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# Maple Leaves

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CANADIAN PHILATELIC SOCIETY  
OF GREAT BRITAIN*

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# MAPLE LEAVES

Journal of

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INCORPORATED 1946

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## EDITORIAL

Avid readers of this portion of 'Maple Leaves' will be expecting an issue in part colour. They will be disappointed. While, as usual, a few kind souls responded to the request for photographs of colourful covers, your Editor felt that the number and quality was insufficient for him to publish and still look the Treasurer in the eye. To those who did send in material, my warmest thanks, I should be able to use most of it in subsequent issues albeit in black and white. A few were indeed colourful and will lose much in translation to black and white, but it was felt that 12 to 16 items were needed to justify the eight pages we were prepared to allocate to the experiment.

Among the resignations noted in this issue is that of Joan Harriss of Nova Scotia, who joined the Society almost 40 years ago as Miss J.E. Young. The resignation was brought about by the

inexorable passing of time but Mrs Harriss was appreciative of the pleasure derived from her membership over that time. The appreciation was marked by a generous donation to Society funds, for which we are both flattered and grateful, yet sorry to lose so staunch a member

On a sadder note, the 'Membership' page records the passing of the Revd. David Izzett whom a number of members will have met at past conventions. Most of those who did not have that pleasure will nevertheless be aware of David's keen scholarship in the study of precancels. His presence and his knowledge will be sorely missed.

At their Convention last year, the Board of BNAPS agreed to hand over responsibility for their book department to the Saskatoon Stamp Centre, which claims to be the world's largest dealer in

BNA literature; their current catalogue runs to some 120 pages plus a supplement. As part of the deal, all books published by BNAPS will be offered to their members at 10% discount. We are pleased to say that the concession has been extended to CPS of GB members and we thank our BNAPS friends (and Saskatoon S.C.) for their support.

From time to time your Editor receives a pleasant surprise in the post. One such arrived a short time ago from Alwyn Peel, Secretary of the Captain Cook Study Unit. It took the form of the article on Red Bay featured in this issue, a record of one family's postal service on the coast of Labrador spanning 100 years. Alwyn thought it might be of interest to our members, we agreed wholeheartedly! It is to be hoped that Canada Post might find some way to commemorate this most unusual record.

**Stop Press** – There have been several requests from overseas members to move Convention 2000 to coincide with the International show, London 2000. President to be, Colin Banfield, has succeeded in securing a suitable venue in Hove (Brighton), just over an hour's rail trip from London. He has booked the whole of the Sackville Hotel for the duration of Convention, which will run from Wednesday, 17 to Saturday 20 May, 2000. This will enable members wishing to do so to travel up to London on Sunday 21 May, ready for commencement of the big show on Monday 22nd.

We hope to see a record number of our overseas friends, further details will be issued in due course and booking forms will accompany the Winter (January) 'Maple Leaves'. Meanwhile, if you have not already done so, please send your booking form to Les Taylor for this year's Convention in Glasgow.

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## KEEPING IT IN THE FAMLY

### Red Bay Post Office, 1899-1999

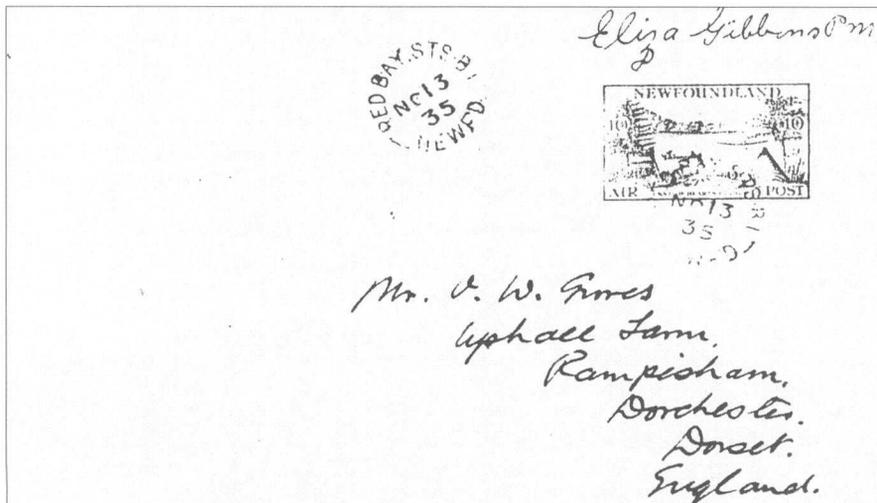
#### Cindy Gibbons\*

On 10 March 1899 James Gibbons of Red Bay received a letter from Mr. J.O. Fraser, Postmaster General for Newfoundland, to the effect that he was to take charge of the winter mail in that community. Fraser had received instructions from Mr. J. Alexander Robinson, Colonial Secretary for Newfoundland, to write the letter in late November 1898. The instructions to Gibbons followed a lengthy correspondence between Fraser and Robinson concerning who would ultimately be responsible for Red Bay's mail service during the winter months.

During summer months mail was delivered to Red Bay by steamer from St. John's. Mr. Josiah Penny was responsible for the summer mail. Penny had merchant premises on Penny's Island, located in the harbour at Red

Bay. In a letter to Fraser dated 29 November 1898, Robinson stated that this had been the case for 30 years and that Penny had received a total of \$12.00 remuneration for the responsibility.

Red Bay had been settled by fishermen and their families from Carbonear, Newfoundland, during the middle of the 1800s. Josiah Penny's father, William Hudson Penny, had established merchant premises at the same time to buy and sell cod fish caught by the settlers. Penny was in the habit of returning to his family's home in Carbonear during the winter months. Therefore, he had appointed Levi Pike, one of the settlers, to take responsibility for the mail during the winter months. After the last trip of the mail steamer from Newfoundland in the autumn, mail was delivered by dog team via Quebec.



Cover from Red Bay 1935.

Problems arose in the fall of 1898, when the steamer *Virginia Lake* arrived in Red Bay and there was no one present to act as Mail Master. From letters exchanged between Fraser and Robinson during November and early December 1898, the situation appears thus: Levi Pike had moved to Isle aux Bois, 60 miles west of Red Bay, where the Penny family also had a fishing establishment; in his absence Penny had appointed James Gibbons to act as Mail Master; Gibbons was away from Red Bay at the site of a recent shipwreck when the *Virginia Lake* arrived; mail was left in the keeping of Rev. William Patterson, the Methodist minister, who suggested that William Y. Pike, keeper of the Co-operative Store, would be the person best suited to act as Mail Master. Robinson did not agree with the appointment of Pike and instructed Fraser to appoint Gibbons winter Mail Master.

There is a reference in a letter from Fraser to Robinson, dated 30 November 1898, that for two years residents of Red Bay had been strongly objecting to the Post Office being located on Penny's Island "for his convenience." A letter from Horatio W. Pike, William Y. Pike, Edmund Pike and John C. Yetman to Fraser, dated 16 March 1899, stated that Horatio Pike had been keeping the winter mails since 1897 and that it would be more convenient for the people of Red Bay if he were to be appointed to keep the Post Office in summer as well. These particular circumstances may be related to the establishment of the Red Bay Co-operative Society in 1896. The Co-op was established to market fish for its members and provide them with fishing supplies and other necessities, making them direct competition for Penny.

Penny had suggested Gibbons be responsible for the winter mails; Pike and other Co-op members were advocating the appointment of Horatio Pike as a year round Post Master. Colonial Secretary Robinson agreed with Penny and instructed that Gibbons be appointed. Letters from Fraser to Robinson suggest that Fraser had drawn sides with Pike and the Co-op. In any event Gibbons apparently took charge of the winter mails in 1899-1900.

Petitions to improve mail service to the Labrador Straits region and to establish a proper year round Post Office at Red Bay "in a convenient place with facilities for the registration of letters and the issuing of money orders..." were sent to both Fraser and Governor Herbert Murray during 1899. A permanent Post Office was finally established at Red Bay in 1906. James Gibbons became Postmaster and presumably retained that position until about 1920 (he died in 1922), at which time the position was filled by his daughter-in-law Eliza. It is known that she served as Postmistress at Red Bay for over 40 years. Her grandson Walter became Postmaster after she retired in 1961, at the age of 70. Walter retired from that position in 1977 and his wife Linda has been Postmistress for the past 22 years.

\*Cindy Gibbons is the daughter of Linda, the present postmistress.



*The current postmark.*

# A SWEETHEART IN EVERY PORT

## Part 8 - Booklet Panes

### The Yellow Peril

Although I have an almost complete, if not complete, collection of Admiral booklets and booklet panes, I cannot crow about knowing much about them. Ignorance, however, does not preclude me from putting my Bournemouth display\* down on paper. Another reason for sharing my ecstasies, some of which are more exciting than the stamps themselves, with our members is to encourage them to establish good relations with their dealers. For me, a good rapport is a vitally important basis in building a good collection.

#### Tête Bêche-Panes

It must have been in the mid-sixties when H.R. Harmer (New York) offered a collection of booklet panes, which included all the tête bêche panes, on private treaty. If memory serves me right, the collection was priced at \$7500. None of the big dealers (I am 5ft. 2in.) would touch it because the price was too high. I liked the collection but I did not have enough dollars. As the timing was a month before the BNAPS Convention in Calgary, I said to Keith Harmer, "Why don't you let me take it to Calgary?" Much to my surprise, Keith gave the stamps to me without even asking for my 'John Henry'! The collection did not sell, but I still lusted for it. So rather than return it I took a gamble, knowing full well that if I lost I would have to visit my bank's loan manager. I removed the used panes and auctioned them off. Luckily, the money realized reduced the price to a level where I could hack it. Thanks again Keith, for giving me the opportunity to be one of the seven lucky collectors to

### Photos by Ian Robertson

own a set of these rare tête-bêche booklet panes.

The origin of these Admiral booklet tête-bêche panes is fascinating. I would guess that someone from the printer's premises extracted a printed sheet of each value before they were perforated then cut them up into panes of twelve (six erect and six inverted subjects) for the 1¢ and 2¢ and panes of eight for the 3¢ (four erect, four inverted).

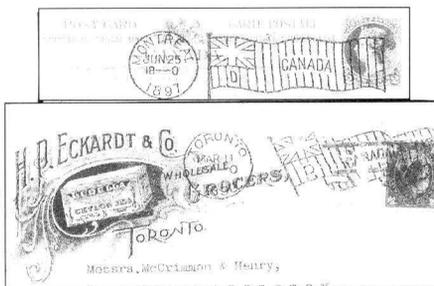
If the sheets were completely cut up there would be 21 sets of the three values. This was not the case, however. Ed Richardson's list of imperforate stamps on page 235 of the September 1964 issue of *The Canadian Philatelist* shows that there are seven 1¢, seven 3¢ and ten 2¢ panes. The fact that only seven out of the possible 21 sets and three additional 2¢ panes exist is a mystery.

On page 86 of Marler there is a suggestion that "someone in a rare moment of self-denial asked for and received only a small part of a full imperforate sheet" and cut them up into tête-bêche panes. Marler's explanation would be acceptable if it wasn't for the three extra panes. The additional panes are pretty well gospel as I have one of the three panes besides the one in my set. The two 2¢ panes are identical, i.e. dry printed – with gum and 17.9mm wide, no guide dot and Type BRE9 – vertical line in upper left spandrel broken below the bottom of the spandrel. The second pane was cut to provide two tête-bêche pairs. (I recall seeing an illustration of the tête-bêche

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*The "Harmer" tête bêche set.*

pair in a dealer's price list.) The whereabouts of the third is not known.

After many hours of consulting and discussing the extra panes with my tutor and after rereading the chapter on booklets and booklet panes half a dozen times the light finally came on! The answer lies in the plate layouts. Of the four types, three plate layouts were used in the printing of the booklet panes in

question. The following excerpts are from Marler p.69-70.

*1. TYPE X: 168 subjects separated by a vertical gutter into two groups of 84 subjects arranged in 14 horizontal rows of 6 subjects of which the first 3 were erect and the next 3 inverted; the printed sheet being cut to provide 28 booklet panes of 6 erect subjects.*

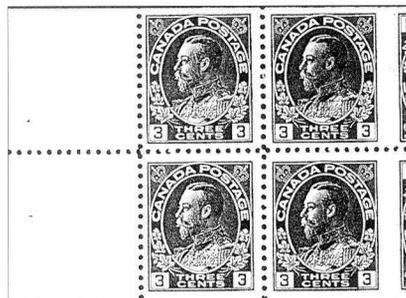
2. TYPE Y1: 252 subjects separated by 2 vertical gutters into three groups of 84 subjects arranged in 14 horizontal rows of 6 subjects of which the first 3 were erect and the next 3 inverted; the printed sheet being cut to provide 42 booklet panes of 6 erect subjects.

