
# Maple Leaves

*JOURNAL OF THE*
*CANADIAN PHILATELIC SOCIETY*
*OF GREAT BRITAIN*

**ISSN**
**0951–5283**

**Autumn**
**1999**

# CONTENTS

# MAPLE LEAVES

**Journal of**

**THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN**

INCORPORATED 1946

**Founder:**

A. E. Stephenson, FCPS

**Edited by: David Sessions, FRPSL, FCPS.**

31 Eastergate Green, Rustington, Littlehampton, W. Sussex, BN16 3EN





**Published four times a year by the Canadian Philatelic Society of Great Britain**

Annual Subscription £14.00 – Due 1 October 1999

**Vol. 26 No. 4** **Autumn 1999** **Whole No. 274**


## EDITORIAL

We were able to announce, briefly, in the last issue that arrangements had been made for Convention 2000 to be held immediately prior to the London International. The provisional announcement said that the whole of the hotel had been booked. Due to changed circumstances we are only able to make a block booking for 35 rooms, though it will be possible to accommodate additional bookings in nearby hotels. Booking forms will be sent out with the January *'Maple Leaves'* and accommodation at the Sackville Hotel (the host venue) will be allotted on a 'first come, first served' basis with priority given to members booking for the full four nights. Members attending only part of the Convention may be booked into a nearby hotel. President elect, Colin Banfield, will be happy to make the necessary arrangements, so **all** bookings should be channelled through him in the normal way.

To assist members, particularly those from overseas, who wish to firm up on their arrangements, Colin will accept provisional bookings (full four days only) prior to receipt of booking forms. So, if you want to ensure your place at the hub of activities, please contact Colin right away; his address is 32 Coolgardie Ave., Chigwell, Essex, 1G7 5AY; telephone (home) 0181 281 0442, (business) 0171 407 3693. It should be stressed that members are, as always, free to attend for as many days as they choose, it is only the restriction on room numbers and the guarantee required from the Society that dictate, in this instance, a restriction on bookings at the host hotel.

We offer our congratulations to two members, John Jamieson and Bill

Topping, on their election as fellows of the Royal Philatelic Society of Canada. Fellowship is not a time-serving award, it is only for those who have worked for the betterment of the RPSC, promoted Canadian philately extensively through writing and/or have improved Canadian philately at International level. Whilst on the subject of the RPSC, we can also offer our congratulations (sympathy?) to member Bill Pekonen on his appointment, in July, as Editor of 'The Canadian Philatelist' - welcome to the club, Bill. A bouquet goes to Alan Salmon whose new book 'Pioneers of Canada' was awarded a vermeil medal at OKPEX 99 (Oklahoma).

And finally, we had thought of all sorts of mildly satirical things to write concerning the U.S.Postal Service's success in the Tour de France cycle race - the team was leading at the end of the ninth stage and they supplied the eventual individual winner – but all reference to speeding the mail and old technology has had to be shelved due to lack of space!

## CONVENTION 2000

The auction will take place on 20 May, 2000, the last day of Convention. In order to accommodate this early date, material must be in the hands of the Auction manager by Saturday 11 December, 1999 at the latest. The catalogue will be distributed with the January 2000 issue of *'Maple Leaves'.*

To accommodate members wishing to bid or seek information about material; fax, voice and e-mail facilities will be available. If communicating by voice from overseas, please bear in mind the time differences!

Colin D. Lewis, 62 Craiglwyd Rd., Cockett, Swansea, U.K. SA2 OXA. Telephone: 01792 206518, fax: 01792 537571, e-mail: colindlewis@hotmail.com

### CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Annual subscription, due on 1 October 1999, £14.00, payable to the Society, to: Dr John Gatecliff, Subscription Manager

The dollar equivalents are $32 CAN (+ $5.00 if airmail delivery required) and $23 US (+ $4.00 if airmail delivery required)

It would help the Society considerably if Canadian and US members pay in $CAN / US via Wayne Curtis as we are liable to a bank handling charge of £6. Please make your cheque payable to Wayne, his address is PO Box 74 Stn A, Toronto, Canada M5W 1A2

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

# A SWEETHEART IN EVERY PORT

## Part 9 –One and Two-Line Surcharged Stamps

## The Yellow Peril

## Photos by Ian Robertson

When, on 1 July, 1926, the domestic postal rate was reduced from 3¢ to 2¢ and the Empire rate was reduced from 4¢ to 3¢, the Post Office had on hand almost 130 million 3¢ carmine stamps – enough stamps to be used on letters to the UK and the British Empire for 25 years. To meet the demand of the new 2¢ domestic rate and to use up the surplus stamps, the Post Office decided to surcharge the 3¢ stamps by overprinting them '2 CENTS'.

