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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN



Maple Leaves

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Vol. 25 No. 9
August 1998

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EDITORIAL

Our President, Neil Prior, has lined up an attractive philatelic programme for the forthcoming Convention. With displays from both home and overseas, here's the chance to see material that may never pass your way again. We look forward to meeting old friends and making new ones in Carmarthen in September.

Regular readers will have noticed that Dr Alan Salmon's popular series, 'The People on the Stamps' did not appear in the last issue and is absent from this one. This is not because Alan has run out of steam, far from it, the reason is that Unitrade is publishing the series in book form. We have accordingly agreed to suspend publication of

further articles and look forward to seeing the finished product later this year.

At the last Convention our Librarian, Colin Banfield, indicated his wish to step down from the position. We are fortunate in having found a volunteer to take over the responsibility and members are advised that all the books, journals and cuttings files are now in the safe hands of Brian Stalker. Brian's address will be found in the 'Officers Box' on the inside of the back cover. The appointment needs to be ratified, of course, by committee. Even in a Society as democratic as ours we are not anticipating a problem here!

We should like to take the opportunity to pay tribute to Colin Banfield who inherited the Library from the late Roland Greenhill way back in October 1980. Since then a great number of books have been despatched to members as an aid to their researches or as an extension to the enjoyment of their collections; we are sure they have benefited accordingly. Thank you Colin for the tremendous service you have so freely given.

Perhaps this is a good time to remind members of the existence of the Library which, one sometimes feels, is an under-used resource that the Society offers to its members. Whilst there is no substitute for having works of reference relating to one's own interests on the shelf at home, it is extremely useful to have access to a wider collection of

literature available to answer the occasional query. For newer members there is also the opportunity to sample a book before deciding whether to purchase a copy. It's not only books that are available, the Small Queen file, for example, contains a reference collection of shades of the 3¢ value, a difficult area for many, and à propos the recent piece on the 7¢ sage green Admiral by the Yellow Peril, there is a reference set of four main shades of that value on file.

Regular conventioners will be sorry to learn of the death of Will Collie, a regular in recent years who thoroughly enjoyed the occasions in his own quiet way. BNAPS members among us will also be saddened by the passing of Elsie Drury, who looked after their exchange packet soably for a number of years.

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A SWEETHEART IN EVERY PORT

Part 4 – COILS

The Yellow Peril

The darnedest thing can set me off in search of information. For coil stamps it was a catalogue description and footnote of a Toronto coil with imprint under the paste-up. The listing below is from page 42 of the 1993 'UNITRADE Specialized Catalogue of Canadian Stamps'.

Several years ago I acquired the remnants of an Admiral Coil collection which consisted of mint and used strips, covers, pieces of heads (starters) and tails (ends) and paste-up pairs. In the section of endwise perf 12 coils there were five paste-up pairs annotated as having these imprints under the paste-up.

1¢ green	'OTTAWA'
1¢ green	'903'
1¢ green	'No. 2'
1¢ green with two holes	'OTTAWA'
1¢ carmine	'912 C'

Photos by Ian Robertson

After checking them unsuccessfully for imprints I replaced the paste-ups in their mounts muttering to myself, 'if there were any inscriptions they would have been removed long before I got them!' To me, this form of plate number is the cat's whiskers of Admiral coil collecting. The stamps remained dormant until I saw the prices at which they were catalogued: \$450 for very fine paste-up, imprint pairs, as opposed to \$200 for normal paste-up pairs and \$300 for fine, as compared to \$125, respectively. The high prices told me I had better read up on them and pronto!

The following excerpts are from Marler's 'The Admiral Issue of Canada' (pp90-91).

THE LAYOUT OF THE PLATES

As was said earlier in this chapter the first rolls of the ONE CENT and

	NH%	★VF	★F	VF	F	☒
Perf. 12 Horizontal						
131 1¢ dark green, wet ptg, (1914)	50	10.00	5.00	8.00	4.00	15.00
pair	50	20.00	10.00	17.50	10.00	
i paste-up pair	50	25.00	17.50	25.00	17.50	
ii blue green	50	27.50	15.00	15.00	8.00	20.00
pair	50	55.00	30.00	37.50	20.00	
iii blue green, paste-up pair	50	65.00	40.00		25.00	
iv experimental Toronto coil, 2 large holes						
in perfs. (07/-/18)	50	75.00	45.00	75.00	45.00	200.00
pair	50	150.00	90.00	150.00	90.00	300.00
v as 'iv' paste-up pair	50	200.00	125.00			
vi as 131v, top margin imprint under						
paste-up	50	450.00	300.00	-	-	
<i>Variety 131vi occurred when sheets were pasted up to make coils, with the top imprint margin covered by the bottom stamp from another sheet. Approximately 1 in 5 paste-up pairs should show traces of the top margin imprint, 'OTTAW' or 'A No. 2', under the tab.</i>						

TWO CENTS delivered by the manufacturers in August 1912 were sidewise rolls made up of stamps printed from the regular plates for post-office sheets. The layout of these plates, described in Chapter II as Type B, was such that strips of stamps for use in rolls could contain only ten subjects, whether the pane or post-office sheet was cut vertically or horizontally, for each pane consisted of ten rows of ten subjects. As a result a roll of 500 stamps, whether endwise or sidewise, necessitated forty-nine paste-ups and a fiftieth to join the stamps to a short length of backing. To reduce the number of paste-ups, the manufacturers devised layouts for special plates from which the stamps for rolls were to be printed.

There were two types of layout: one for the endwise rolls and another for the sidewise.

THE ENDWISE ROLLS

TYPE E: 400 subjects divided by a vertical gutter into two panes of 200 subjects arranged in 20 horizontal rows of 10 subjects each, the printed sheet being cut into vertical or "endwise" strips which were joined together to make a roll.

The method followed in making up the endwise rolls depended on the way in which the printed sheets were trimmed. When they were trimmed close to the top row subjects, thus producing stamps that were imperforate at the top as well as at both sides, a margin of varying width that might be as much as 9mm wide was left below the bottom row subjects, and the rolls were started by joining the top of the sheet to a short length of plain paper or backing of the

same width as the sheet, and were continued by joining the top of another sheet to the bottom margin of the previous sheet, and so on until twenty-five sheets had been so joined, when the whole was cut into rolls of 500 stamps.

However, when the printed sheets were trimmed close to the bottom row subjects, which would be imperforate at the bottom, a margin was left above the top row subjects, and the top margin of the first sheet was joined to the backing and continued by pasting the bottom of that sheet to the top margin of the next sheet, and so on until twenty-five sheets had been so joined.

The difference between the two methods was of some significance to philatelists. As the inscription on Plate I of both the ONE CENT and TWO CENTS was engraved only in the top margin, when the first method was followed, the inscription was trimmed off and no part of it was covered by the paste-ups, and conversely when the other method was followed some part of the inscription the imprint and plate number, or the order number – would be covered by the paste-up but might be revealed when the paste-up was opened.

The case of Plate 2 was not the same, as the inscription was entered in both the top margin and the bottom.

Reading up on how coils were made opened up some virgin areas to explore. Both Marler and Reiche agree that Admiral coils were printed from Plates 1 and 2. Moreover, Mr. Reiche, in his 'CANADA The Admiral Stamps of

1911 to 1925' (p33) says: "The inscription was over the second and third stamp and over the ninth in each pane. The full inscription read either 'OTTAWA No. -1' or 'OTTAWA No. A 2 903". The foot note in the Specialized Catalogue mentions only 'OTTAW' or 'A No. 2'.

I have in my collection the plate number coils illustrated: 1¢ – No. A 2; 2¢ – No. A 2 (four) and 2¢ – OTTAWA. All, understandably, are without gum. The fact that only one out of the six



Above: 1¢ Green – Below: 2¢ Carmine

pieces is on the 1¢ and all are Plate 2s makes me wonder if most, maybe even all, the 1¢ and 2¢ sheets from Plate 1 were trimmed at the top (Plate 1 was entered only in the top margin) and Plate 2 margins were trimmed at the bottom (Plate 2 was engraved at top and at bottom).

The Specialized Catalogue lists paste-ups for all the Admiral coils and in most cases, prices them 25% above the price of a regular pair. There is, however, no mention of head and tail paste-ups even though these strips are very collectable.