3. TYPE Y2: 360 subjects separated by two vertical gutters into 3 groups of 120 subjects arranged in 20 horizontal rows of 6 subjects of which the first 3 were erect and the next 3 inverted; the printed sheet being cut to provide 60 booklet panes of 6 erect subjects.

4. TYPE Z: 168 subjects separated by 2 wide gutters into 3 groups of 56 subjects arranged in 14 horizontal rows of 4 subjects of which the first 2 were erect and the next 2 inverted; the printed sheet was cut to provide 42 booklet panes of 4 erect subjects.

The 252 subject plate (Type Y1) was used for the printing of the 1¢ yellow panes and the 168 subject plate (Type Z), for the 3¢ carmine panes. Both types of layout provided three groups of seven tête-bêche panes each. The 360 subject plate (Y2 – the largest of the four) was used for the 2¢ green. Type Y2 yielded three groups of ten tête-bêche panes.

That “someone” referred to by Marler did not exactly receive a small part of a full imperf sheet. What he received was a complete group of each denomination (84 subjects of the 1¢; 56 subjects of the 3¢; and 120 subjects of the 2¢) which he cut into tête-bêche panes – seven each of the 1¢ and 3¢ but ten of the 2¢.



3¢ Carmine – A partial tête bêche pane.

### 2¢ Green Panes of Six

The tête-bêche panes, coupled with the many peculiarities such as die states, plate layouts, printing methods, quantities, catalogue pricing etc., make an unusually interesting group of stamps to study. Plates 19 and 20, the last plates used to print the 2¢ red panes, were also used to print the first green panes. The plates were from the retouched die, plate layout was Type Y1 – a 252 subject plate providing 42 panes.

The following figures (Marler pp334-5) are from the Canadian Bank Note Company's records. Plates 21 and 22, also 252 subject plates, were from the re-engraved die. Three printings were made from these plates. From the first printing, between 10 and 16 January, 1927, there were 44,255 impressions from each plate.

$$42 \times 2 \times 44,255 = 3,717,420 \text{ panes}$$

From the second, between 28 November and 6 December, 1927, there were 46,636 impressions from plate 21.

$$42 \times 46,636 = 1,958,712 \text{ panes}$$

The third, 2 to 10 February, 1928, produced 46,005 impressions from each plate.

$$42 \times 2 \times 46,005 = 3,864,420 \text{ panes}$$

$$\text{Total} = 9,540,522 \text{ panes}$$

Plates 23, 24 and 25 were also from the re-engraved die but Type Y2 plate layout – a 360 subject plate providing 60 panes. There were three printings. The first printings were between 30 September and 18 October, 1927. There were 19,498 impressions each from Plates 23 and 24.

60 x 2 x 19,498 = 2,339,760 panes  
and 19,499 impressions from Plate 25.  
60 x 19,499 = 1,169,940 panes.

The second printings were from 9 to 23 March, 1928, there were 28,504 impressions each from Plates 23 and 24.

60 x 2 x 28,504 = 3,420,480 panes  
and 28,505 impressions from Plate 25.  
60 x 28,505 = 1,710,300 panes.

The last printings, from 3 to 13 July, 1928, produced 5,882 impressions each from Plates 23 and 24.

60 x 2 x 5,882 = 705,840 panes  
and 5,883 impressions from Plate 25.  
60 x 5883 = 352,980 panes  
Total = 9,699,300 panes  
Grand total = 19,239,852 panes

These 2¢ green panes of six were the only Admiral booklet panes to be printed by both the wet and dry processes. The panes from Plates 19 and 20 and the first two printings from Plates 21 and 22 were by the wet process. The third printing from Plates 21 and 22 and all the printings from Plates 23, 24 and 25 were dry.

I do not know the quantity of panes that were printed from Plates 19 and 20 but I imagine that the quantity was small. For simplicity and for the purpose of this discussion I will add the quantity of booklets issued in:

1923 280,069 (Marler p302)  
1924 234,676  
514,745 booklets x 2  
= 1,029,490 panes

to the previous  
total of 19,239,852  
20,269,342

Despite this huge quantity, the panes can be readily identified as to which of the four groups they belong:

Group 1 Plates 19-20 Wet, retouched die Marler Type BR7. The vertical line of the right numeral box is fine and the outer line of the right side of the frame seems separate from the adjoining line.

Group 2 Plates 21-22 Wet, re-engraved first and second printings

Group 3 Third printing Dry, re-engraved Type BRE8. A dot near the left numeral box; the vertical line in the upper left unbroken; spur at bottom right.

Group 4 Plates 23-25 Dry, re-engraved Type BRE9. Vertical line at upper left is broken below bottom line of the spandrel.



2¢ Carmine 'OTTAWA-TOP' pane.

#### OTTAWA-TOP and Pyramid Guides

It was some 30 years ago that I bought my first 'TOP' Admiral booklet pane. I was so over-joyed with my find that I salted the pane away without bothering to investigate why the word OTTAWA-TOP is in the left selvedge and not over the top of the stamps where I had

expected it to be. It was just now (Easter '96) when I began to wonder why the top marking is on the left. Thanks to that wonderful book with the purple covers I can now offer a reasonable explanation.

Because half of the subjects were erect and half inverted, the top of the plate could not be readily distinguished from the bottom, except by the guide dots that appear in the spaces between the groups of panes and in the right margin of the plate; something more visible than the dots was needed. The solution was to add an inscription on the top of the plate. On Plates 15 and 16 the words 'TOP OTTAWA' in two lines were entered at the centre of the top of the plate; the plate number was entered above the erect panes and below the inverted, and 'OTTAWA-TOP' in the upper right margin of the plate close to the subjects. These inscriptions were cut away when the sheets were trimmed but portions of OTTAWA-TOP remained in the left margin.

Normally, the inscription at the top would have done the trick if the plates could be placed in the press vertically but plates for the early booklet panes were too long and had to be placed in the press sideways. It seems to me, therefore, that the reason for the additional 'OTTAWA-TOP' inscription in the upper right (upper left on the pane) margin was to indicate to the printers that this was the top of the sideways plate.

Because both panes in the 2¢ booklets are from the same position from the same plate (or same position but different plate) and the first pane has the 'OTTAWA-TOP' marking, the second pane is very likely to have the same word. Moreover, as the plates from

which were printed the covers for the panes from Plates 15 and 16 also had the same 'OTTAWA-TOP' in the upper left margin, possibly one day a lucky member will find this inscription under the binding of a booklet.

Pyramids are the only other markings appearing on the booklet panes of the 1¢ yellow and 2¢ green panes of four from Plate 1. These pyramid guides were illustrated in the January 1992 (whole number 236) issue of 'Maple Leaves'. I do not have anything new or exciting to report.

### **Squat Booklet Panes**

The early Admiral booklet panes were printed by the wet process. With this process the paper is first dampened, which caused the paper to expand. The stamp designs were then printed on the moistened paper. After printing, the paper was allowed to dry. As the paper dries, the paper contracts – returning to its original size but causing the stamp impressions to shrink.

The normal practice was to print the stamps with the grain of the paper running vertically (vertical mesh). In the wet process the shrinkage occurs horizontally across the grain leaving slightly narrower stamps. Because the plates for the booklet pane stamps were too long and had to be put into the press sideways, the stamps were printed on paper with the grain running horizontally (horizontal mesh). The shrinkage, still horizontally across the grain, produced squat stamps, i.e. shorter and wider stamps.

Prior to my compiling these notes I had been under the very popular misconception that the squat panes were



*1¢ Green normal pane, 17.5 x 21.5mm.*

the result of the paper being fed into the presses the wrong way.

The 1¢ squat panes come in two colours – deep blue green and green. A deep blue green pane, incidentally almost certain to be squat, can be found with hairlines. The normal green shade is not that simple to spot and is much rarer. The 2¢ squat panes also come in two colours – rose red and carmine.

The plate layout for the covers was designed to correspond to the layout of the panes. Take, for example, the 168 subject, Type X plate that provided 28 booklet panes. Layout for the covers was also a 28 subject plate arranged in four rows of seven subjects. The first and third rows were erect, and those of the second and fourth rows were inverted.

In the assembly process the covers, stamps, interleaving and information sheets were all collated, then cut along the vertical centre line to provide two assemblies of 14 booklets. A continuous strip of colour binding was applied over the backs of these booklets (seven on each side). Each booklet in the assembly was then stapled and the whole cut vertically and horizontally into 14



*A deep blue green squat pane with hairlines 18 x 21mm.*

individual booklets. If the cover was miscut, the panes and the information sheets would also be miscut. Illustration is from a remainder stock of pink covers for the Edward booklets.



*Miscut 2¢ rose-red squat pane, 18 x 21mm, covers and 1910 information sheets (over).*

### Hairlines

Although hairlines can be found on the early printings of the 2¢ panes printed on hardened flat plates, most of the stamps with hairlines are found on the panes printed from hardened plates that were bent to conform to the curvature of the rotary presses. The bending cracks the plates and it is these cracks that produced the fine hairlines – usually on the corners of some stamps.

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1 Dec, 1

quote this paragraph (Marler p82), followed by my comments. I hope that someone will set me back on course if I am off.

*All but two of the 168-subject plates laid down subsequently were hardened and afterwards were bent on a vertical axis, and in consequence many subjects have hairlines running vertically from the corners, and some panes of the ONE CENT show hairlines not only in the stamps but also in the selvage. Two of these plates of the ONE CENT were bent on a horizontal axis and stamps from these plates may be identified by horizontal hairlines on horizontal wove paper.*

*However, the larger plates, engraved after September 21st, 1914, were all bent in the conventional way on a horizontal axis, but the hairlines seem less extensive than on the earlier plates.*

The 22 plates for the 1¢ green panes of the six were:

- 1 to 3 168 subject plates. Original die
- 4 to 8 168 subject plates. Retouched die
- 9 to 10 168 subject plates. Retouched die
- 11 to 12 168 subject plates. Retouched die<sup>1</sup>
- 13 to 14 252 subject plates. Retouched die
- 15 to 16 168 subject plates. Retouched die
- 17 to 18 252 subject plates. Retouched die
- 19 to 20 252 subject plates. Retouched die<sup>2</sup>
- 21 to 22 252 subject plates. Retouched die<sup>3</sup>

<sup>1</sup>These plates were not used.

<sup>2</sup>These plates may have been used for the 1¢ yellow as well.

<sup>3</sup>These plates were used only for the 1¢ yellow.

As for the two exceptions to the 168-

My attempts to understand hairlines on booklet panes is another of those complex "biting off more than I can chew" areas. To illustrate my problem I

subject plates bent on a horizontal axis, I would guess they were Plates 9 and 10.

### Prices

Prices, whether auction realisations, catalogues or dealers' asking prices, of these panes are very interesting. Prices, especially high prices, impress more people than the particulars of the stamps. These 2¢ green Admiral booklet panes are a good example. The Specialized Catalogue price for a pane of four is \$50, a pane of six, wet or dry, is \$250.

The prices are for mint panes in fine condition.

According to the figures given by Canada Post there were:

600,000 Eng)	Combination booklets
75,000 Fr)	1¢, 2¢ and 3¢ (brown)
1,791,000 Eng)	Combination booklets
<u>86,000</u> Fr)	1¢, 2¢ and 3¢ (carmine)

i.e. 2,552,000 panes of four and

5,123,425 Eng

431,325 Fr

5,554,750

x 2

11,109,500 panes of six.

A quick glance at these totals shows that there are more than four times as many panes of six as there are panes of four. Yet, the price for a pane of six (wet) is five times the price of a pane of four.

My summary. There are four types of 2¢ green Admiral panes of six:

**Type 1** Wet panes from Plates 19 and 20 – the rarest of the wet panes.

**Type 2** Wet panes from Plates 21 and 22, first and second printings.

**Type 3** Dry panes from third printings of Plates 21 and 22 – rarest dry panes.

**Type 4** Dry panes from Plates 23, 24 and 25.

Questions: Are the panes of four

underpriced and panes of six overpriced? Why the huge discrepancies between the quantities in Marler and that of the Canada Post Office?

The 2¢ red panes too, are very intriguing. These paragraphs from Marler (p168) dealing with the 1¢ and p294 for the 2¢ – give an estimate of the squat booklets.

*The number of impressions of Plates 1 to 10 to be given presently suggests that they accounted for approximately 1,600,000 booklets, which would have been English on horizontal wove paper, with "large type" information sheets. This, it will be observed from Appendix B to be found at the end of this Section, corresponds roughly to the number issued between May 1st, 1913, and March 31st, 1916, but is somewhat less than the total quantity received from the manufacturers up to the date last mentioned.*

1,600,000 booklets with four 1¢ panes each = 6,400,000 squat panes.