One hundred and forty thousand post-office panes were turned over to the King's Printers to be surcharged '2 CENTS' in one line. The King's Printers tried three types of surcharge.

1. '2 CENTS' – the '2' 4mm high and 'CENTS' in sans serif capitals slightly more than 3mm high, the surcharge 19mm long.
2. '2 CENTS' – the '2' 3mm high and 'CENTS' in sans serif capitals slightly more than 2.5mm high, the surcharge 16mm long.
3. '2 CENTS' – the '2' 3.3mm high and 'CENTS' in sans serif capitals slightly more than 2.5mm high, the surcharge 15.5mm long. This third type was adopted.

Essays of the first two types are known in vertical se-tenant pairs: (a) both overprints in black and (b) one overprint in black and one in orange.

Because of the difficulty inherent in working with gummed and perforated sheets, the overprinting was unsatisfactory; all the overprinted sheets were destroyed, except 500 which were placed on sale at the Philatelic Agency.

*Essays of the one-line surcharge.*


*Overprint in black and orange (L). Overprint in black (R).*

The great majority of the overprinted sheets marketed by the Agency were upper left or upper right panes, but there were also some lower panes that were overprinted. As the overprint on the upper panes was about 33mm below the top of the sheet, it followed that, when a lower pane which, of course, had a straight edge at the top, was surcharged, the overprint missed the top row of the pane and the first row of surcharges appeared a little above the centre of the stamps in the second and the succeeding eight horizontal rows.

Another variety is stamps with double overprints.

Of the 50,000 stamps overprinted, 49,800 were Die I, from Plates 115, 116


*Block showing missing and misplaced overprints.*

and 117. Only 200 Die II stamps, from Plates 162 and 163, were overprinted.

The date of issue of the one line surcharge was 12 October, 1926.

Because the King's Printers were not too successful, the Department turned to the Canadian Bank Note Company. The C.B.N.Co. asked that it be allowed to place the '2' above the word 'CENTS' to distinguish their work from that of the King's Printers.

The '2' was about 3.75mm high and 'CENTS', in slightly seriffed capitals, was 2mm high. The position of the '2' in relation to the word 'CENTS' was not constant. The '2' shifted from one extreme, in which the bottom of the'2' extended from above the centre of the 'E' to a point about equidistant between the 'N' and 'T', to the other extreme in which the front or left side of the '2' was in line with the left side of the 'N'.

There were also variations in the distance between the adjoining rows of overprints. The normal distance was close to 25mm but it was 24.5mm between rows 2 / 3, 5 / 6 and 8 / 9 and 25.5mm between rows 6 / 7.

When Marler examined the position of the surcharges of an upper right and two upper left panes, he discovered that on the upper right pane the overprints of the 8th, 9th and 10th rows differed from the corresponding rows of an upper left pane. The overprints of the 9th row of one upper left pane also were different from those of the 9th row of another, as well as that of yet another upper left pane previously studied. On all the sheets examined the types of overprints in the first seven rows were identical.

The pattern of the overprints for upper left panes differed from that for upper right panes, which may have been necessary because of the side margin being to the left of one and to the right of the other.

There is a full description and listings of these variations on pages 551-2 of Marler's book.


*Triple overprints.*


*Double overprints, one inverted.*

The existence of stamps with double (one on top or one above the other or side by side) and triple overprints is understandable as working with already gummed sheets can inadvertently, produce some very desirable and collectible printers' waste. Stamps with two overprints – one upside down, however, make me wonder if they were intentional.

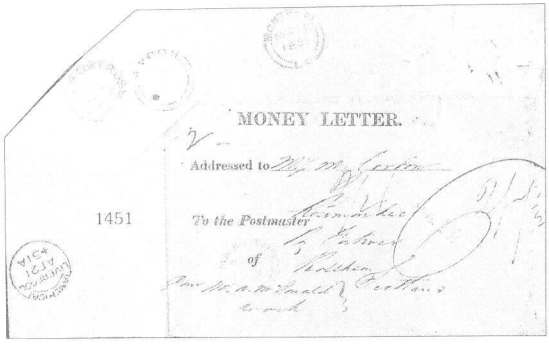
Sheets from Plates 115, 116 and 117 were overprinted with the two-line surcharge. The majority of the overprinted sheets originated from these plates. A few (quantity unknown but must be very small) sheets from Plates 135 and 136 were also overprinted. The date of issue of the two-line surcharge was 4 November, 1926.