The only reference to these starters / ends that I know of is in the above excerpts, in which Marler describes how the rolls were started by joining the top of the sheet to a short length of plain paper or backing of the same width as the sheet. This short length of plain paper became the starter strips after the 25 sheets were cut into rolls of 500 stamps. The joining of the top of the sheet to a backing sheet is an important revelation. Prior to my research I was under the erroneous impression that endwise coils unwind downward when in fact, they unroll upward.

I have no information on end strips. My guess is they were made in a similar manner to the starter. A piece of paper the width of the printed sheet was joined to the bottom margin of the 25th sheet of



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ENDWISE PERF 8 COILS



*Head (starter) strips.
Joining stamp is
imperforate on three
sides and is on TOP
of the head.*



*Tail (end) strips.
Normal perfs on
joining stamp. Its
bottom margin is
UNDER the tail.*



stamps. Its purpose was to facilitate winding the sheets into rolls.

Unlike the head sheet, one eighth of an inch of the tip (bottom) of the sheet is folded under. This short portion serves as a gripper that is slid into a slotted hollow tube designed to accommodate the gripper that anchors the 25 joined sheets being wound. In the winding process this last piece of paper becomes a starter head as it is the first sheet to be wound and the head sheet, a tail, as it is the last sheet in the operation. The winding is completed when this end tail is pasted down. The roll is then slid out of the tube and guillotined into ten rolls. It is only when the stamps are being removed from a roll that the roles of tail and head are reversed, that is, the tail becomes the real head. This concept of how coils are assembled is pure conjecture. It nonetheless reminds me of the gospel according to St. Matthew

20.v16 – ‘So the last will be first, and the first will be last’.

Endwise heads and tails are much scarcer than the ones from sidewise coils. Of the endwise coils I have only the four perf 8 pieces illustrated (no perf 12s at all) from which I make these observations. The stamps that are attached to the heads are imperforate on three sides and are pasted on top of the starters. The starter strips are perforated. The joining stamps to the tails, on the other hand, have normal coil perforations, i.e. imperforate on two sides – and their bottom margins are pasted under the tails. The end strips have no perforations.

I do not have any head or tail of the endwise perf 12 coils but after analysing some paste-up pairs and my six plate number pieces, I have come to the conclusion that the perf 12 coil sheets

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had to be trimmed at the bottom in order to leave a top margin. Perf 12 head strips would, therefore, be imperforate on three sides and on top of the margin of the joining stamp.

The following continues the extract from Marler, shown on pages 299/300.

THE SIDEWISE ROLLS

It is obvious that a somewhat different layout was needed for sidewise rolls, for which horizontal as opposed to vertical strips were required, though the principle of the two layouts was the same.

TYPE F: 400 subjects divided by a horizontal gutter into two panes of 200 subjects arranged in 10 horizontal rows of 20 subjects each, the printed sheet being cut into horizontal or "sidewise" strips which were joined together to make a roll.

The sidewise rolls were made up in much the same way as the endwise, and the printed sheets were trimmed either close to the left side of the subjects of the first vertical row - leaving an imperforate side - with a narrow margin to the right of the subjects of the twentieth vertical row, or conversely with the narrow margin to the left of the first row subjects and close to the right side of those of the twentieth row.

Whichever method was followed, the inscription in both the top and bottom margins of the plates was trimmed off when the assembled sheets were cut into rolls.

Sidewise heads (and tails) are interesting and more plentiful than vertical starters and ends. It may be just

a coincidence that I happen to have complete heads of all the values and tails of some denominations. As my strips joining the stamps are from the left and bear purple rubber-stamped imprints of the denomination, type and date, I can safely say that they are head strips and that the printed sheets were guillotined at left. Another supporting indication is that the joining stamps (straight-edge at left) are pasted on top of the starter margins. The head strips are about 1 1/2 ins. long including the 1/4 in. margin under the attaching stamp; 1 1/2 in. of both ends of the head is gummed on the underside and there are six rows of perforation (perf 8). The exception is the 1¢ green - it has only one row of perforations - perf 12. Overleaf is a table showing the imprints on my sidewise coil heads.

The starter strips of five of the later coils in my collection are white and straw for the 1¢ yellow; white and green for the 2¢ green and pink for the 3¢ carmine. The 1¢ straw head, incidentally, is the only colour head with imprint that I have seen up till now. These different colour heads and the various imprints were not accidents: A.L. Steinhart's 'Admiral Period Notes', in BNA Topics, July-August 1976, pp12-14 (excerpts below) explains the reason for the coloured heads and the possibility that these coloured heads can also be found with imprint.

A note from the Postmaster at Winnipeg of 4 January 1923 noted "rolls of postage stamps are not always marked to indicate the 'denomination' and hence the stamp vendor has nothing to guide him once the rolls are placed on sale in his sale drawers". A letter of the Financial Superintendent of the Post Office of 9

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1¢ Green	White	500-1¢ POSTAGE SIDEWISE ROLLS ms 506 (\$5.06)	Green handstamp
1¢ Yellow	White	1¢ 500 STAMPS SIDEWISE (large lettering and inverted)	Purple
1¢ Orange Yellow	Straw	As above	Greenish
2¢ Carmine	White	500-2¢ POSTAGE SIDEWISE ROLLS SEP 26 1913 (Imprint inverted) ms 1006 (\$10.06)	Purple
2¢ Green	White	500 STAMPS SIDEWISE 20 (Imprint inverted)	Purple
2¢ Green	Green	Nil	
3¢ Brown	White	3¢ 500 POSTAGE STAMPS JUL 30 1918 (date inverted)	Purple
3¢ Brown	Pale brown	Probably nil (partial head)	
3¢ Carmine	Pink	Nil but with 'MOUNT ROYAL' watermark	
2¢+1¢ WT	Brown White	500 POSTAGE 3¢ and WAR TAX STAMPS JUN 2 1917 (date inverted)	Purple

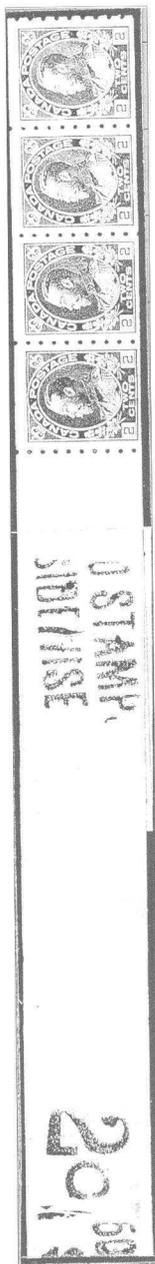
January 1923, in reply, noted "In order to make a more distinctive mark between the denomination of the rolls, it has been decided to have the blank end of the roll the same colour as the denomination of the stamps. As soon as the old stock on hand is exhausted you will receive all rolls with this distinctive mark".

The following information appears in a letter from the Financial

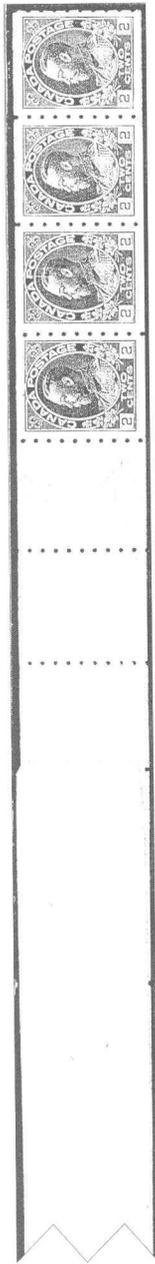
Superintendent of the Post Office to the Postmaster at Regina, Sask. on 3 February 1923 as a result of a complaint.

"When the manufacturer decided to put the rolls in different coloured paper for each denomination it was thought that this was sufficient, but I pointed out to him at the time, that it would be necessary to put the denomination on the roll in the

Horizontal (Sidewise) Heads and Tail of 2¢ Green Coils.



White head with 2¢ 500 STAMP, purple imprint. SIDEWISE.



Plain blue green head. Joining stamps (imperf three sides) are on top of heads.



Tail — Joining stamp's (imperf two sides) margin is under the tail.



manner that it had been done heretofore. A small supply without the denomination had already been issued, and no doubt some of them have found their way to your office. It is likely that in future all rolls you receive will be marked and the 1¢ will be put up in straw colour, the 2¢ in green, and the 3¢ in the pink colour”.