*It is possible, using the years and figures appearing in Appendix F, to estimate the approximate number of each type of TWO CENTS Carmine booklets that were issued:*

**1** Those with large type information sheets with stamps printed on horizontal wove paper –

English only 4,900,000

**2** Those with small type information sheets with stamps printed on vertical wove paper –

English 4,000,000

French 143,000

**3** Those with small type information sheets with the cover overprinted –

English 240,000

French 26,000

9,309,000

4,900,000 booklets with two 2¢ panes

**Continued on page 103**

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In the Spring issue we noted the appearance of a new auction house in Canada; our roving reporter attended the inaugural sale...

## 'FOR THE COLLECTOR BY THE COLLECTOR' AUCTION

### The Yellow Peril

The President of Brigham Auctions could not have picked a better day than Friday, 26 February, 1999, to hold his inaugural auction. Unlike the awful shut-in weather of the preceding weeks, there was neither wind nor falling snow: the highways were clear; the temperature, above freezing and the good sun shone brightly all day. The climate was so salubrious that when a friend offered to drive me to the sale, I did not hesitate to accept.

Although it has been some considerable time since I last attended a stamp auction and I did not arrive until noon, the floor was what I had expected – a quick count during intermission showed 48 people. The sale was a 1373-lot affair. The first 354 lots – mostly choice Newfoundland sprinkled with some postal history, airmail, special delivery, officially sealed etc. – were sold in the morning. The remaining 1019 lots of Canada, ranging from proofs to an exceptional collection of rare modern varieties (including a Seaway) and all the in-between issues, were sold in the afternoon session. Bidding was lively throughout and good collector stamps brought good collector prices. For example, a rare block of the 'Colony of Canada' essay was stolen by a lucky bidder at \$1800, and a beautiful 1¢ Large Queen on laid paper saw \$4250. The big surprise was when a 2¢ QV Numeral on a multi-coloured illustrated advertising cover realized 6½ times the \$200 estimate at \$1300. The figures do not include buyer's premium or the various sales taxes.

The intermission refreshment was the usual fresh, hot coffee and for those who

prefer something a little more medicinal, the bar was opened. Immediately after the sale, the complimentary bar was again opened. It was a most fitting way to celebrate a successful 'For the collector by the Collector' sale.

On behalf of the Society, I welcome new member Mr. Ron Brigham.

#### *SWEETHEART Continued from page 101*

each = 9,800,000 squat panes.

According to Marler's figures,  
the 9,800,000 2¢ squat panes  
less the 6,400,000 1¢ squat panes  
show there  
are 3,400,000 more 2¢ squat panes  
than 1¢ panes

the total 9,309,000 2¢ booklets  
less the 4,900,000 2¢ squat booklets  
indicate 4,409,000 2¢ regular booklets

the total 4,900,000 2¢ squat booklets  
less the 4,409,000 2¢ regular booklets  
show there  
are 491,000 more 2¢ squat than  
2¢ regular booklets.

The Specialized Catalogue's price (1999) for the 1¢ squat pane is \$125; the 2¢ squat pane is \$175; and the 2¢ regular pane is \$25.

Something here just doesn't add up. Does quantity have any bearing on pricing? Perhaps there is a rocket scientist in our midst who can elaborate on the rationale behind these pricings.

\*Display given to the Society at the 1995 Convention in Bournemouth.

ESTABLISHED 1918

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# SOME ASPECTS OF THE RURAL MAIL DELIVERY SERVICE

A.S. Mackie, FCPS

The application to establish a Rural Route required a plan of the Route, which had to be of reasonable length, preferably of circuitous nature, but not over 25 miles. A petition, signed only by the head of each household interested, had to be signed by at least 50% of the heads of households in the area to be served by the proposed Rural Route, and by a minimum of three householders per travelled mile, to secure a daily service except Sunday. The completed petition, sketch and detail of travel had to be sent to the District Director of Postal Services.

Since 1908, when the service first started, it was necessary for each person on a Rural Route to purchase and erect a box known as the 'King Edward' mail box

on the roadside, in such a manner as to be reached by the courier without dismounting from his horse or vehicle. The box, which originally cost \$3, could only be obtained from the Post Office Department. The receipt for such a purchase in 1949, priced the 'King Edward' box at \$4 (Figure 1) but by 1971 a boxholder could construct his own rural mail box, provided it met the general specifications regarding Rural Mail Delivery boxes. Boxes could not be erected within one quarter mile of a Post Office.

While engaged in the service of a Rural Route, the courier had to carry for sale a stock of postage stamps sufficient to meet the demands of purchasers, i.e. in

**Bureau de l'Inspecteur du district**

District Post Office Inspector  
MONTREAL, P. Q.

S 8 1949 17

Inspecteur de l'Office Postal  
MONTREAL, P. Q.

(Ecrire l'adresse au verso)

**REÇU POUR L'ACHAT D'UNE BOÎTE AUX LETTRES RURALE**

Je vous accuse réception de la somme de \$1 en paiement d'une boîte aux lettres rurale, avec les accessoires nécessaires, dont vous vous servirez sur la route de distribution rurale n°.....

de *Val Barrette*..... Cette boîte vous sera expédiée aussitôt que possible au bureau de poste de *Val Barrette*....., où vous voudrez bien aller la réclamer.

Figure 1. Receipt for purchase of mail box.

earlier times sufficient to be able to sell 50¢ worth to any patron without depleting his stock to such an extent as to prevent him from selling a reasonable amount to any other person who desired a supply. The stamps were bought from the Postmaster of a distributing office and paid for at face value by the courier. Where a city office was the distributing office for a route, the courier was not permitted to buy his stamps from a stamp vendor.

Couriers were required to carry a stock of Postage Due stamps to be used in connection with insufficiently prepaid mail matter, these too had to be obtained from the Postmaster of the distributing post office.

On what are called 'Drop Letters', that is letters mailed in any post office or letter box on a Rural Route, for delivery into any other post office or letter box on the same route, the rate of postage was 2 cents an

ounce or fraction thereof. i.e., ordinary letter rate.

When a courier collected mail matter for delivery to a box on the same route not yet reached he, before delivering same, cancelled the postage stamps thereon with an indelible pencil. If he had reason to believe that the postage was not fully prepaid, he took it to the nearest post office not yet reached or (if there were no Way Post Offices on the Route) to the distributing office, in order that the correct amount of postage be ascertained.

Insufficiently prepaid mail matter, addressed to a patron of Rural Mail Delivery, was not taken out by the courier unless an amount had been deposited by the patron with the despatching postmaster with which to pay the charges on such matter. Where such deposit had been made, it was the duty of the postmaster to affix postage due stamps to

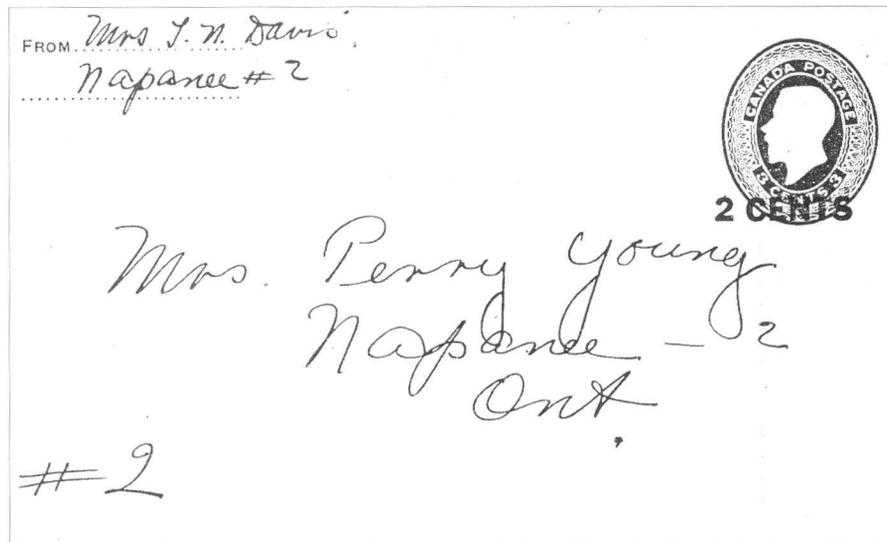


Figure 2. A letter from Mrs. T. N. Davis, on Rural Route No 2, Napanee, Ontario to Mrs Perry Young on the same Route, which the courier failed to cancel with his indelible pencil, or take to the nearest office to ascertain if the postage was correct.

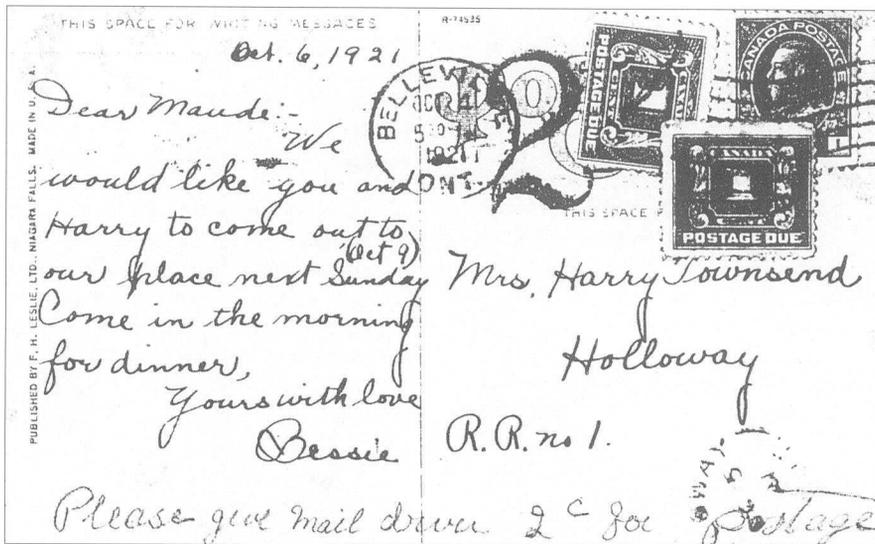


Figure 3. Postage due: it appears that the postmaster at Holloway wrote "Please give the mail driver 2¢ for postage", and Mrs. Townsend gave the courier the 2¢, he then applied the two 1¢ Postage Due stamps and cancelled them with his indelible pencil.

such mail, cancel the stamps and deliver it to the courier to be deposited in the patron's box. In cases where no such deposit had been made, a notice was filled out, by the postmaster, for delivery into the addressee's box, stating that mail was being held at his office awaiting receipt from the addressee of the additional postage charges thereon. In the event of these charges not being paid before the departure of the courier on his next trip, the insufficiently prepaid mail matter would be taken by the courier on that trip. If the addressee either met the courier or deposited in his box the requisite amount in money (postage stamps not accepted) to pay the charges, the courier affixed postage due stamps to the mail, cancelled the stamps and delivered it to the addressee, or deposited it in the addressee's box.

If the addressee neither met the courier to personally pay the charges, nor deposited sufficient money in his box for

that purpose, the courier returned the mail matter to the distributing post office. If at the end of one week the postage charges were not received, a second notice was sent, marked 'Second Notice', advising the addressee that the mail matter had been placed in the general delivery, to be called for.

#### **Delivery of registered mail, C.O.D. and large parcels.**

Such articles had to be delivered in person to the addressee or his recognized representative.

In order not to delay mail items requiring personal contact, such as large parcels, C.O.D. etc, the postmaster was able to use discretion and, where the boxholder did not normally meet the courier, authorize the courier to leave the item at the post office to be called for. In such instances the courier

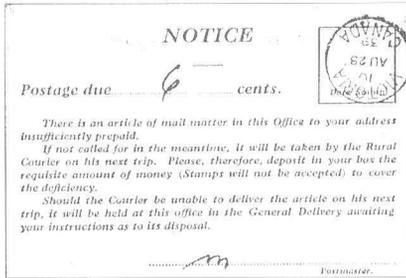


Figure 4. Postage due: 'Stamps will not be accepted' – 1939.



Figure 5. Postage due: 'Stamps accepted' – 1951.



Figure 6. Postage due: 2¢ due paid at distributing office – 1960.

simply left a card in the addressee's rural box advising that an item was being held in the post office and could be called for immediately.

If the item was taken out for delivery and the addressee or his representative did not meet the courier to take delivery, the courier left a notice card in the

addressee's box to advise him that if he did not take delivery at the post office in the meantime, the item would be brought out again on the next trip. The courier would take the item out a second time and should no authorised person be on hand to take delivery, the courier would return the item to the post office. Such matter would not be taken out by the courier more than twice. If the item was not called for within a week, the



Figure 7. Insufficiently paid mail delivered on trust.