Quantity issued – some authorities give the figure of 80,800; some say 103,600.

*Reference:*

' The Admiral Issue of Canada' by the Hon. George C. Marler, 1982.

# GLOBAL MARKETING
# + GLOBAL SALES
# + GLOBAL SUCCESS!!!




We did it once again, another thrilling auction with some amazing bidding from all around the World. **This Exceptional Transatlantic usage of the P.O. "Money Letter" Green Wrapper realised a total of £4,140.**

**Forthcoming auctions;**

22nd & 23rd October - **World-wide**

18th & 19th November - **The John Sussex Collection of East Africa**

1st December - **World-wide**

5th December - **Literature Sale**

**"Call Cavendish" if you would like the experts to help you dispose of your collection.**

CAVENDISH
PHILATELIC • AUCTIONS • LTD.

CAVENDISH HOUSE,
153-157, LONDON ROAD,
DERBY DE1 2SY, ENGLAND
Tel: 01332 250970 (4 lines; 24hrs.)
Fax: 01332 294440 :Fax

E-mail: stamps@cavendish.philauc.demon.co.uk

# CANADIAN POSTAL STATIONERY POT POURRI
## POSTAL CARDS TO FOREIGN DESTINATIONS
Horace W. Harrison, FCPS

One of the more unusual rates in the history of Canadian postal cards occurred in 1877 as the result of a Postal Convention between the German Empire and Canada, a year and four months before Canada's admission to the U.P.U. This agreement provided for the exchange of postal cards at a rate of 2½¢ and became effective on 1 April, 1877. The Official Postal Guide made the method of using this rate clear with the 1 January, 1878, emission which stated "Canada Post Cards may be used for transmission to Germany, if the additional 1½¢ postage be affixed in postage stamps". Figure 1 shows an attempt to use the new rate on 30 August, 1877 from Winnipeg to Hamburg where the card was struck with a receiving postmark of 19 September and is noted in manuscript "ans 20 Sept 77". This card is overpaid by one cent in stamps, perhaps because the initial announcement of the new rate was unclear.

The 2½¢ rate on postal cards to Germany was based on the U.P.U. (then called the General Postal Union) agreement that postal cards would pass at half the letter rate, which had been agreed upon as 5¢. This was reduced to 2¢ at the 1878 conference at which Canada was admitted. Some anomalies exist in this period between the establish-