TAIL STRIPS

The joining stamp is not straight-edged at right and the stamp’s right margin is under the tail. End strips are white, have six rows of perforations and are the same length as the heads.

Does any member have a complete head or tail of the Perf 12 endwise coil?

LEFT

1¢ green head with ‘500-1¢ POSTAGE’ green imprint with manuscript ‘506’ (\$5.06) SIDEWISE ROLLS’

Note: only one row of perforations – perf 12 – on perf 8 coil. Heads (and tails) usually have six rows of perforations. One other strip reported.

FAR LEFT

3¢ carmine. Plain pink head with ‘MOUNT ROYAL’ watermark.

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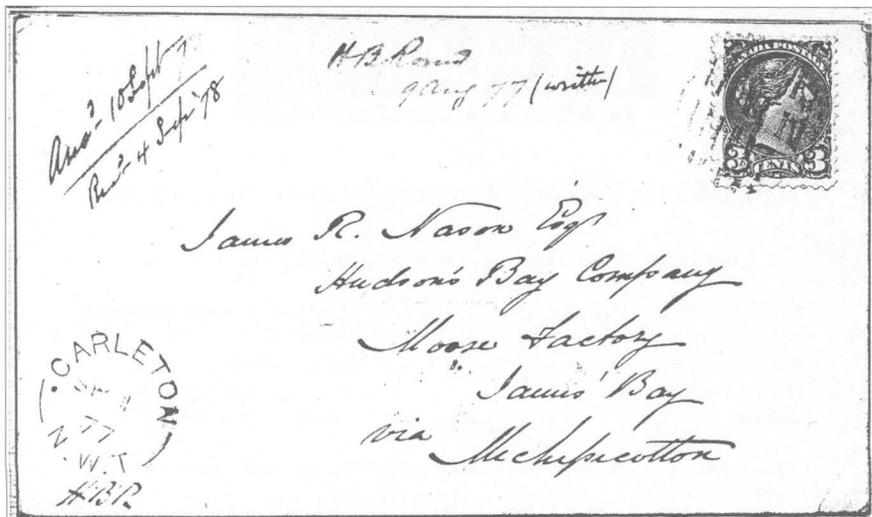
As a footnote to David Whiteley's article (ML June and August 1997) on the Hudson's Bay Company (HBC) favour mail from the North West Territories (NWT), the following two covers are presented. Prior to 1876, there were no post offices on the prairies outside of those close to Winnipeg along the Red and Assiniboine Valleys. In 1876 post offices were opened at Shoal Lake and Edmonton, a 750 miles stretch along the Carlton Trail and its extension to Edmonton. The HBC was quick to use the government service to supplement its own courtesy network. Couriers travelled in either direction at approximately three week intervals. Commercial steamboat activity along the North Saskatchewan River and Lake Manitoba began in the late 1870s but was too irregular for mail contract and

no covers are known to have used this avenue.

Figure 1 shows a cover mailed by Henry Round, an HBC employee whose exact location at this time is unknown, he was probably near Fort Chipewyan on Lake Athabasca. Fort Edmonton and (Fort) Carlton were central collection points for mail from the Yukon and Mackenzie valley fur trading districts. This letter was written by Round on 9 August 1877 and carried by HBC favour



Figure 1 including backstamps (above)



express to (Fort) Carlton 1 September 77 near the fork in the Saskatchewan River. Here it entered the government mail stream with a 3¢ Small Queen and was forwarded 450 miles overland to Winnipeg? November 77, Thunder Bay 14 November and, by steamer, pushed on to Sault Ste. Marie 16 November. For a second time this letter was picked up by HBC Favour Express and carried back along the north shore of Lake Superior to Michipicoten and then overland by dog team to Moose Factory on James Bay. The cover is docketed on the front, as having been received 4 September 1878 over one year from the time it had been written. In summary, the letter travelled from Fort Chipewyan 450 miles to Carlton, 1,000 mile by government mail over trail and steamer and finally 400 miles by dog team to its

destination on James Bay – all for 3¢ and HBC courtesy. Not only is the cover a rare Lake Superior routing, it is the first recorded official mailing from the historic NWT. It is a fine example of the new Dominion of Canada and the old HBC combining energy that culminated in the establishment of Canadian control on the prairies.

Figure 2 is a letter from Selina Bompas, wife of William Carpenter Bompas an itinerant Missionary of the Church Missionary Society (CMS) of the Church of England in London. He arrived in the Canadian North West in 1865. In 1884 they were somewhere in the Northern Yukon or Alaska – the border was not well marked on the ground. From there the letter was carried by HBC winter dog team



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express up the Mackenzie Valley to (B/S) Fort Simpson 20 March 1884, (B/S) (Fort) Chipewyan 2 April 1884, arriving at (Fort) Carlton 9 June 1884. From there a 5¢ Small Queen paid for delivery over the Carlton trail through Winnipeg then by rail from Winnipeg to the eastern seaboard and on to England. A question arises as to why the HBC bothered to document the progress of the letter through Fort Simpson and (Fort) Chipewyan. The answer may be the same as that for the HBC

handstamps on Eastern Arctic Patrol Mail in the early 1930s. The HBC wanted and indeed needed public and government recognition for the help it provided to the residents living in its monopoly trading area. Official favour was helpful in limiting government licensed competition. Selina and William Bompas went on to establish medical and educational missions in the Yukon and indeed both had a significant influence on the development of institutional rule in the territory.

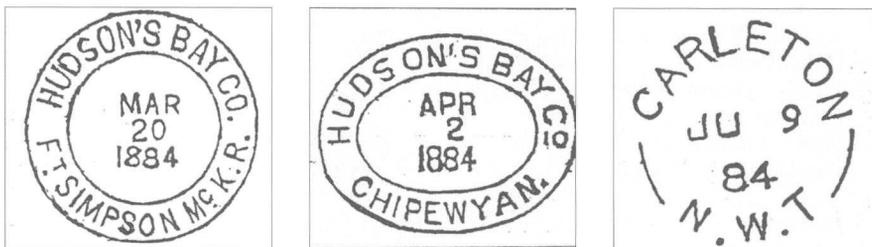
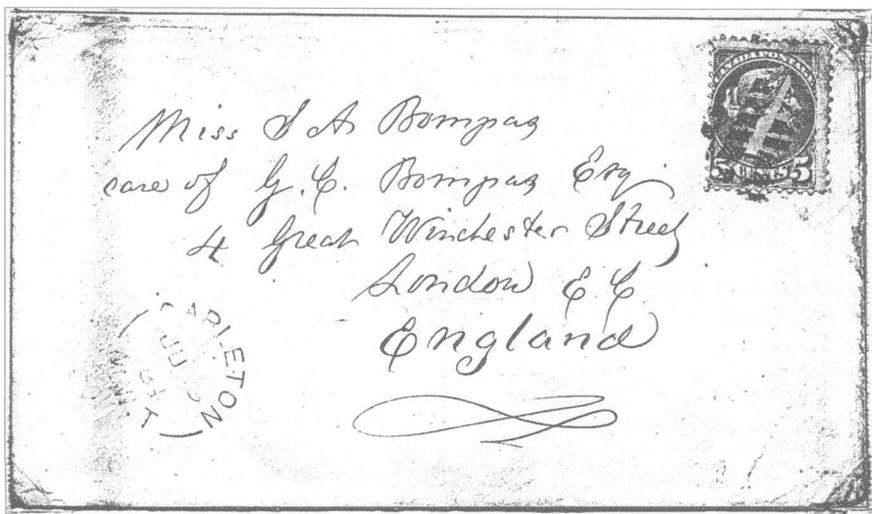


Figure 2 including backstamps and enhanced postmark (above)



AIR MAIL RATES TO FOREIGN DESTINATIONS 1930-1940 Part 2

David Whiteley

The Post Office Guide for 1938-1939 listed a number of changes including the rates for the Empire Mail Scheme.