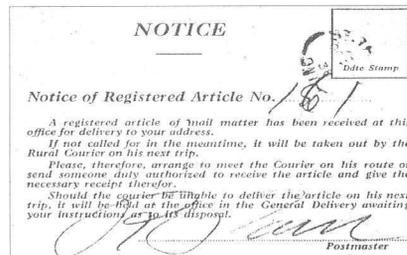


Figure 8. Advice of registered mail for collection or delivery.



Figure 9. Obverse of 1932 bilingual card.

postmaster sent a 'Final Notice' indicating the period the item would be held at the post office before being returned to the sender as 'uncalled for'.

All registered and C.O.D. mail had to be signed for and any deficient postage and / or C.O.D. charges due thereon paid at time of delivery.

When a package too large for deposit in a rural mail box was received at the distributing office for delivery on a rural mail route, a notice was filled out by the postmaster, for delivery in the addressee's box, stating that the package will be taken out by the courier on his next trip for delivery, if requested to do so by the addressee. If the addressee or his duly authorized representative failed to meet the courier to receive the package, it was taken back to the distributing post office and held in the General Delivery until called for by the addressee, a second notice to that effect being placed in the addressee's box should the package not be called for within one week.

Rural couriers were authorized and required while serving their routes to take applications and accept money for Money Orders and Postal Notes from persons desiring to purchase same, and to give receipts for funds so received.



Figure 10. Advertising 'Flier' aimed at customers on rural routes.

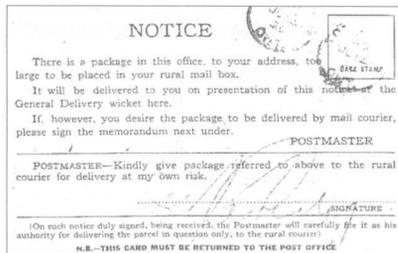


Figure 11. Notice of package too large for mail box.

Each courier was furnished with a small supply of blank applications for the use of intending remitters.

In all cases where applications for Money Orders or Postal Notes were made through rural couriers, such Orders or Notes had to be procured at the distributing post office to which the couriers were attached, and not at any other post office on the couriers' route, without special authorization from the Department.

Unless specially instructed to the contrary the rural couriers, after returning to the distributing office from their trips, presented the applications they received, with the money for Money Orders and Postal Notes, to the postmaster who issued appropriate Orders or Notes and mailed the receipts detached from Postal Notes or Advices of the Money Orders to the respective remitters, in official envelopes (Fig. 14).

The written instructions received from patrons to have their mail delivered to the courier to be deposited in their respective boxes had to be carefully filed and preserved. A list of the patrons who chose to take advantage of Rural Mail Delivery had to be prepared by the postmaster of the distributing office,



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BRITISH COLUMBIA POSTAL HISTORY  
CENTENNIAL (1967) ISSUE  
CINDERELLA MATERIAL  
DEAD LETTER OFFICE  
DISASTER COVERS  
DUPLEX CANCELLATIONS  
EDWARD VII ISSUE  
EXHIBITION & FAIR COVERS  
FANCY NUMERAL & SPECIALTY CANCELLATIONS  
1859 FIRST CENTS ISSUE  
FIRST DAY COVERS  
FLAG CANCELLATIONS  
FOREIGN COVERS  
FORGERIES  
INTERNATIONAL MACHINE CANCELLATIONS  
JUBILEE ISSUE  
LARGE QUEEN ISSUE  
LEGISLATIVE MARKINGS  
LITERATURE  
MANITOBA POSTAL HISTORY  
MAP (1898) ISSUE  
MAPLE LEAF ISSUE  
MILITARY POSTAL HISTORY  
MOON, MOTO & POCOM CANCELLATIONS  
NASCOPIE POSTAL HISTORY  
NEW BRUNSWICK POSTAL HISTORY  
NEW BRUNSWICK STAMPS  
NEWFOUNDLAND POSTAL HISTORY  
NEWFOUNDLAND STAMPS  
N.W.T. POSTAL HISTORY  
NOVA SCOTIA POSTAL HISTORY

NUMERAL ISSUE  
OFFICIAL STAMPS  
OFFICIALLY SEALED STAMPS  
O.H.M.S. PERFINS  
ONTARIO POSTAL HISTORY  
PATRIOTIC COVERS & POSTCARDS  
PENCE ISSUES  
PERFINS (PRIVATE)  
PLATE BLOCKS  
POSTAGE DUE ISSUES  
POSTAL HISTORY COLLECTIONS & LARGE LOTS  
POSTAL STATIONERY  
PRECANCELS  
P.E.I. POSTAL HISTORY  
PROOFS  
QUEBEC POSTAL HISTORY  
QUEBEC TERCENTENARY  
RAILROAD POST OFFICES  
RATE COVERS  
REGISTERED COVERS  
REGISTRATION STAMPS  
REVENUES  
ROYAL TRAINS COVERS  
SASKATCHEWAN POSTAL HISTORY  
SEMI OFFICIAL AIRMAILS  
SHIP CANCELLATIONS, MARKINGS & VIEWCARDS  
SLOGAN CANCELLATIONS  
SMALL QUEEN ISSUE  
SPECIAL DELIVERY STAMPS  
SPECIMEN OVERPRINTS  
SQUARED CIRCLES  
STAMP COLLECTIONS & LARGE LOTS  
STAMPLESS COVERS  
VARIETIES  
VIEWCARDS  
WAR TAX STAMPS  
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from information obtained by him from the courier, in the order in which the respective boxes were reached by the courier on his route, and kept up to date.

*Footnote*

*Much of the information above derives from the 1913 Official Regulations, approved by the P.O. Department of Canada. Thus the past tense has been used, but the R.R. Service still operates and it seems that most of the regulations remain in force.*

Rural Mail Delivery Notice		Avis de distribution rurale	
Post Office	Bureau de poste	Date	8/11/94
<input type="checkbox"/> Registered Parcel / colis	<input type="checkbox"/> Registered Mail	<input type="checkbox"/> Insured Envoi assuré	<input type="checkbox"/> Postage Fort & Date
<input type="checkbox"/> Certified Mail	<input type="checkbox"/> Priority Post	<input type="checkbox"/> Priority Postage	<input type="checkbox"/> Other - Autre
<b>First Notice / Premier avis</b>		L'article réglementaire vous sera remis sur présentation de cette carte au bureau de poste. Note: On devra vous demander une pièce d'identité.	
A) To pickup the above item, please take this card to your post office. Note: Identification may be required.		B) Si vous désirez que l'article soit livré à votre boîte postale, communiquez avec votre bureau de poste ou receveur: cette carte devra votre boîte postale en indiquant la date à laquelle vous souhaitez recevoir votre entrepreneur pour prendre livraison de l'envoi.	
Delivery No. / N° d'envoi	Total Payable / Total à payer	<input type="checkbox"/> <b>PLAST.</b> via gâché au 48h (sans-su) <input type="checkbox"/> <b>PLAST.</b> via gâché au 48h (sans-su)	
<b>Dernier avis</b>		<input type="checkbox"/> <b>PLAST.</b> via gâché au 48h (sans-su) <input type="checkbox"/> <b>PLAST.</b> via gâché au 48h (sans-su)	

Figure 12. Notice of large parcel to be collected against payment of C.O.D. charges (1994).

**E** Sender keep this Receipt. L'envoyeur gardera ce Reçu.

**MILTON (West), Ont.**

Stamp of Issuing Office: *MILTON ONT* No. 5693

Timbre du Bureau Expéditeur: *Seven* Dollars. Commission - Droits: *2* cents.

Payable at: *Intervention* Payable à: *Intervention*

State or Country: *Ont* Etat ou Pays: *Ont*

Pay to: *U.P. Board of Trade* Payez à: *Pittsburgh*

City or Town: *Pittsburgh* Ville ou Village: *Pittsburgh*

Street and number: *309 North St* Rue et numéro: *309 North St*

Province: *PA US* Canton or Department: *PA US*

Sent by: *J.H. Moore* Envoyé par: *J.H. Moore*

Residing at: *Pittsburgh* Demeurant à: *Pittsburgh*

Postmaster / Maître de Poste: *J.H. Moore*

Figure 13. Receipt issued by postmaster for money received.

This envelope must be used only for the purpose stated on page 19, Section No. 47 in the Book of regulations governing the Rural Mail Delivery.

**O. H. M. S.**

Rural Mail Delivery.

Mr. *J.H. Moore*

Route No. *8*

CANADA POST OFFICE.

11 R. M. D. - 100,000-5-2-16.

Figure 14

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# THE BRITISH MISSIONS TO RUSSIA 1918-20

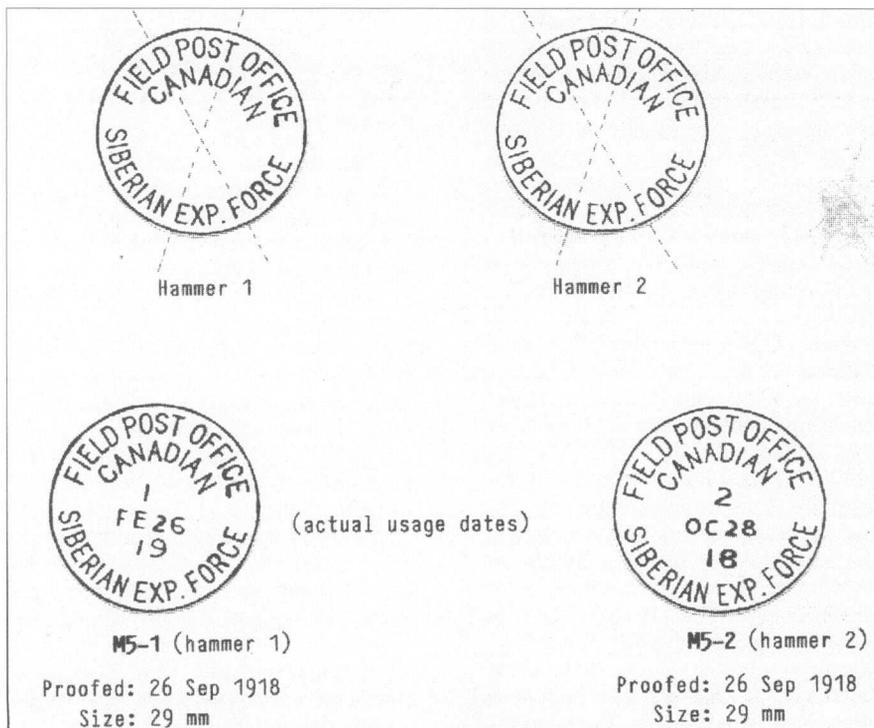
## The Canadian Experience (4)

### David Whiteley

Turning to the operations of the Field Post Office and an analysis of the various markings used, one is faced with a paucity of material thus making it difficult to arrive at positive conclusions. The most interesting conundrum is the existence of CS-1, and CS-2.<sup>41</sup> Even though there are only two examples of CS-2, Ed. Richardson has been able to conclude that there are sufficient differences from CS-1 to identify positively the two cancelling devices. Ed. Richardson, in a detailed

examination of Hammer 1 strikes, drew the following conclusions:

The indicium '1' was a moveable slug as the numeral '1' appears in three different positions: (a) under 'AD' of CANADIAN – all November-December 1918 covers (with very minor variations); (b) under the 'D' of CANADIAN – from 1 January to 19 February. Richardson only had examples from 5-16 February, but I have been able to examine three January examples and a 19 February example all of which have



