANA 2000, Madrid
Nov 18-19 GLASGOW 2000 Scottish
Exhibition and Craft Centre

Details of London Group from Colin
Banfield 0181 281 0442 (home) or 0171
407 3693 (office); Wessex Group from
Dr Dorothy Sandersen 01794 523 924;
S&C Scotland from John Hillson 01461
205656. Contact for West of Scotland is
Bill McVey 0141 637 6853 and for S.W
Group, Neil Prior 01656 740520.

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Members who have not paid the current year's subscription by 30 April
will be removed from the *Maple Leaves* circulation list.

AMENDMENTS TO MEMBERSHIP to 22 August, 1997

New Members

- 2770 Tomlin, Derek, Channel Island Stamp Co. Ltd., Havilland St., St. Peter Port, Guernsey,
Channel Islands
2771 Cooper, John S., 3470 Patricia Ave., Montreal, Quebec, Canada, H4B 1Z1 BS

Reinstated

- 2721 Cameron, Brian, 7 Farnham Crescent, Ottawa, ON, Canada, K1K 0E7
2662 Davis, John F., 101 Nunnery Drive, Thetford, Norfolk, IP24 3EP C
2615 Hasid, A.G. c/o W.I.P. Inc. 1720 Harrison St., Suite 1815, Hollywood, FL33020, USA

Resigned

- 2225 Burchell E. 2606 Cartwright B.M.

Deceased

- 759 Lowe, R.

Change of Address

- 2580 Kimpton, L.J., 20 Greytree Crescent, Dorridge, Solihull, West Midlands, B93 8SL C
2763 Correct surname from 'Ruddington' to 'Reddington'
2286 Rutherford, Thomas S., 15 Lade Court, Lochwinnoch, Renfrewshire, PA12 4BT
2316 Scott, Rev. Mgr. J.H., 2 Lodge Lane, Keymer, Hassocks, West Sussex, BN6 8NA
2402 So, Miss Susan, 23 Lascelles Blvd. Apt 904, Toronto, ON, Canada, M4V 2B9 C.B
2203 Winmill, R.B., 169 Dundas St., Suite 46, London, ON, Canada

Change of Interests

- 1687 Spencer A., Add 'A CGC'

E-mail Addresses

- 2398 Lemire, R.J. 102124.1304@compuserve.com.
1870 Salmon, A. salmon 01@globalnet.co.uk
1581 Sessions, D.F. sessfam@aol.com
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World War II civilian postal history.

Would-be author seeks photocopies and offers of help and material on Civil Censorship, Foreign Exchange Control and Patriotic labels. All letters answered and help acknowledged. Chris Miller, 161 Upper Woodcote Rd., Caversham, Reading, RG4 7JR, England.

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