The Official Post Office Guide 1938-1939 (p.11)

1. Canada, Great Britain, Northern Ireland, Eire, Newfoundland or any place in North America not mentioned in groups 2, 4 & 5
.....6¢ 1st oz. then 5¢ per oz.
2. United States6¢ each oz.
3. Europe (except places mentioned in Group 1).....10¢ each oz.
4. West Indies, British Guiana, Mexico, Cuba, Central America
.....10¢ each ½oz.
5. Bermuda15¢ each ½oz.
6. Africa, *Asia (except via San Francisco and to places served by the Empire Air Mail Scheme (see below)25¢ per ½oz.
7. Australasia (Via England)
.....35¢ per ½oz.
8. South America:
 - (a) Columbia, Ecuador, Venezuela, Dutch Guiana, French Guiana
.....25¢ per ¼oz.
 - (b) Argentina, Bolivia, Brazil, Chile, Paraguay, Peru, Uruguay
.....35¢ per ¼oz.

United States 'Clipper Service' Via San Francisco

1. Hawaii25¢ per ½oz.
2. Guam50¢ per ½oz.
3. Philippine Islands70¢ per ½oz.
4. Hong Kong, Macao ..90¢ per ½oz.

Empire Air Mail Scheme.

All first class mail (letters,

postcards and other articles prepaid at letter rate) posted in Canada for the following Empire Countries is carried exclusively by air BEYOND ENGLAND under the Empire Air Mail Scheme as the normal means of transmission. The rate for letters is 6¢ per half ounce or fraction thereof and 4¢ each for postcards.

Anglo Egyptian Sudan	Swaziland	
Zanzibar Protectorate	Malaya	
Kenya (Colony & Protectorate)	Egypt	
Federated Malay States (Negri Sembilan, Pahang, Perak, Selangor)		
Uganda Protectorate	Aden	
Tanganyika Protectorate	Palestine & Transjordan	Mauritius
British India (including British Indian Post Offices on the Persian Gulf, in French India and in Tibet but excluding Portuguese India)		
Unfederated Malay States (Johore, Kelantan, Kedah, Perlis, Trengganu, Brunei)	Nyasaland Protectorate	
Northern Rhodesia	Southern Rhodesia	
South Africa, Union of South Africa, Basutoland,		
Bechuanaland Protectorate		
Straits Settlements	Ceylon	North Borneo
Burma	Sarawak	

The following regular air mail services connecting with the United States air mail service were listed:-

- Winnipeg-FargoTwice daily
- Montreal-AlbanyDaily except Sunday
- Vancouver-SeattleDaily
- Montreal-Burlington ..Twice daily (10/8/37)

Reflecting the 1938 rate to Columbia is a cover (fig. 6), from Toronto dated 12 July, 1938, rated 50¢ paying the 'over ¼oz. but under ½oz. rate The 1939 rate to Bermuda is illustrated by a cover (fig. 7), dated 10 April, 1939, from Toronto rated 15¢ (the ½oz. rate) to Hamilton, Bermuda. A 1938 cover (fig. 8), illustrates the limitations of air mail service. It is an air mail cover from Vancouver, dated 23 April, 1938 and rated 6¢, the correct rate to Scotland. Endorsed 'Via New York SS 'Queen Mary'. It was probably sent by air via Seattle. and United States air mail service. to New York.

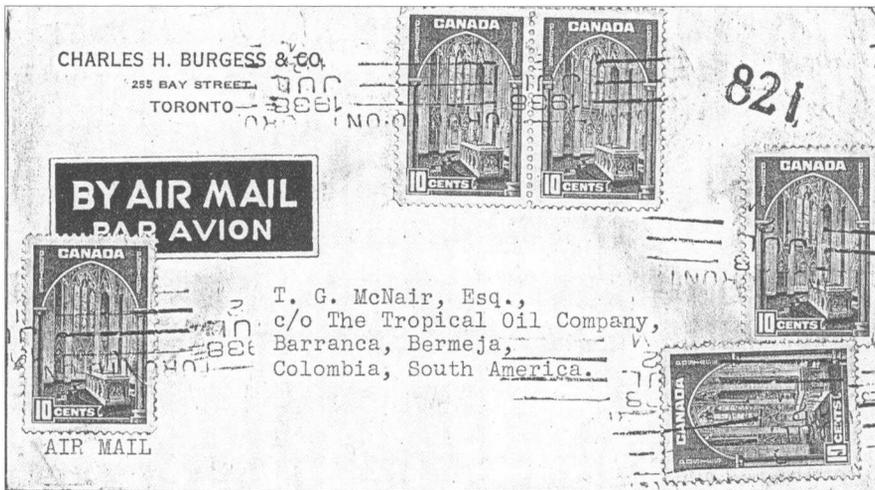
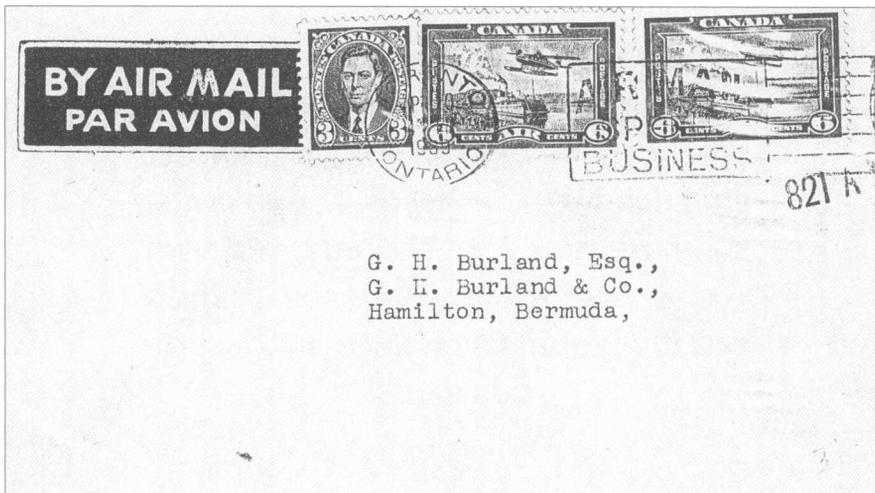


Figure 6 above

Figure 7 below



By 1939 air mail services were being provided to the major countries of the world. The only frontier left was an efficient and regular service from Europe to North America. As early as 1935 discussions were held between Canada, Newfoundland, Great Britain and Eire for the establishment of a

Trans-atlantic Service. By December 1935 an agreement had been reached. Representatives then went to Washington to obtain American participation in the proposed scheme. By 1937 Pan-American Airways and Imperial Airways were in a position to make tested flights using existing

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**DEALERS IN
FINE STAMPS
SINCE 1924**

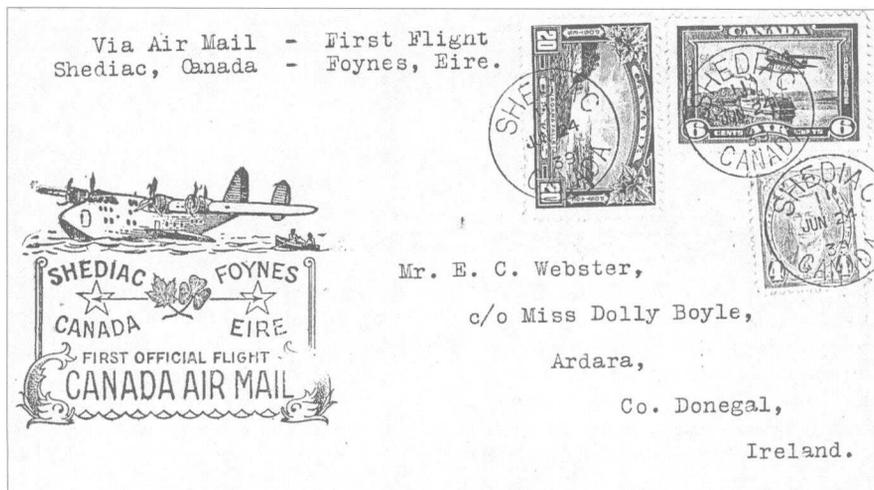
equipment. There was little activity in 1938 as both airlines were waiting for newer aircraft to be built. One flight was made using the 'Mercury', the upper portion of the Short-Mayo composite. The 'Mercury' was launched by her mother ship (plane) the 'Maia' from a point near Foynes, Eire at 20.00 B.S.T.