*Illustrations of Hammers 1 and 2 with examples of actual usage. Courtesy Bill Bailey.*

the 1 under the 'D'; (c) under the second 'A' of CANADIAN, or possibly the 'NA', from 26 February to 18 May. Richardson thus summarizes his findings as follows:- Two hammers. Hammer 1, size of markings 29.5-30mm; size of lettering FIELD POST OFFICE - 2.75mm high, CANADIAN - 2.25mm high, SIBERIAN EXP. FORCE - 3mm high. Style (both) - Sanserif caps. Colour of ink only black. Period of use Hammer 1, earliest known - 13 November, latest 18 May (now a date of 7 June has been discovered). For Hammer 2 the only date known is 28 October 1918.<sup>42</sup> Having concluded that there were two hammers, both Richardson and Lt. Colonel Webb postulate that, if the original plans had been followed, the bulk of the Canadian contingent would have been based on Omsk with a rear echelon at Vladivostok. Therefore, because of the size of the contingent, two Field Post Offices, one at Omsk and one at Vladivostok, each with its own cancelling device, would have made sense. But as Webb points out, why would the Canadian Postal Corps suddenly break with tradition and use numerical indicia to distinguish one date stamp from another? This practice had not been followed in any other theatre heretofore.<sup>43</sup> A Field Post Office at Omsk under those conditions would have had a large amount of mail for both Canada and Great Britain to handle. Consequently it would have been expeditious to cancel the mails at Omsk and then make them up into closed bags for direct transshipment as closed mails for either Canada or Great Britain. The bags would be tagged for either Victoria or Vancouver or for Great Britain via Vancouver. If this practice had been followed it would have eliminated a considerable amount of double sorting

at Vladivostok. From the War Diary of No.5 Detachment, Canadian Postal Corps, it is noted that one postal clerk was sent to Omsk on 4 February, 1919, but it is not known whether he took the CS-2 dater with him as no material cancelled with that device from Omsk has appeared to date. Faulstich postulates that, as a small Canadian party accompanied The High Commissioner, Sir Charles Elliot, to Omsk on 8 December and the No.5 Postal Detachment had assumed responsibility for British mail from Omsk, the CS-2 hammer was, in all probability, sent to Omsk.<sup>44</sup> This is unlikely as Post Office cancelling devices would not have been sent to Omsk unless members of the Postal Corps were also sent. Therefore it is very doubtful that further examples of CS-2 will be found from the Omsk theatre prior to 4 February 1919, the earliest date postal clerks were dispatched to Omsk.<sup>45</sup>

The fact that the two examples of CS-2 that have been observed are both, significantly, dated 28 October, 1918, two days after the arrival of *Empress of Japan* can be easily explained. There is no doubt that Lt. Ross and his three assistants would have been working at high speed to establish the Field Post Office at the earliest opportunity, as they would be anticipating a heavy mail from the 677 members of the advance party. Webb has suggested that only a few pieces of mail would have been handled initially by the Postal Corps as the bulk of the letters would have been left on the ship. From the discoveries made by Robert Smith we now know that there were "two ways of sending letters. One was to put stamps on the envelope and let them stay on...[the] ship, the other to send them unstamped when they will go ashore, through the central military post office and on the next boat".<sup>46</sup> This new

information therefore suggests that the majority would elect to send their mail free of postage through the Base Post Office, especially if word had got about that a mail would be sent by the *Empress of Japan* on her departure after discharging the troops and cargo. Given the time factor and the pressure to make up a mail it is not surprising the postal clerks would use the first dater available, regardless of hammer. Once the initial rush was over, all the equipment unpacked and the Base Field Post Office established and running, the Hammer 1 dater would have been brought into use and the Hammer 2 dater placed with the equipment to be sent to Omsk once the main contingent arrived. It should be remembered that the political decision to keep the Canadians in Vladivostok had not as yet been made. Consequently General Elmsley and his staff were working on the assumption that the operational Headquarters would be quickly established in Omsk.

The use and purpose of the CS-3, rubber dater is less easy to explain as two of the examples I have seen both appear on the Carter correspondence. Sgt. R.W. Carter was a member of No. 9 Ordnance Detachment, which was barracked at Egerscheldt Docks, some three kilometres south of Base Headquarters. The third cover was written by Lt. Ramsay R.A.O.C., who was also presumably barracked at Egerscheldt with members of the Canadian Ordnance Corps.

It has been suggested that this cancelling device was used at a sub-post office. Webb suggests at Gornastai Bay, Bailey & Toop suggest Headquarters 16th. Brigade, Gornas tai Barracks. However, I suspect it was more likely to have been at Base Headquarters located

in the Pushinskaya Theatre, if there were indeed any sub-post offices established. I suggest Base Headquarters because No. 5 Postal Corps were also stationed at Middlesex Barracks, Egerscheldt, close to the docks and, since both the Ordnance Corps and the post office were in the same location, I can see no reason for that unit to have a sub-post office. The first cover with the CS-3 dater is dated 15 November, 1918, it is also cancelled with a CS-1 dater 16 November, 1918, which suggests it was posted somewhere other than the main post office. The second cover, which bears two strikes of the CS-3 dater, (figs. 2 & 3-M.L. Winter 99), is a registered cover dated 11 January 1919 with a magenta PASSED / BY / CENSOR / 005 handstamp with a censor officer's signature. This censoring device was allocated to No. 9 Ordnance Detachment, therefore the question arises, was the censoring of the letter done in the first instance at some place other than Egerscheldt? The third cover is also a registered cover, dated 11 March, 1919, (fig. 4-M.L. Winter 99), and consequently bears no censoring device. The instructions would allow for this to occur: "an officer had first to pass a letter and then frank it with his signature, without rank or unit and then pass it unsealed to the 'stamping officer' who was to seal and stamp it"<sup>47</sup>. Therefore it is conceivable that the letter was franked at some location other than Sgt. Carter's quarters, for example Base Headquarters and then sent to his unit for the application of the correct censoring stamp before being placed in the main mail stream.

The means of physical transportation of mail between Canada and Russia and the classes of mail that could be handled has received little attention. Vladivostok was not on a regular

shipping route although the Canadian Pacific Ocean Services Ltd. had an agent in Vladivostok who was able to assist the Canadians in facilitating the movement of mail. It is known that, prior to the arrival of the main body of the Canadian Forces, earlier dispatches for Vancouver "had been handed to the British Consul at Vladivostok" for onward transmission, care of the British Consul, Yokohama, who would place them on the first available mail boat for Canada.<sup>48</sup> In fact Lt. Ross reported that the first direct mail for Canada was not made up until 4 December, and was presumably dispatched by the *R.M.S. Monteagle*. Lt. Ross also stated that he was trying to make arrangements with United States Army Post Office to dispatch Canadian and British mail in closed bags through their facilities. Apparently American Forces mails left Vladivostok on Wednesdays and Saturdays.<sup>49</sup> According to Captain Playfair, official war correspondent, writing in the Vancouver *Daily Province*, of 26 December 1918, as a result of Canadian Government policy military mail to and from Siberia would only be carried on Canadian transports. The article further stated that, as a result of this policy, the only mail received at Vladivostok had arrived on 5 December on the *R.M.S. Monteagle* and the last vessel to arrive from Japan had only brought civilian mail. The official Post Office records show that on 5 December, 1918 the Deputy Postmaster General instructed the Post Master at Vancouver to forward mail for the Expeditionary Force by closed bag in Japanese mail steamers wherever possible.<sup>50</sup> From the official records of mail forwarded it is clear that the P.M. at Vancouver not only used Japanese steamers but American Transports and British flag vessels, including the mail contract steamers of

the Canadian Pacific. The records show that there were 29 mail sailings from North America between 6 December 1918 and 17 April 1919. They were as follows:

<i>S.S. Monteagle</i> .....	17 Nov 1918
Arrived Vladivostok	5 Dec
<i>S.S. War Charger</i> .....	27 Nov 1918
Arrived Vladivostok	26 Jan, 1919
<i>S.S. Ning Chow</i> .....	6 Dec 1918
Arrived Vladivostok	29 Dec
<i>S.S. Chicago Maru</i> .....	11 Dec 1918
<i>S.S. Teesta</i> .....	21 Dec 1918
Arrived Vladivostok	12 Jan 1919
<i>S.S. Protesilaus</i> .....	26 Dec 1918
Arrived Vladivostok	15 Jan
<i>S.S. Astutu Maru</i> .....	30 Dec 1918
<i>U.S. Transport</i> .....	5 Jan 1919
<i>S.S. Madras Maru</i> .....	10 Jan 1919
Arrived Vladivostok	3 Feb
<i>S.S. Africa Maru</i> .....	15 Jan 1919
<i>S.S. Canada Maru</i> .....	21 Jan 1919
<i>S.S. Monteagle</i> .....	30 Jan 1919
Arrived Vladivostok	18 Feb
<i>S.S. Fushimi Maru</i> .....	1 Feb 1919
<i>S.S. Kamo Maru</i> .....	3 Feb 1919
<i>U.S. Transport</i> .....	5 Feb 1919
<i>S.S. Mexico Maru</i> .....	6 Feb 1919
<i>S.S. Empress of Japan</i> .....	12 Feb 1919
<i>S.S. Koan Maru</i> .....	13 Feb 1919
<i>S.S. Arabia Maru</i> .....	18 Feb 1919
<i>S.S. Empress of Asia</i> .....	26 Feb 1919
<i>S.S. Manila Maru</i> .....	1 Mar 1919
<i>S.S. Chicago Maru</i> .....	3 Mar 1919
<i>S.S. Astutu Maru</i> .....	10 Mar 1919
<i>S.S. Katori Maru</i> .....	12 Mar 1919
<i>S.S. Suwa Maru</i> .....	22 Mar 1919
<i>S.S. Cyclops</i> .....	26 Mar 1919
<i>S.S. Empress of Russia</i> .....	10 Apr 1919
Arrived Vladivostok	18 May
<i>S.S. Africa Maru</i> .....	11 Apr 1919
<i>S.S. Empress of Japan</i> .....	17 Apr 1919
Arrived Vladivostok	4 May <sup>51</sup>

It should be noted that the dates quoted were the dates mail closed at

*Continued on page 119*

## EARLY RPO SHIP MARKINGS OF BC (3)

### Vancouver and Victoria B.C. RPO – A Second Look

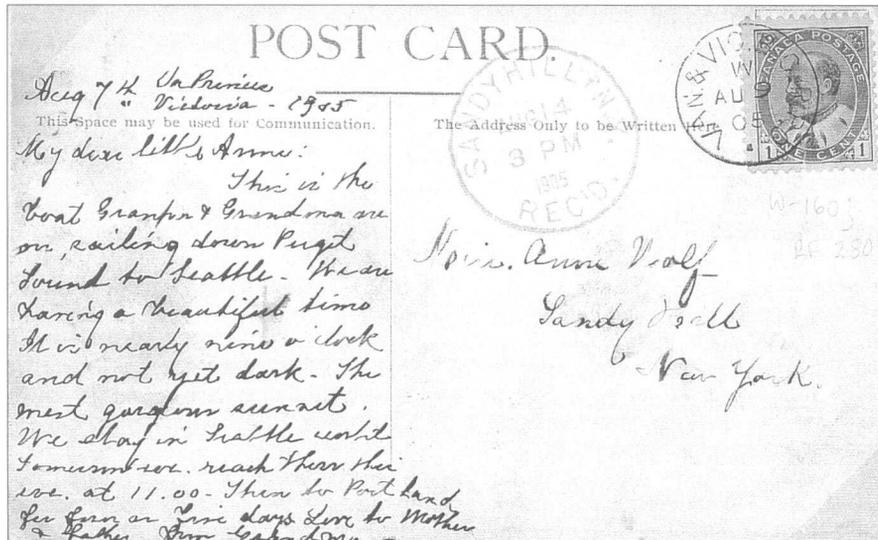
#### Bill Topping

In the previous article (June 1998, p269) on the VAN & VIC. B.C. R.P.O. (Ludlow W-160j), I suggested that there is much to be gained from reading the messages written on post cards and Pat Page did just that. He has found a post card addressed to New York city showing 'C.P.R. S.S. PRINCESS VICTORIA'. The message on the card is dated 7 August, 1905 and states that the card was written on the *PRINCESS VICTORIA* on the Victoria to Seattle leg of what was to become the Triangle Route serving Vancouver, Victoria, and Seattle. The fact that the card bears a one cent Edward stamp indicates that it was mailed on the *PRINCESS VICTORIA* and, as a result, the card did not enter the mail system in Seattle.

The 'VAN & VIC. B.C. R.P.O.' postal marking on the card is dated two

days later, 9 August, 1905, and has a 'W' direction letter. This would indicate that the letter was postmarked on the Vancouver to Victoria leg of the route, which at first glance does not fit with the message that the card was written between Victoria and Seattle. A brief study of the history of the Vancouver to Victoria R.P.O. will help to explain what happened.

The 'VAN & VIC. B.C. R.P.O.' hammer came into use in February 1903 on the Vancouver to Victoria leg of the Triangle Route at the time the Canadian Pacific Railway officially took the route over from the Canadian Pacific Navigation Company. At that time the *CHARMER* (ex. *PREMIER*) provided a daily service between Vancouver and Victoria, leaving Vancouver about 1:15



p.m. after the arrival of C.P.R.'s Train No. 1. The return trip left Victoria at 1:00 a.m. It appears that a mail clerk was assigned to the ship and processed mail in a westerly direction only. Thus the first use of the VAN & VIC. B.C. R.P.O. hammer would have been on the *CHARMER*.

The *PRINCESS VICTORIA* took over the route on 17 August, 1903 and made a trial run to Tacoma on 22 August. On 20 January 1904, the *PRINCESS BEATRICE* was added to the service and the Vancouver to Victoria route was extended to include Seattle. In the spring of 1904, the *PRINCESS VICTORIA* was taken out of service to have passenger accommodation added. The *CHARMER* and the *PRINCESS BEATRICE* continued to provide service between Vancouver, Victoria and Seattle. In the summer of 1904 the *PRINCESS VICTORIA* returned to the route, leaving Victoria at 7:30 a.m., arriving in Vancouver at 11:30 a.m. then leaving for Victoria at 1:00 p.m. after the arrival of the CPR train from the east. She arrived in Victoria at 5:00 p.m. and made the night trip to Seattle, leaving at 7:00 p.m. and arriving there at 11:00 p.m., with an immediate return to Victoria where she arrived at 4:00 a.m. for coaling and loading of provisions before sailing to Vancouver at 7:30 a.m. Thus in 1904 the 'VAN & VIC' hammer was probably used on all three ships serving the route, namely the *PRINCESS VICTORIA*, the *PRINCESS BEATRICE* and the *CHARMER*.

In 1905, what was called the 'Rate War' between the C.P.R. and the Puget Sound Navigation Company began, with each vying to provide the fastest and lowest priced service on the 325 mile route between Vancouver, Victoria and

Seattle. As a result ships and schedules were changed to beat the competition and by 1907 the fare from Seattle to Vancouver had dropped from \$2 to 50 cents. At the same time it appears the route was changed to provide direct sailings between Seattle and Vancouver and the Tuesday sailing was dropped to provide for a coaling trip to Comox or Nanaimo. As a result it is almost impossible to say which of the three ships served as the VAN & VIC, B.C. R.P.O. on any particular day.

Now back to our 1905 post card. The post card appears to have been mailed on the *PRINCESS VICTORIA* before it arrived in Seattle on Monday, 7 August and was carried to Vancouver on the 11:00 p.m. sailing, arriving early Tuesday morning. Since no postal clerk was on duty on this leg of the sailing the mail was not cleared, nor was it cleared on the Tuesday coaling trip. Thus, it was not until the Wednesday, 9 August, sailing from Vancouver to Victoria that the mail box was cleared and the card cancelled by the mail clerk serving on the *PRINCESS VICTORIA*. Thus in August 1905 we can conclude that the 'VAN & VIC. B.C. R.P.O.' hammer was in use on the *PRINCESS VICTORIA*.

The *PRINCESS ROYAL* was launched in 1907 and entered service on the Triangle Route. On 4 June, 1907 it took over the Victoria to Seattle portion of the Triangle Route. The next year the *PRINCESS CHARLOTTE* was added to the route as the Night Boat and the *CHARMER* and the *PRINCESS BEATRICE* were transferred to other duties, mainly as relief boats.

In 1910, the *PRINCESS ADELAIDE* arrived and was added to the service, in the following year her sister ship the

*PRINCESS ALICE* joined the fleet. The *PRINCESS VICTORIA* continued on the route while the older ships were transferred to other duties, mainly on the North Coast. The addition of these two new ships, which brought a general reorganisation of the Vancouver to Victoria route, may have resulted in the ending of the Vancouver to Victoria mail service as the latest reported date for the use of the VAN & VIC. B.C. R.P.O. hammer is 11 April, 1911.

The latest discovery by Pat Page and a further study of the C.P.R. time tables and news reports of the day, indicate that it is almost impossible to state which of the four (possibly six), ships actually served as the VAN & VIC. B.C. R.P.O. on a particular day. The one sure way to identify the ship is to have a written message identifying the ship on which the card was actually mailed.

#### *Bibliography*

*Canadian Pacific Railway Co., 'Alaska Puget Sound', (time table), 1909*  
*Hacking, N.R. and Lamb, W.K. 'The Princess Story', Vancouver, Mitchell Press, 1974*  
*Turner, R.D. 'The Pacific Princesses', Victoria, Sono Press, 1977*

#### *BRITISH MISSIONS Continued from page 116*

Vancouver for a particular sailing and was not necessarily the sailing date, which could have been two or three days later. Mails carried by the trans-Pacific Japanese mail steamers were offloaded on arrival at a Japanese port and then forwarded by the Japanese Post Office as and when vessels were available.

#### *References*

<sup>41</sup>For a complete analysis of the CS-1 & CS-2 hammers see *Canadian Philatelist Vol. 24* Ed Richardson pp179-183.

<sup>42</sup>Ed. Richardson *The Canadian Philatelist*, Vol. 24 p179.

<sup>43</sup>Webb Part 1 pp4-5. Richardson p183.

<sup>44</sup>From the War Diary of Base Headquarters. The Routine Order dispatching Lt. Col. Morrisey and his party to Omsk does not list any members of the No.5. Postal Corps as being part of the party.

<sup>45</sup>Faulstich pp11-12.

<sup>46</sup>Robert C. Smith 'Markings of the Canadian Expeditionary Force (Siberia)', p6.

<sup>47</sup>ibid. p4.

<sup>48</sup>Webb Part 1. p43.

<sup>49</sup>Webb Part 1 p43 also Faulstich p 8.

<sup>50</sup>PAC. RG-3 Series 10 Vol.43.

<sup>51</sup><sup>44</sup>The Canadian Siberian Expeditionary Force, 1918-19 Prepared by National Postal Museum, Ottawa, in BNA Topics. Nov/Dec. 1976 p.20 Also War Diary Base H.Q. C.E.F (S).

**Memo**

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**DEALERS IN  
FINE STAMPS  
SINCE 1924**

# PRINCE EDWARD ISLAND PHILATELY

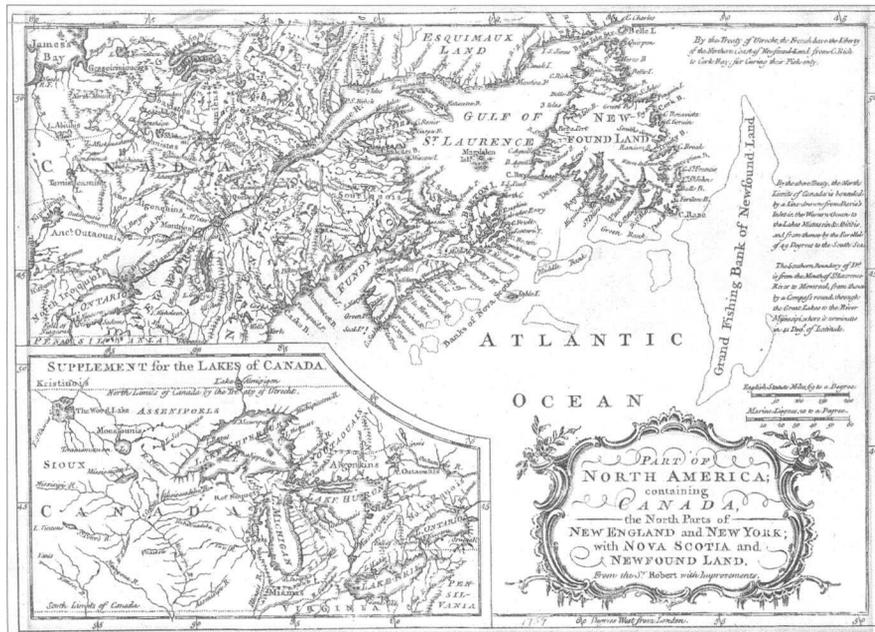
## Martyn Cusworth

### EARLY BACKGROUND

Whilst attending a conference in Paris a while ago I took advantage of a little free time to seek out two old-time dealers – M. Sinais and M. Demarest, both located down the Rue Druot in the 9th arrondissement.

Casual readers may wonder what this has to do with P.E.I. philately. Tomlinson & Clougher in their book on P.E.I. philately, reported that in 1721 there were 100 French settlers on the island plus a garrison containing some 60 soldiers and an officer. In *Canada's Smallest Province*<sup>2</sup> Francis Bolger reports that the first official census in 1727 showed an increase to a total of 297 persons plus some 125 fishermen.

Dealers like M. Demarest, and M. Sinais have been in business for a considerable time and have, over the years, examined a lot of correspondence coming in and out of France. I casually asked both of them if they had ever seen any 18th century letters to or from the garrison in Port La Joie (Charlottetown). To my dismay they informed me that neither had ever had any such material through their hands, nor had they heard of any on the philatelic market at all. In theory there must be, in some attic or basement in France, a letter from a soldier or settler in this far-flung outpost, but so far nothing outside the archives in the Bibliotheque Nationale in Paris has come to light. I intend to keep on searching!



To understand the relatively small amount of P.E.I. material which comes on to the market we should really examine the social history and geography of the island as a first step. The islanders rely on fishing and farming for a living and the population is small, the 1971 census showing 111,641. The islanders don't seem to have corresponded a great deal within P.E.I. and even less outside the island. Hence the large commercial correspondences, as you might find if you collected say Chile or Argentina, are simply not around. Much of the outgoing mail which appears on the philatelic market is destined for the neighbouring provinces of Nova Scotia and New Brunswick. Mail addressed to Quebec, Ontario or British Columbia is especially hard to find. Curiously there is a reasonable amount of 19th century mail addressed to Minnesota, Rhode Island and Maine.

Prince Edward Island has a breadth of between three and 34 miles and a length of roughly 130 miles. The Northumberland Strait, named by Governor Des Barres after HMS 'Northumberland', flagship of Admiral Lord Colville who did a survey of the Nova Scotia coast in 1764, separates the island from Nova Scotia. It varies in breadth from nine to 30 miles and in winter tends to become blocked by hummocks of pack-ice, thereby rendering transport of mail and people a lengthy and often dangerous affair.

Prior to 1799 the island was still known by the French name, Ile St. Jean even if the map on p121 shows the Anglicised version, 'I.S. John'.

### **Mail Transportation**

Prior to 1769 P.E.I. was part of Nova Scotia and early postal matters were governed by the arrangements for that

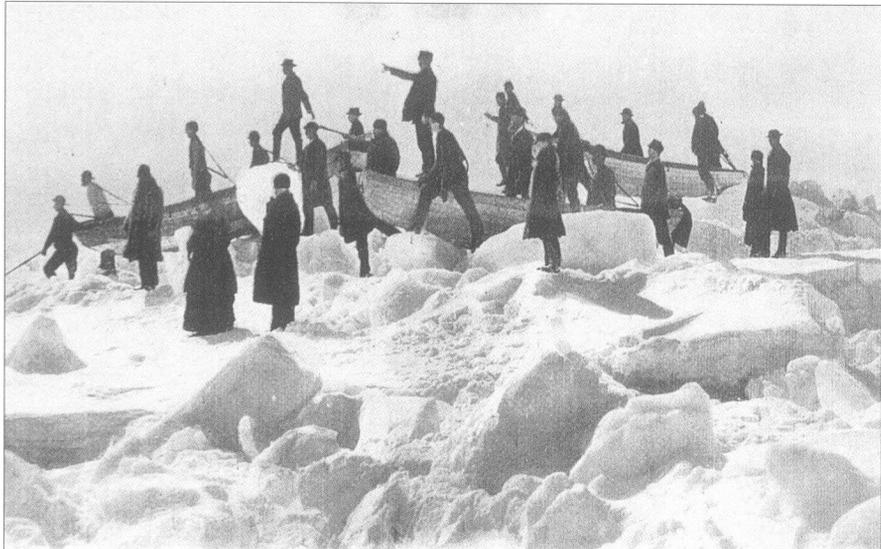
colony. In the early days mail from Britain to P.E.I. was put into bags with the Nova Scotia mail and on arrival at Halifax there was no particular consignee. Consequently letters and packages were frequently lost (this may explain why many of the early letters were carried privately as favour letters). In 1802 the Island Assembly asked the Lieutenant Governor to request a separate bag be made up in London for the Island mail. When it arrived in Halifax it was up to the island government to retrieve it.

In winter, in the early 19th century, Indians (presumably Micmacs) carried the mail in an ice-boat to Nova Scotia and thence to Halifax. The Indians hung about in Halifax for four or five days whilst letters and packages were rounded up and then returned with them. The design of the ice-boat seems to have been perfected by the 1840s (see opposite) and, incredibly, it was in use for another 75 years until it was replaced around 1917 by an ice-breaking ferry.

The ice-boats were dragged, rowed or sailed across the pack-ice in the Strait where the ice was interspersed with patches of slushy, half-frozen ice called 'lolly'. Not a great mode of transport for those who were faint-of-heart.

Prior to 1827 the favourite terminals for crossing were Wood Islands to Pictou in winter; however, following a tour of inspection in 1827, Lieutenant Governor John Ready decided that Cape Traverse to Cape Tormentine N.B. would be better winter crossing points. By 1829 all mails were being carried via this route in winter and it continued so until the middle of the century.