21 July. She landed at Montreal at 16.20 B.S.T. 22 July, after a non-stop flight. From Montreal the 'Mercury' proceeded to New York. The return flight was made in easy stages via Montreal, Botwood and the Azores. On the outward flight from Foynes to Montreal the 'Mercury' carried 1,000



Figure 8 above

Figure 9 below



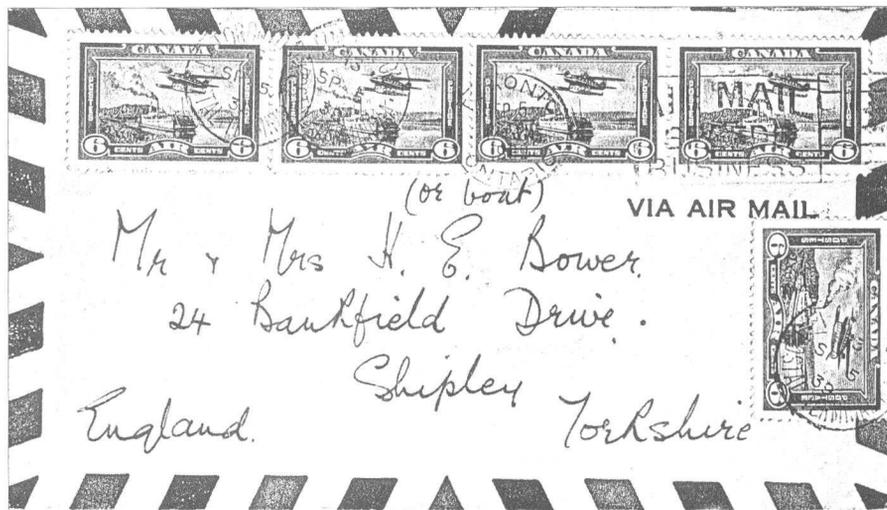


Figure 10

lbs. of express mail. The first regular official Canadian air mail flight was made from Shediac on 24 June, 1939 via Botwood and Foynes, Ireland, to Southampton arriving 28 June. Imperial Airways inaugurated their trans-atlantic service between Southampton via Foynes, Botwood, Montreal and New York on 5 August, 1939, making eight round trips between then and the end of September, when the service was curtailed due to the outbreak of World War II.

Pan-American Airways had also inaugurated a service between New York and Lisbon. The first flight on this weekly service was made from New York on 20 May, 1939, with flights routed via the Azores. Once the direct route via Foynes to Southampton was suspended the service on the Lisbon route was increased to twice weekly. Great Britain then inaugurated a connecting service between Portugal and London. On 3 August, 1940 British

Overseas Airways reinstated a Transatlantic service from Poole to New York via Foynes Botwood and Montreal. Only five flights were made over this route during 1940.

Commencing in 1941, as part the the war effort, Great Britain was able to purchase aircraft in the United States which were then flown to the Canadian border, ferried across to Canada and then flown to the United Kingdom. This service, known as the Atlantic Bridge and later as the 'Atlantic Ferry', carried large amounts of Canadian mail for the Canadian troops in Europe, and eventually it became essential to return air crews to Canada by air, so a return air mail service came into being. Rates were 30¢ for regular air mail and 10¢ for air letters.

Figure 9 is a commemorative cover for the first Trans-Atlantic Official Canadian Air Mail flight from Shediac to Foynes, dated 24 June, 1939 and is

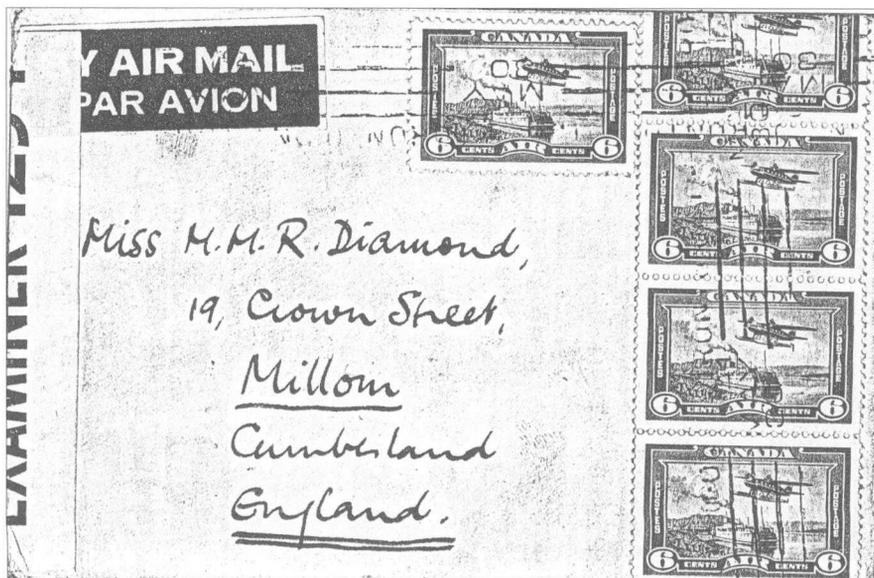
rated 30¢, (the 1/2oz rate). Figure 10 is an example of a cover from Toronto to Shipley, Yorks, dated 5 September 1939 and rated 30¢ carried by Transatlantic Clipper service.

The outbreak of the Second World War in September 1939 not only severely curtailed air mail service between Canada and many countries, but delayed the introduction of new



Figure 11 above

Figure 12 below



services. The 1940/41 Official Guide reflects the changing world situation. Rates for existing services were published in the 1940/41 Guide. Figure 11 is a cover to Columbia from Gananoque, Ont, dated 8 December, 1941, rated 25¢. Finally Figure 12 is an example of cover from Toronto to England dated 30 May, 1941 rated 30¢ and carried by the 'Atlantic Ferry'.

**The Official Post Office Guide
1940-1941 (p.11)**

1. Canada, Newfoundland or any place in North America not mentioned in groups 3, 5 & 66¢ 1st oz. then5¢ each oz. thereafter
2. Great Britain, Northern Ireland, Eire6¢ 1st oz. 5¢ each oz. after
If Trans-Atlantic Air Conveyance also desired .30¢ each ½oz.
3. United States6¢ each oz.

4. Europe (except places mentioned in Groups 1 & 2).....10¢ each oz
If Trans-Atlantic Air Conveyance also desired .30¢ each ½oz.
5. West Indies, British Guiana, Mexico, Cuba, Central America10¢ each ¼oz.
6. Bermuda15¢ each ¼oz.
7. *Asia (via San Francisco – see footnotes)
7. † Australasia
8. South America:
 - (a) Columbia, Ecuador, Venezuela, Netherlands Guiana & French Guiana25¢ per ¼oz.
 - (b) Argentina, Bolivia, Brazil, Chile, Paraguay, Peru, Uruguay35¢ per ¼oz.

*The rate by the U.S. 'Clipper' Service from San Francisco to Hawaii, Guam and the Philippines, is 30¢.

Continued on page 325

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THE MISSING LINK RETURNS

Part 2 The Great Adventure Begins

Joe Smith

Having spent nearly 30 months stationed in Toronto during most of his time with the Mobile Veterinary Section # 2, I suspect my uncle was in search of some adventure before the war came to a close. This opportunity arrived quietly on 12 July, 1918, when Major-General W.G. Gwatkin, Chief of General Staff in Ottawa, commenced to organize an infantry brigade for service in Siberia. A month later final approval was given by the President of the Privy Council of Canada. Some 4,200 men were to be assigned to this force and, for some reason, my uncle heard of the offer and promptly signed on. In the process he had himself demoted to private and joined the Remount Squadron. This group initially consisted of 19 men; later it was augmented with four more personnel including one officer.

Nearly all of the early arrivals were 'returned veterans' that is to say wounded men from the European front who had convalesced in Canada. I suppose you could say they were all well informed of military practices and experienced under fire. Later forces were mainly conscripts called up under the Military Services Act of 1917. The terms of my uncle's enlistment in March 1916 stated that he would serve up until six months after hostilities had ceased. It is difficult to understand why a man who was married, with two children and at the age of 30, would place himself in uncertain danger by volunteering to serve so far from home and country.