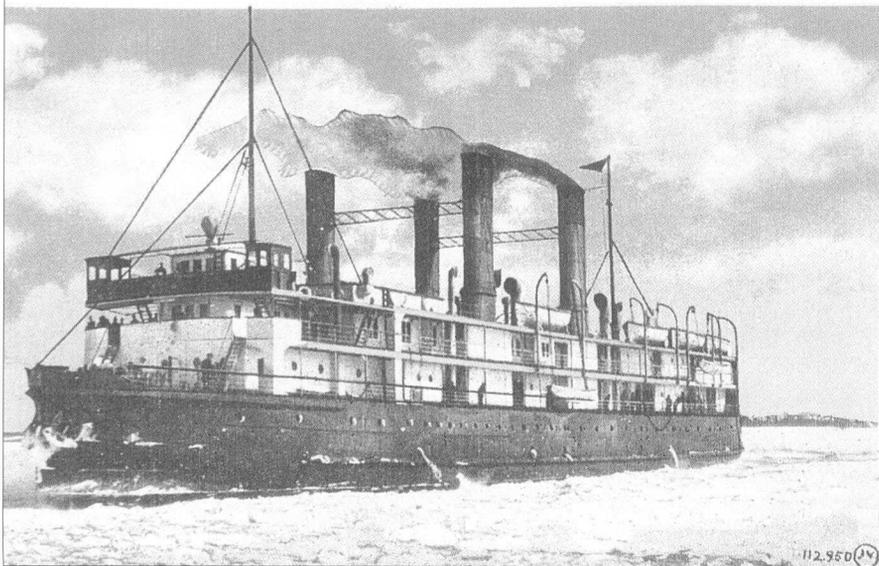
The carriage of mail across the Strait, even in summer, was a rather variable



CROSSING NORTHUMBERLAND STRAIT BY ICE BOATS

Winter Service Mainland to Prince Edward Island

Car Ferry "Prince Edward Island," Ice Breaker, Northumberland Straits



To  
 His Excellency  
 Lieutenant General Ross  
 Charlotte Town

Received by the  
 Post Office  
 at Charlotte Town  
 on the 10th of July 1816

Mr James Doucette  
 Charlotte Town  
 St John's Island  
 Gulf of St Lawrence  
 N. America

affair and in 1816 the Island  
 Government contracted a packet to go to  
 Pictou, with a connecting courier  
 service to Halifax. The charge for a

single-sheet letter was 8d colonial  
 currency which had to be prepaid. The  
 revenue from the postage was used to

*Continued on page 126*

**John Milks borrowed the 3¢ Small Queen 'reference collection' from the library and the following observations are offered. They have been studied by John Hillson, whose comments follow...**

## **3¢ SMALL QUEENS**

### **The Colour Problem**

**Dr. John Milks**

In 1961, Mr. E.A. Smythies, a Fellow of the Canadian Philatelic Society of Great Britain, assembled a number of 3¢ Small Queens which he felt were representative of the shades described in Stanley Gibbons' catalogue.

Among the shades was one purporting to be Shoemaker 4, i.e. Scott 37i, dark rose on thick blotting paper. Because of a strong disagreement amongst the 'experts' the latter was withdrawn. The remainder, upon submission to Stanley Gibbons Ltd, were subsequently certified as being in order although there were, in one or two cases, shades with rather more depth than those in the Reference Collection.

Recently, a group of us who were members of the BNAPS Northeastern Regional Group and the Large and Small Queens Study Group had a chance to compare our dated material with the Reference Collection.

*The conclusions we arrived at were as follows:*

1. It was possible to recognize the subtle difference between Stanley Gibbons 83b (pale rose red, Sept 70) and SG 83 (Indian red Jan 70) in a good light by colour alone. The use of the Reference Collection was essential; no other reference guide was known which could identify these catalogue numbers with any confidence.

2. A distinct and recognizable printing corresponding to Scott 37 (dull red 1872) did not exist. Rather, stamps in

the 1872 period were SG pale rose reds, a continuation of those first issued in the fall of 1870. Stamps considered to be pale red by Gibbons and red and dull red by Scott did not appear until later in the 1870s and were best identified by the Reference Collection.

As a part of a broader study of the significance of colour changes in an issue, it was found that the change from SG83 to 83b represented the point at which zinc oxide became a standard component of the printing inks for the 3¢ Small Queens until the appearance of the rose carmines in 1888. Scott numbers, however, do not recognize this differentiation from the Indian reds. The addition of zinc oxide, presumably, was beneficial in the blending of the pigments.

#### **John Hillson comments**

The reference collection, assembled by E.A. Smythies and endorsed as correct by Stanley Gibbon, is indeed correct, as far as it goes, as are Dr. Milks' conclusions. There is one slip: a stamp is described as 'rose red', a shade never catalogued by Gibbons, its correct description – as per the catalogue and the example's shade is 'deep rose red'.

The problem with the reference collection, as indeed with a general catalogue which Gibbons is, is that it does not go far enough. For example there are two distinct shades of Indian red, which for convenience are usually

described as 'Indian red' and 'copper red' – the example in the reference collection is the latter. The 'pale rose red' is not a typical example; to start with it is on the very white paper used c1872 and not the more normal slightly cream paper. Better examples would be a bit 'rosier', that is have a little more blue in the colour mix. There is no example of an actual 'rose red' in the collection. Finally the 1888 rose-carmine comes in two distinct shades, deep from the first printing and pale from the second, while the example is of the former only, yet two shades of the common 'vermilion' are given.

To sum up, while the reference collection is of use to the tyro, I personally would not like to draw any conclusions from it, certainly not the inclusion of zinc oxide during the first Ottawa printing period, particularly as some of the 3¢ Large Queens come close to a rose red shade.

### *P.E.I. Philately Continued from page 124*

help maintain the packet and pay the postmaster's salary, with any shortfall being made good by the government.

In the latter part of the 18th century and beginning of the 19th century much correspondence was in the form of favour letters. No one was allowed to go on a journey, long or short, without a pocketful of letters entrusted to him by his friends. Illustrated on p124 are two favour letters:- one from Edinburgh to St. John's Island in 1797 and one addressed to Governor Fanning petitioning to settle on Lot 52 in the Royalty of Georgetown.

### *References*

<sup>1</sup>*Prince Edward Island* by Leslie G. Tomlinson & Nugent M. Clougher Published by the Postal History Society in 1959.

<sup>2</sup>*Canada's Smallest Province* (a history of P.E.I.) by F.W. Bolger 1973.

*To be continued...*

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## BOOK REVIEWS

**Canada Small Queens Re-Appraised**, by John Hillson, FCPS, published by the CPS of GB; 44 A5 pages, laminated cover, price £6.50.

The author has carried on an extended love affair with Small Queens, probably for more years than he cares to contemplate. The affair became public with the publication, by Robson Lowe Ltd., of a 24 page monograph in 1979. Ten years later the revised edition, in the shape of a hard back book with in excess of 100 pages, arrived. The new edition received a vermeil medal at London 1990 and a gold medal plus Prix d'Honneur at ORAPEX, Ottawa, in 1993.

John closed his foreword to the 1989 edition with the certainty that the last word will never be written on this fascinating series; he has been proving the point ever since. A number of articles have appeared in '*Maple Leaves*' in the past few years, updating facts and theories put forward in the first two editions and, ten years on from the second edition, the time seemed right to present these articles in book form. As one might expect, one or two of the articles themselves have been subject to minor revision.

Whilst long-standing members will have seen these articles in '*Maple Leaves*', their reproduction in book form provides a convenient reference point at a modest price. John's assertion regarding the last word remains valid, we already have a piece on the 6¢ Small Queen on the stocks!

**Pioneers of Canada**, by Dr. Alan Salmon, FCPS, published by the Unitrade Press, Toronto, 229 A5 pages, laminated cover, perfect bound, price \$CAN 19.95.

In the August 1998 issue we gave news of Alan's impending book as the reason for the suspension of his long-running series 'People on the Stamps'. Well, here it is at last!

Members will be familiar with Alan's readable style and meticulous research, so will need no urging to add this book to their libraries. Yes, many of the profiles have already appeared in '*Maple Leaves*', but there are more than a dozen that have not.

In bringing the material together, Unitrade has woven a splendid tapestry, featuring the people who have played major parts in the development of Canada while Alan's prose has given us what can only be described as 'History made easy'. Anyone with a general interest in the stamps of Canada, or indeed the history of Canada, will find the book to be a mine of information. For anyone developing a collection of Canadian stamps on thematic lines it should prove a godsend. In addition to the hitherto unpublished articles there is a very full index which is a considerable help.

Stamp illustrations are 'life size' and the maps are well reproduced, resulting in a book that is a fine complement to Alan's research and communication skills.



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## LETTERS TO THE EDITOR

**Neil Prior**

### **WILLIAM HENRY**

The cover illustrated poses one or two questions and members are asked to offer their comments.

The envelope was posted from WILLIAM HENRY to MONTREAL on 9 March, 1862, received a WILLIAM HENRY L.C. double arc datestamp and was charged '2/4', although the '2' is faint. The Montreal split arc CDS on the reverse is dated 10 March.

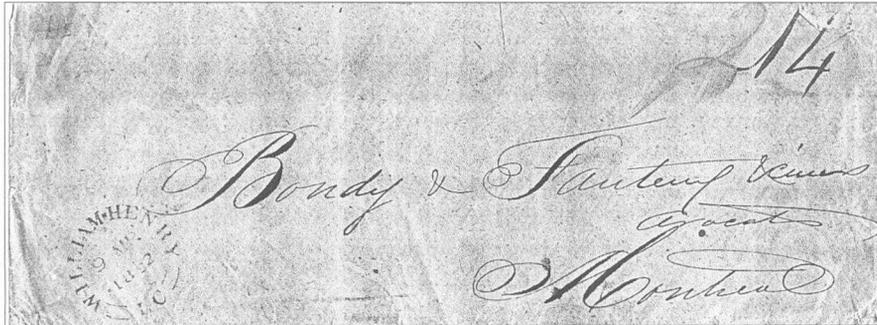
According to Robson Lowe (p69), WILLIAM HENRY changed its name to SOREL in 1845, so this seems to be a very late use of the handstamp. Also, on 1 July 1859, Canada converted to decimal currency, so why the charge of 2/4? As Sorel is only 50- 60 km downriver from Montreal, should not the charge have been 5¢ per half ounce?

*Editor's note: Frank Campbell illustrates the handstamp as no.319, the illustration shows a date of 18 October, 1852, thus 'proving' its use beyond 1845. Campbell states that this type of double arc steel handstamp was made*

*in England and that it was probably first used in 1817. It became common in 1839 when hundreds were ordered for all the provinces; the last order was placed in 1844. Any offers on the currency question, later use of WILLIAM HENRY or early use of SOREL?*

### **John Wannerton, FCPS, ADMIRALS AND LADIES**

In the January issue I read with particular interest the YP's article on Admiral lathework. I should like to suggest that the lathework was placed on the gripper side of the sheet in an effort to prevent the age-old problem that besets printers, that of a heavier print at the gripper end and a lighter one as you progress toward the back of the sheet. This depends on the ability of the operator as does the quality and setting up of the machine. The colour difference is not always that noticeable but it is there. The lathework would take off a certain amount of ink which would hopefully improve the chances of a more even sheet print. The sheet might indeed lift on the odd occasion but I should think the grippers would hold it down most of the time.



I was also interested in Susan So's article on the ladies. Happened on a newspaper article on our 1961 SA Nationals in Cape Town regarding the ladies and there were 11 Capetonians alone exhibiting. We've gone down a bit since then, but Fish Hook Society, down towards Simonstown, still has several regulars.

**John M. Wright**

**SPELLCHECK**

Further to 'Mac' McConnell's CHIPPAWA/CHIPPAIVA article in the Spring issue, there are at least two other towns which used handstamps containing incorrect spellings: NAPANEE and GANANOQUE.

I have a 'Free' money letter of 6 June 1832 from Napanee to Kingston. The double arc J250 is not very clear,

strangely the clearest thing about it is the sixth letter which is clearly a 'C', thus NAPANCE. I understand this was often hand corrected, but on this cover it is not.

The illustration is of a GANANOQUE money letter to Toronto, 21 July, 1834, with the 'Q' incorrectly shown as a 'G', thus GANANOGUE. Originally rated 11d for the 201 mile journey, it was found to have two enclosures and an additional 1/10 was charged. In both of these cases the errors are easy to understand.