Major-General James H. Elmsley, who had served in the Boer War and recently commanded the 8th Brigade

CEF, was appointed to command the CSEF on 10 September 1918. The advance force commenced to assemble at New Westminster, Coquitlam and Willows Camp (Victoria) B.C. on 21 September. The following pictures featuring my uncle Ralph may or may not have been taken at the assembly point. He was an accomplished equestrian as can be seen from the photos. It is unfortunate that these old pictures had no notations, I can only guess the place and time they were taken. His only surviving daughter can



Ralph Grogan standing with duffle bag, with passenger train in background. Possible arrival or departure point in his journey to join the advance force.



Ralph Grogan with two pups, probably in camp awaiting departure for Siberia.

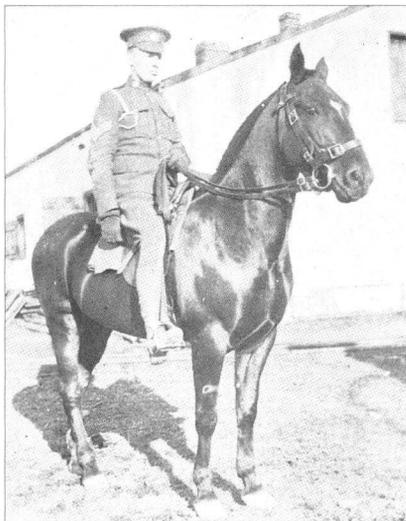
not help me as even she is not sure. I am grateful that she did not pitch them out as was her intention at some point. My uncle Ralph was a cigar smoker and many of the pictures show him with a stogie in hand or mouth. Another picture shows a different side of him and that was his love of dogs. He is seen at the entrance of a tent with two hound pups. I also note that up to this point he is still wearing his sergeant's stripes and his cap badge appears to be from the Veterinary Corps. Another photo shows him posing with a duffle bag next to a train which may have been taken upon his arrival in B.C.

The advance force boarded the SS 'Empress of Japan' (on requisition from

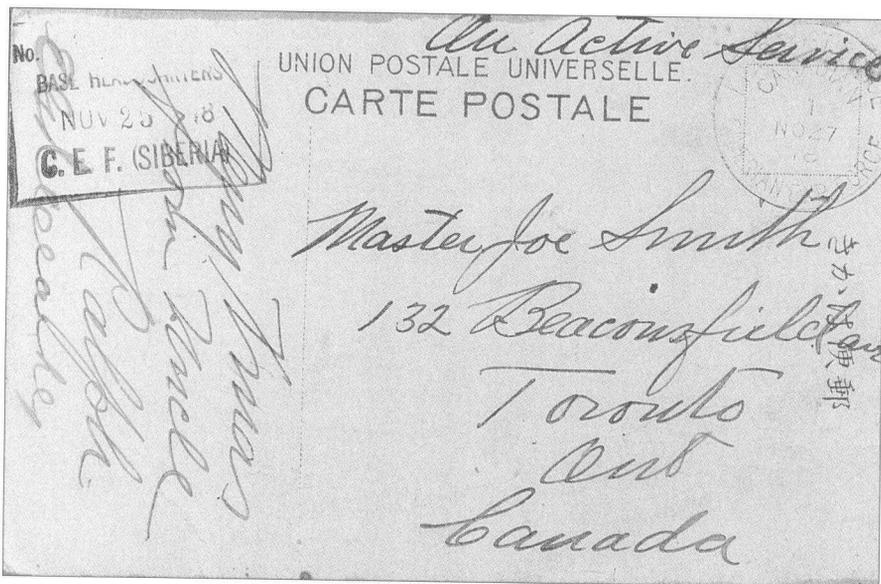
CP Steamship Co) and sailed from Victoria B.C. on 11 October 1918. This advance party of 677 Canadians sailed directly to Russia and arrived at Vladivostok on 26 October 1918. Among the group were 18 members of the 'B' Squadron of the R.N.W.M.P.

It appears from his records that, while en route and for a short time after arrival in Siberia, he was attached to the R.N.W.M.P., caring for their horses. Then he moved around among the Remount Depot, Base Depot and Ammunition Column until March of 1919.

While at the Base Depot he wrote four picture postcards to relatives back in Toronto. In one way or another each is somewhat different from the others. Card 'A' was sent to my father, Joseph



Ralph Grogan on horseback in front of building which does not appear to be of Canadian design. Possibly at Gournestai barracks outside Vladivostok.



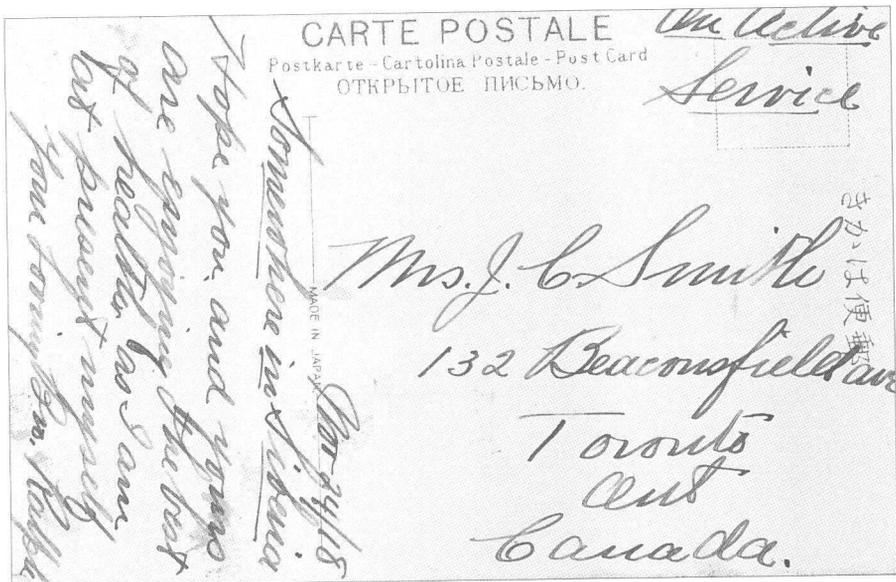
Card A



Card B



Card C



Card D

Grogan Smith. It has a Base Headquarters CEF Siberia rectangular boxed cancel dated NOV 25/18. Two days later the CSEF steel hammer (H-I) was applied where one would expect to see a stamp. Postage was free and the mail had to be endorsed 'ON ACTIVE SERVICE'. This is to his nephew who had just turned seven years old. The message is rather simple and reads 'Merry Xmas from Uncle Ralph'. Hidden along the left edge is a censor endorsement. I have tried in vain to decipher a possible name and crosscheck this with the list of participants in the advance party. No conclusion can be drawn. One tempting possibility is a member of the postal corps whose name was Edward George R. Clarke who was an acting Sargeant. On the back is a real oil painting in colour of a seaside sunset. It is from Japan and with many thousands of Japanese soldiers stationed in and around Vladivostok I am sure they were readily available to the buying public.

Card 'B' is similar front and back to card 'A' with two exceptions. No Base Headquarters boxed rectangle appears on the card. This card is written to his niece Grace Smith. Grace is my father's younger sister. The censorship signature is the same and the front of the card shows a near identical oil painting of a seaside sunset.

Card 'C', very similar to 'A' and 'B'; is written to Evelyn Smith, my father's elder sister. This card has the Base Headquarters boxed rectangle and CSEF dater. The censorship signature is the same as the previous two cards. The front has a real oil painting of a waterfall with a cone shaped snow capped volcano in the background. (Mount Fuji?)

Card 'D' is different. It would appear from the dateline (NOV 24/18) that it was written at the same time as the previous three, however the ink is black rather than blue-green. It is written to Mrs. J.C. Smith – his sister Jennie (she and her husband were the parents of the three children). The card is endorsed 'ON ACTIVE SERVICE' but there are no postal markings nor is there a censor's signature. This may have passed through the mails 'as is' or may have been sent under cover. The message reads: "*Somewhere in Siberia* Hope you and yours are enjoying the best of health as I am at present myself. Your Loving Bro. Ralph". This message is somewhat sad as my grandmother died the next year from the Spanish 'Flu. On the picture side is a water scene with gilding on the sails, birds and the thatched roof of a hut.

To be continued

AIR MAIL RATES...

Continued from page 320

50¢., and 75¢. per 1/2oz. respectively. The air mail rate via San Francisco to Macao & Hong Kong is 90¢ per 1/2oz. †The rate by the U.S. 'Clipper' Service from San Francisco to Hawaii, Canton Island, New Caledonia, New Zealand & Australia is 30¢., 45¢., 50¢., 75¢., and 90¢. per 1/2oz. respectively.