I also have an amended CHIPPAIVA of 1 May, 1833, on a money letter to York, indicating the erroneous handstamp was in use for some while. Perhaps readers could supply earliest and latest recorded dates

# Sunnyside Stamps



## & Collectibles

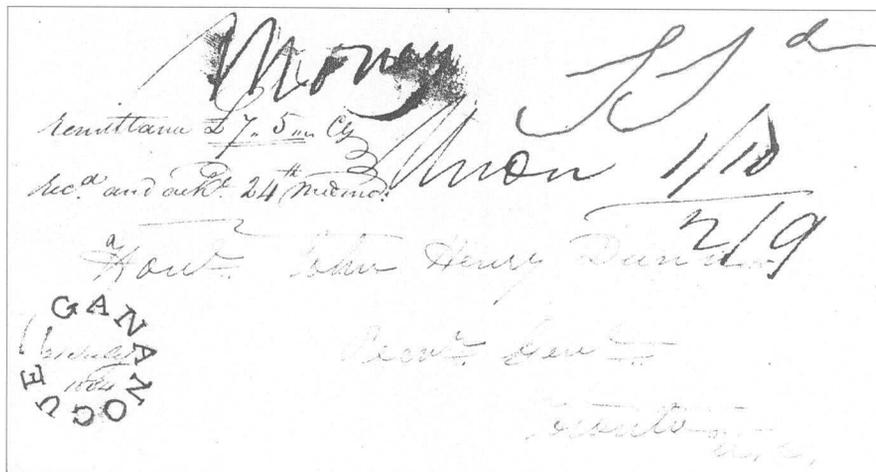


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for these three errors and earliest recorded use of the corrected versions. Are there any other towns which used handstamps with mis-spellings?

*Editor's note:*

The late Frank Campbell reported mis-spellings of Chippawa, Napanee and Gananoque as being among an order for 105 handstamps for places in Upper and Lower Canada, placed with a Birmingham, England, firm in 1828. They were in Canada on 14 June, 1829. Among them also was LA ASSOMPTION instead of ST. ASSOMPTION. Campbell indicates that the handstamps were repaired after a period of use but no dates are offered.

Gananoque seems to have been particularly unlucky in that its type 29 slogan flag '\$25. 00 for \$21.50...' is reported as GANANOQUE on 23 February 1917 and corrected to GANANOQUE by 28 February, 1917. The errors are not altogether surprising when it is realised that the orders

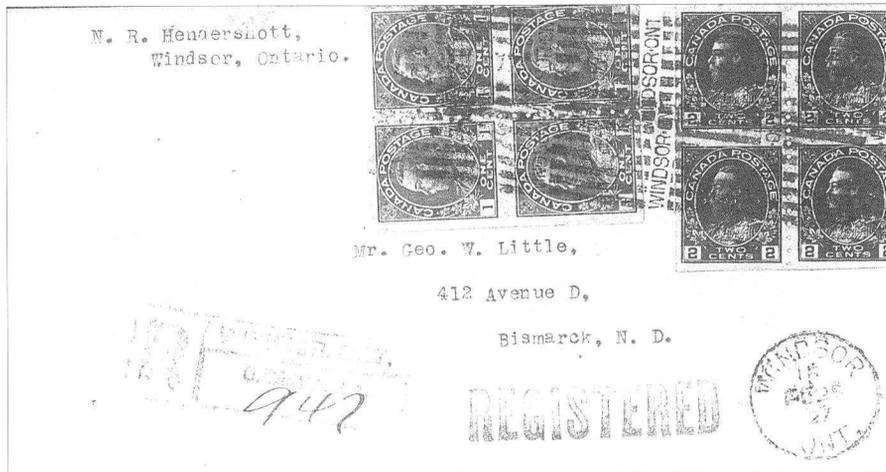
would have been placed in manuscript; not everyone's handwriting is perfect as your editor can testify!

**Peter L. Payne**

**ADMIRAL COILS**

In his magisterial study of 'The Admiral Issue of Canada', Marler speculated on the date of issue of the part-perforate coils of the One Cent yellow and the Two Cents green (pp214-6, 344). In the absence of dated material, he believed that it was likely that the second issue of these denominations (250 dry printed sheets from both plates 16 and 17 of the One Cent (die2) and plates 15-17 of the Two Cents), was placed on sale at the Philatelic Agency during October or November 1927. He believed that the Two Cents green, probably printed between 2 and 21 February, remained unissued until the One Cent yellow became available after perhaps constituting part of a printing between 12 and 19 September, 1927.

I have recently acquired a registered cover posted in Windsor, Ontario,



addressed to Bismarck, North Dakota, USA, on which a vertical roller ties blocks of four of each of these dry printed, part perforate coils. As the

CDS is 28 February, 1927 (back stamps are Windsor, Ont, 28 February, Detroit, Mich., 28 February and Bismarck, N.Dak., 3 March, 1927) it is apparent

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(a) that the issue of these stamps was at least eight months earlier than Marler hypothesised, and (b) that the One Cent yellow *may* have been printed at about the same time as the Two Cents green, i.e., according to Marler, between 2 and 21 February, 1927.

**Nicholas Lazenby**

**ALL AT SEA**

This extraordinary card has a picture of a vessel named 'S.S. Chignecto, St. Lucia' on the other side, the vessel to which the card is addressed. Comments would be welcome on any aspect of this card, including the 9 cents franking and the unusual array of markings. In case it does not show up too well, the handstamp 'Posted on the High Seas' appears twice across the strip of brown stamps.

**John Hillson**

**CONVENTION**

The results of the survey regarding future conventions, published in Spring 'Maple Leaves' seem to bear out three main points; first the status quo is

preferred by the majority of respondents, second the presence of dealers is wanted, and thirdly, perhaps less obviously, the present set-up does not cater for members who could only attend for the weekend.

Regarding the presence of dealers; the first point to be made is that they would have to be given time to trade and it would be the height of bad manners to allow this when displays are being given. Effectively that means just the afternoons – (or after 10pm!) – would be available. The second is that with only one specialist dealer in this country, we would have to attract professionals from North America – to make it worth their while we would need to arrange our conventions immediately preceding, or less preferably, immediately following a national philatelic event such as Stampex – spring or autumn.

On the point about weekend attendance, it has always been the case

*Continued on page 135*



## SOCIETY NEWS

### COVERMART ARRANGEMENTS

With the reduced second class inland rate from 29 April, our present arrangement for lists to be sent and returned by first class mail, might well be changed to second class. It will not make a great deal of difference to vendors and users of Covermart might appreciate the small reduction and accept what small delays are incurred.

It is, however, suggested that any material from lists to be sent to members remain at the first class rate. In this connection Postal Reminders sent with each list will be amended accordingly.

### LOCAL GROUPS

Apart from the February meeting which had to be cancelled due to circumstances outwith their control, the London Group held all their usual monthly meetings with members displaying on topics ranging from Registered Drop Letters, Centennials, Cinderellas, The North West and Yukon, which proved particularly challenging, and 'Other Interests' when subjects as diverse as cricket, birds (à la RSPB, not page 3), submarines, revenues, and of all things, Australian stamps (what are we coming to!) were given an airing. The annual competition was held as always on the final meeting of the season; Colin Banfield running out the winner with a display of registered mail during the Diamond Jubilee period.

The Scots held their Spring meeting with seven members and one visitor present, showing a wide variety of material including Newfoundland TPO's from Albert Govier, John Forsyth's

Saskatoon exhibition cachets on cover and some Small Queens (it's catching). John Parkin the always welcome member from the North of England gave a comprehensive display of the 'Widows Weeds', the Third Bill Issue, and some Small Queens (it's catching), while John Hillson produced a display of Fancy Cancels on what else but Small Queens. At the end of the afternoon the visitor was enrolled as a member.

The next meeting will be on Saturday 20 November at the Annandale Arms Hotel, Moffat.

The Wessex Group met at Dorothy Sanderson's house on 25 March, the subject under review was 'Between the Wars' and a surprisingly varied quantity of material surfaced. Cliff Wheatley is playing host at the next meeting, to be held on Thursday 15 July.

### ANNUAL GENERAL MEETING

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting to be held at Jury's Hotel, Glasgow, on Saturday 9 October 1999, commencing at 9 a.m. In accordance with Rule 18, nominations are sought for the following posts:

*President*  
*Three Vice-Presidents*  
*Secretary*  
*Treasurer.*

Nominations and any proposed amendments to the rules should be sent to the Secretary before 9 July 1999.

### FELLOWSHIP

Members of the Society are eligible for

election as Fellows for:

Outstanding research in the Postal History and/or Philately of British North America;

or:

Outstanding service in the advancement of the interests of the Society.

Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship Rule No 2. Such nominations must be on a prescribed form, which is available from the Secretary. Nominations must be submitted to the Secretary before 9 August 1999.

#### **FORTHCOMING EVENTS**

##### **1999**

Jul 3 MIDPEX, Tile Hill, Coventry

Jul 29-31 Rare Stamps of the World, Claridges Hotel, London

Aug 14-15 Bristol Federation Convention, Portishead (S.W. Group meeting)

Sep 22-26 STAMPEX, Islington, London

Oct 6-9 CPS of GB Convention, Glasgow

Oct 28-30 London Int. Stamp and Cover Show, Horticultural Halls, London

##### **Overseas**

July 2-11 PHILEXFRANCE '99, Paris

Aug 21-30 CHINA '99, Beijing

Sep 16-18 BNAPEX, Vernon, BC, Canada

Oct 5-10 BULGARIA '99, Sofia

##### **2000**

March 1-5 STAMPEX, Islington, London

May 17-20 CPS of GB Convention, Hove

May 22-28 STAMP SHOW 2000, Earls Court, London

May 30 - June 4 WIPA 2000, Vienna

Aug 11-20 INDONESIA 2000, Bandung

Sep 20-24 STAMPEX, Islington, London

Oct 7-15 ESPANA 2000, Madrid

Nov 17-19 GLASGOW 2000, Scottish Exhibition & Conference 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.

#### **LETTERS** *Continued from page 133*

that members can come for as long or as short a time as they wish, but turning up late Friday night for one display Saturday morning, and then the auction in the afternoon is not the most enticing prospect for anyone who has a distance to travel. There are two possible solutions; one could extend the convention to include displays on Sunday morning, and possibly even the afternoon, breaking up around 4pm as some other specialist societies do, or one could continue with a four day event, but starting on Thursday and including Sundays.

While these are matters that can be discussed at the next AGM, it would be useful to have the views of members who will not be attending this year, either by writing to the Editor, to the Secretary, or indeed to me – addresses are on the back panel.

# AMENDMENTS TO MEMBERSHIP

## to 26 May, 1999

### New Members

- 2797 de la Haye, Revd. Philip Charles Lloyd, 7 Stryd y Fron, Bala, Gwynedd LL23 7BG  
CG-CGC
- 2798 Czarny, Slavik, 604-636 Centre Street, S.W., Calgary, AB, Canada T2G 2C7 CG
- 2799 Ribler, Ronald, PO Box 22911, Fort Lauderdale, FL 33335, USA CS
- 2800 Lothian, Andrew MacLellan, 11 Carron Crescent, Kirkintilloch,  
Glasgow G66 5PJ C
- 2801 Houtby, Roy, PO Box 28001, Ontario Street, St. Catherines, ON, Canada L2N 7P8  
C, FDC
- 2802 Watson, Norman John, 1 Carreghofa Cottages, Llanymynech, Powys SY22 6LA  
C, N
- 2803 Gliniecki, Marek F, 7 Dean Road, Hounslow, Middlesex TW3 2EY  
CR-CG(UO), 1920 on (MO)
- 2804 Boisclair, Roger, 17 Rue de l'Orbite, Hull, Quebec, Canada J9A 3C7 C, CG

### Re-instated

- 2254 Young, Dr. Michael Leonard, Cob Nash, 108 Wells Road, Malvern,  
Wores WR14 4PG CR-CQ & CG-CGA

### Deceased

- 1875 Thomas, I.F.  
778 Izzett, D.

### Resigned

- 1354 Harriss, Mrs. J.E.  
2128 Lehr, J.  
1049 Horne, B.

### Change of address

- 2572 Lee, A.T. 49 Kennewell Parade, Tuncurry, N.S.W. Australia 2428
- 1766 Laurence, H. 64 Provincetown Rd., Toronto, ON, Canada, M1C 5G6
- 2689 Grimwood, Taylor, J. Cavendish Philatlic Auctions Ltd., Cavendish House,  
153-157 London Rd., Derby DE1 2SY
- 392 Marsden, P.S.S.F. Les Rivailles, 87330 Bussiere-Boffy, France
- Amendments to address
- 1792 Pekonen, W. amend 'Ste 209' to 'Ste 201'
- 2787 Vidlar, Aidan amend to Vidler, Adrian

### E-mail address

- 2672 Lewis, C. Collewis@lineone.net
- 806 Hillson, N.J.H. john-hillson@lineone.net

### Revised Total 454

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