The England-India-Malaya-Australia-New Zealand and England-East Africa-South Africa air mail services are suspended.

By studying the various rates as published by the Canadian Post Office from 1929 to 1940, one can appreciate the challenge, fun and interest created for the collector in acquiring a representative collection of the various rate covers properly used in period. It is hoped this article will be of assistance to those interested in the study of rate covers.

**Acquisition of a scarce postmark can be a great motivation.
In Colin Campbell's case
he set out to uncover the story behind Deckerville.***

WHITHER DECKERVILLE, SASK.? Colin Campbell

The rural post office named Deckerville, Sask., was opened 1 July, 1910 with J.N. Green as postmaster. The location was about five miles south of Mazenod, Sask., or fifty miles southwest of Moose Jaw. Mr. Green established a homestead in the area and it is quite likely that the office was in his home. During this time the mail was sometimes given out at Lachlan Galbraith's store one mile south of Green's home.⁽¹⁾

Early revenue was reported as \$72.92 with salary \$26.25 for the year.

Other revenue during Green's tenure was 1911 -\$136.99, 1912 -\$144.00, 1913-\$181.60 plus stipend, in his final year, \$72.00.⁽²⁾ He resigned the office 5 December, 1913.

It was four and a half months before a replacement was named but Deckerville post office continued to function officially during the period between Green's resignation and his replacement. One receiver's postmark has been reported, dated January 1914, other dates within this period would be of interest.

Sunnyside Stamps



& Collectibles



BRIAN DRAVES

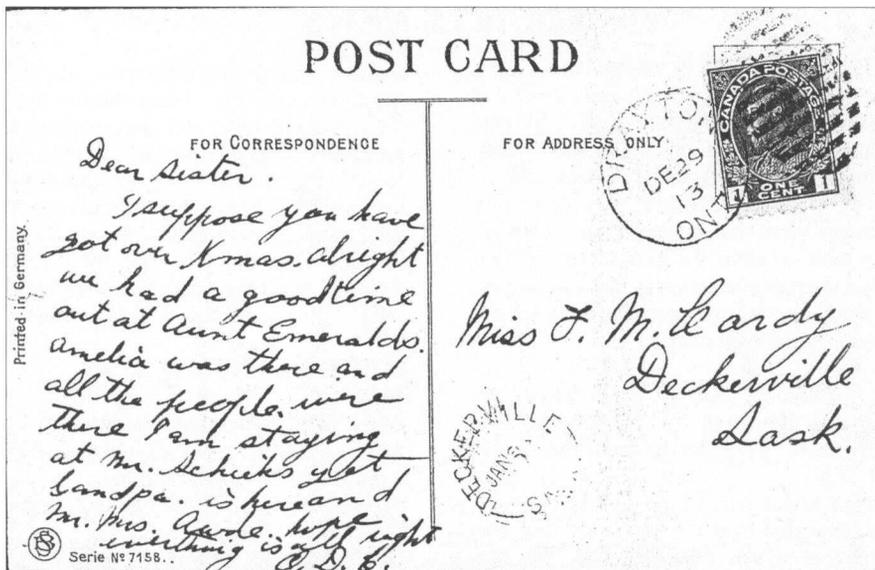
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James H. Dand was appointed postmaster 15 April, 1914. Mr. Dand had come from London, England, in 1904, first settling in Moose Jaw, but in 1911 he relocated seven miles south of Mazenod, having claimed a half section of land for farming. He built a sod shack with a wooden roof. This move resulted in the post office, Deckerville, being moved three miles south of its first location. Dorothy Copper (nee Dand), for an area history later, is quoted as saying "In later years (1914 on) our post office was Mazenod so we had a sub post office at our farm house. We had to go to Mazenod once or twice a week to get the mail. It was fun having the neighbours come in for their mail, and often some of them stayed for supper. Our post office was called Deckerville".⁽¹⁾ This office closed for all time 30 April, 1918.

Another pioneer family, the Morris Coles, homesteaded on the same section

as the Dands: the Coles arrived in 1917 and were soon settled in. Their town was Mazenod but their mailing address was Deckerville, a rural post office managed by Mr. and Mrs. J.H. Dand, just south of their home. This information was recorded by the eldest of the Cole family, Douglas Cole.⁽¹⁾

With regard to the card illustrated, it has been established that the Cardy family lived within a mile of the Deckerville P.O. Miss F.M. Cardy was the daughter of Mr and Mrs H. Cardy and, in 1913, was about 18 years of age. The card was written by Orton Cardy, Freeda's older brother. In 1914 Orton died, at age 23, as a result of an accident on the farm. The Cardy family had relatives living in Drayton, Ontario.

The absence of the year date (14) in the receiver postmark cannot be accurately explained but it is assumed

Continued on page 329

SOCIETY NEWS

DIRECT DEBIT MANDATES

When the scheme was set up in 1982 we were charged approximately 12p per entry on an annual basis, and with which the Society was debited after the annual 'run'. Since then not only has this charge more than doubled, but the banks in their wisdom decided a year or two ago to charge an extra 5p per quarter per entry held on computer; that is on top of the usual annual charge.

While the Society will continue to absorb the bulk of the charge, as members were advised at the 1997 A.G.M., it is felt unfair to the membership as a whole that they should be expected to continue to subsidise the extra levy. For members who use the facility, 20p, the current cost of second class mail, will be deducted in addition to the discounted annual subscription in future as per the enclosed dues notice. It is believed this is a fair compromise and it is hoped that the facility will continue to enjoy wide support.

LOCAL GROUPS

With the onset of the long summer days attendance at the local groups was smaller than usual. The London Section rounded off its programme with its annual competition of which John Wilson's 'Proofs 1852-57' was adjudged the worthy winner. The final meeting in May was a series of displays under the title 'K.L. or M'.

The Scots met in June where the main topic was the difficult Small Queen 3c shades - Indian Red and Rose-Carmine which even some professionals have trouble in identifying.

The Wessex Group met at Rodney

Baker's home in Bitterne at the beginning of July. Transatlantic mail was considered in some depth, especially to and from Nova Scotia. Of particular interest was a comparison between 1967 high value definitives and the source paintings. Also under scrutiny were the two types of forged 'Balbo' surcharge of Newfoundland (1933) and various bogus productions.

FORTHCOMING EVENTS

1998

Aug 9 S.W. Group, Portishead
Sep 9-12 CPS of GB Convention, Ivy Bush Royal Hotel, Carmarthen
Sep 30-Oct 4 STAMPEX, Islington, London
Oct 22 Wessex Group
Oct 29-31 London International Stamp and Cover Show, Horticultural Halls, London
Nov 21-22 ABPS Exhibition, Hove

Overseas

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 19-24 AUSTRALIA '99 Melbourne
Apr 27-May 4 IBRA '99, Nuremberg
July 2-11 PHILEXFRANCE '99 Paris
July 3 MIDPEX, Tile Hill, Coventry
Aug 21-30 CHINA '99 Beijing
Sep 15-17 BNAPEX, Kelowna, BC, Canada
Oct 7-10 CPS of GB Convention, Glasgow
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 Sanderson 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.

WHITHER DECKERVILLE... **Continued from page 327**

that the card was about five days in
transit, arriving about 3 January, 1914.
At this time the office was 'between
postmasters'; a new year indicium was
required to be set up in the hammer but,
either it was overlooked or, in the light
of the weakness at the base of the strike,
perhaps it failed to make an impression
on the card.

References:

1. *Prairie Trails & Pioneer Tales*, R.M.
of Stonehenge #73 (1982). As supplied
by C. Susut & B. Mytroen of Assiniboia.
2. *Letter*, S. Sheffield (1998)

***Editor's Note:**

*Deckerville, Sask was a rural post
office, shown in 'Saskatchewan Post
Offices', (Ed. Bill Robinson 1987) as
unreported except in the Proof Book.
Since that date, three examples have
surfaced, including the one illustrated.
The hamlet itself was not shown on any
current maps that Colin consulted, it
was a researcher in Saskatoon who
found a 1910 map and traced the exact
location. Not much to go on...*

*In addition to the above, Colin even
managed to trace photographs of Mr &
Mrs Dand and Mr & Mrs Coles but
photostats of the photographs would not
reproduce well!*

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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charge of £6. Please make your cheque payable to Wayne,
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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.

LETTERS TO THE EDITOR

Hans Reiche, FCPS

ADMIRAL PROOFS

The black proofs shown by the Yellow Peril (April ML, p233) come from a printing long after the Admirals were finished. The proofs show only the later dies, such as the 1¢ yellow, the 3¢ red, the 20¢ and the 50¢ because the originals were not available any more at that time. Similar proofs on card exist in full colours from the original dies. The reason why some proofs do not show the hole is because these were hung on a metal loop instead of using a hole. Few such proofs show small marks from this loop wire.

Dean Mario

FAKE QUEBEC CDS?

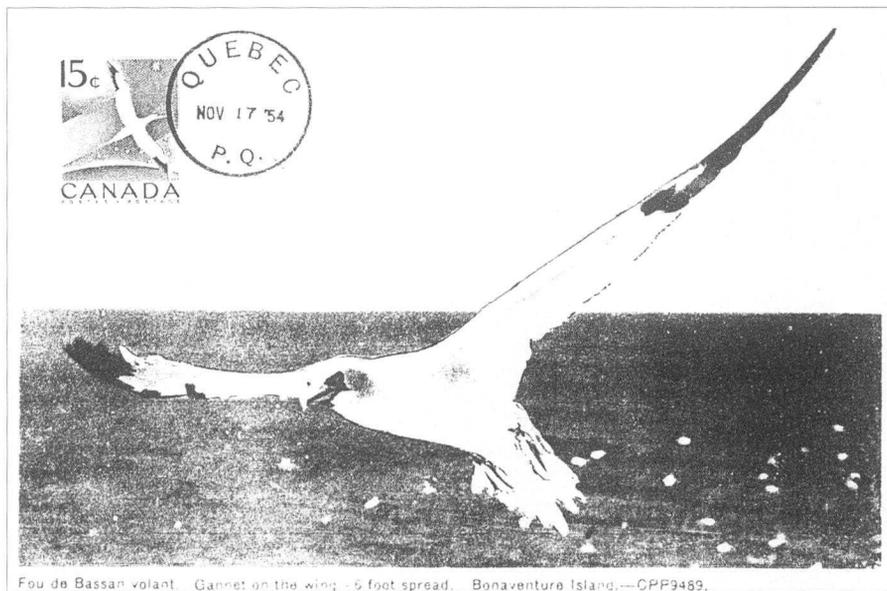
I may be able to shed light on Nigel Harris's problem card (April ML, p252). The card illustrated bears a

remarkably similar postmark to Nigel's, only it's 24 years later! It is a pseudo maximum card and obviously prepared by a collector. Reverse of the card is unused but it bears an issue number '1-0128' stamped in carmine/purple ink. The 'Quebec' cancellation is in black. Given the fact that Quebec has utilised many 'interesting' cancels, I doubt that Nigel's card is a fake per se. The sender may have had access to an unusual device – it appears similar to one of Hank Narbonne's 'MOODS' (Money Order Office Date stamps). I suspect that both my card and Nigel's are merely 'philatelic'.

Mac McConnell

BARGAIN BASEMENT

Horace Harrison's Bargain Basement (April ML, p255) reminds me that, in



Dear Sir.

We do not exchange stamps, our time being fully occupied in regular office work. I have handed your card to N. Ohman, St. John's, Newfoundland Stamp Dealer.

The following stamps are obtainable at this office at face value, i.e.:-

Issues 1857 to 1862:-
 4d lake, 5d red brown, 5d brown,
 6d lake, 12d lake,\$0.64

Later issues
 (10¢ blue, 10¢ green, 2¢ green,
 2¢ red, 3¢ blue, 3¢ brown,
 5¢ blue, perforated, 6¢ rose,
 10¢ black (ship), 12¢ 24¢,
 1/2¢, 1¢ post card, 2¢ post card. 72½

Latest
 Envelopes 5¢ 2szs, 3¢ 2szs
 wrappers 1¢, 2¢, 3¢0.29

Recent issue.....0.03
 St. John's Nfld.\$1.68½
 April 3rd 1891 J.O. Frazer, PMG.

1891, a gentleman from Perry Barr, England, wrote to Mr J.O. Frazer, PMG of Newfoundland (no less), asking for an exchange of stamps.

As illustrated, the PMG personally took pen and ink and a 2¢ postal stationery card and wrote a reply. The message reads:

Dear Sir,
 We do not exchange stamps, our time being fully occupied in regular office work. I have handed your card to N. Ohman, St. John's, Newfoundland Stamp Dealer. The following stamps are available at this office at face value, i.e.:- Issues 1857 to 1863
 4d lake, 5d red brown, 5d brown
 6d lake, 12d lake\$0.64

Later issues
 1¢ brown, 1¢ green, 2¢ green, 2¢ red

3¢ blue, 5¢ brown, 5¢ blue, perforated,
 6¢ rose, 10¢ black (ship), 12¢, 24¢,
 1/2¢, 1¢ postcard, 2¢ postcard72½

Latest

Envelopes 5¢ 2szs, 3¢ 2szs
 wrappers 1¢, 2¢, 3¢0.29

Recent issue.....0.03

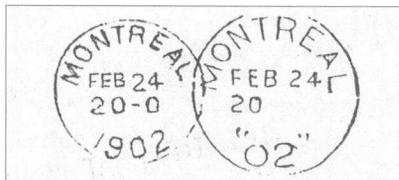
St. John's Nfld.\$1.68½

April 3rd 1891 J.O. Frazer, PMG.

PMG or not, the maths in the 'later issues' looks a bit shaky, making it an even better bargain!

**Derrick Avery
 BELT & BRACES**

I do not know whether the enclosed photocopies are interesting enough to put in 'Maple Leaves' but I thought the machine backstamps might be of interest.



Editor's note:

Well, they are of interest to the Editor! Two different flag or bar cancels on the face of a cover is an unusual occurrence but not rare. Two receiving marks from different machines is most unusual. That on the right appears to be the dater normally seen in one of the Bickerdike machines with type 8 flag die A, while the other is that normally seen with the machine that was on trial in the Montreal post office at the time, probably a Geary. The card seems to have taken six days to travel from Tadoussa to Montreal, perhaps they were so glad to see it that they marked it twice!

AMENDMENTS TO MEMBERSHIP

to 27 June 1998

New members

- 2781 Gray-Forsyth, John, 70 Blairbeath Rd., Burnside, Rutherglen, Glasgow, G73 4JQ.
C, SC
2782 Baker, Alan, 5 Dark Lane, Sunningwell, Abingdon, OX13 6RE. CGC
2783 Smith, Derek M. 5A Airfield Court, Donnybrook, Dublin 4, Eire. NB (Cents),
NS, PEI, Manitoba, SC.

Deceased

- 2011 Collie, W.; 2299 Drury E.; 1695 Lawler, D.R.

Resigned

- 2267 Trimble, R.E..

Removed from membership

- | | | |
|----------------------|-----------------------|--------------------|
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| 2669 Robson, R. | 2316 Scott, Rev. J.H. | 1263 Simpson, W.L. |
| 2717 Thompson, J.A. | 2737 Tucker, G.D. | 2203 Winmill, R.B. |

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- 2638 Bell, M.L. Barley Mow, High St., Chipping Campden, Glos. GL55 6AG
2277 Bunt, J. 8 Strangeways Villas, Truro, Cornwall, TR1 2PA
2671 Hlland, R.J. Flat 1, Brymore, St. Albans Rd., Torquay, TQ1 3OG
2751 MacInnes, I. 4 Garafod, Staffin, Skye, IV51 9JT
2213 Ordish, R.F. Marshlands, Kingston Lewis, E.Sussex, BN7 3NB
1453 Peatman, A.N. 437 Osborne Cres., Edmonton, AB, Canada T6R 2C3
2455 Piercey, D. 181 Blackburn Drive West, Edmonton, AB, Canada, T6D 1B6

Amendment to Address

- 2195 Stalker, B.T. substitute 'Flintshire' for 'Clwyd' and amend postcode to CH7 1PU.

Revised Interests

- 2674 Thompson, R.P. CR, CR2, CL, CS, DC.

E-mail address

- 2674 Thompson, R.P. rthomps@silksilk.net

Revised Total 451

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