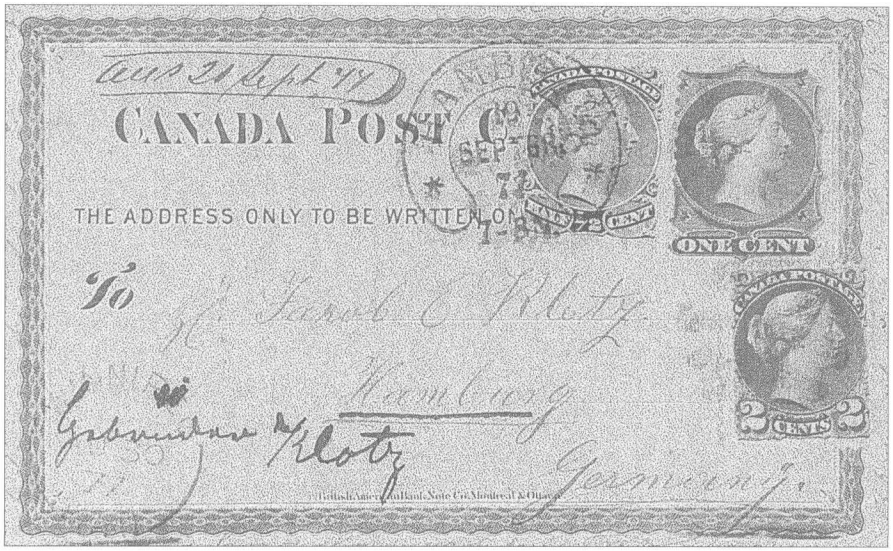



*Figure 1: Winnipeg to Hamburg, overpaid one cent on 30 August, 1877.*

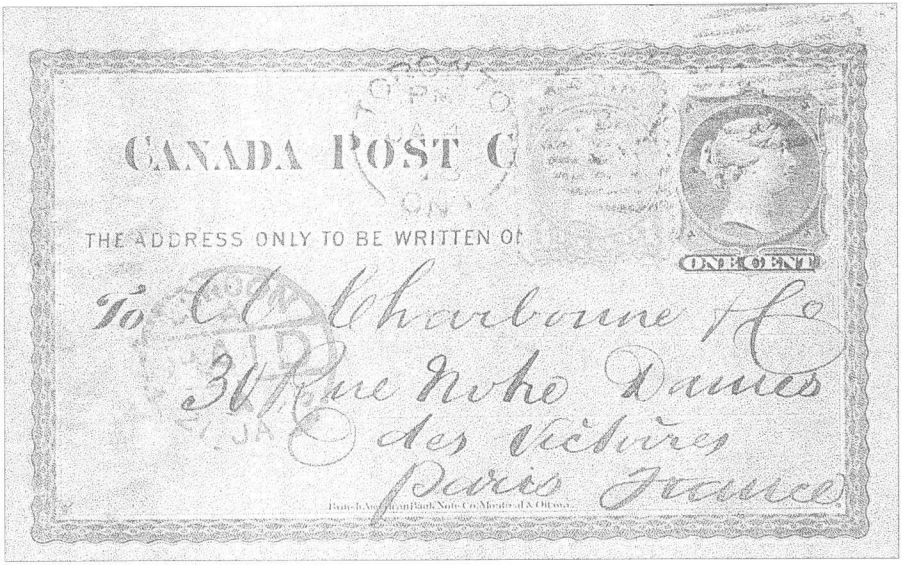
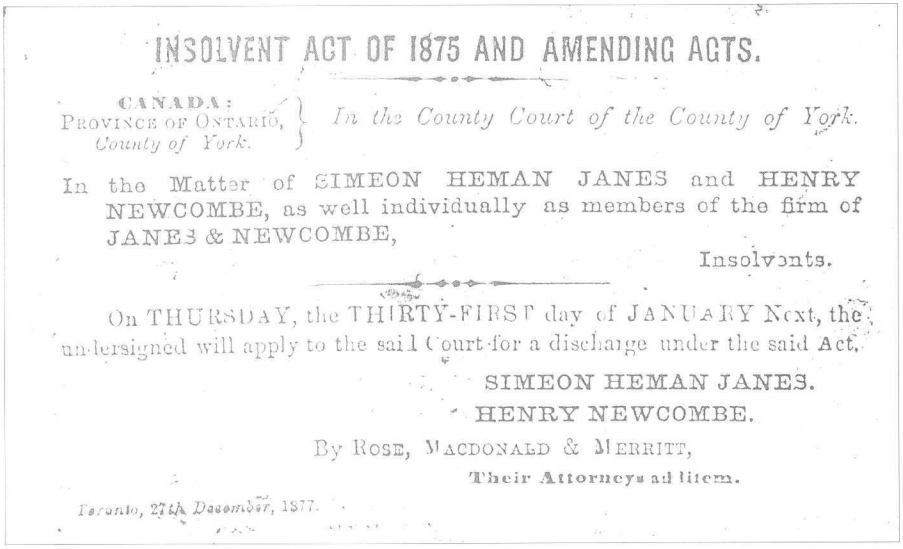



*Figure 2: One Cent card addressed to Paris, France, to which a one cent adhesive has been added and accepted in the Toronto Post Office and the London U.K. Post Office, mailed 4 January, 1878, and received in London on 21 January, 1878.*



INSOLVENT ACT OF 1875 AND AMENDING ACTS.

CANADA:
PROVINCE OF ONTARIO,
*County of York.*

*In the County Court of the County of York.*

In the Matter of SIMEON HEMAN JANES and HENRY NEWCOMBE, as well individually as members of the firm of JANES & NEWCOMBE,

Insolvents.

On THURSDAY, the THIRTY-FIRST day of JANUARY Next, the undersigned will apply to the said Court for a discharge under the said Act.

SIMEON HEMAN JANES.
HENRY NEWCOMBE.

By ROSE, MACDONALD & MERRITT,
**Their Attorneys ad litem.**

*Toronto, 27th December, 1877.*

*Figure 3: The message side of Figure 2.*

ment of the U.P.U. on 1 July, 1875 and Canada's admission on 1 August, 1878. Canada's Postal Guide didn't help all that much. Its 1 April, 1878, edition provided the following. "1. Canada Post Cards" (meaning the One Cent blue) "cannot be forwarded to the United Kingdom" If the One Cent card was meant, why didn't it say so? Further along it said "4. Canada Post Cards may be used for transmission to Germany, but not to the United Kingdom, if the additional 1½¢ postage be affixed in postage stamps". Figure 2 is, apparently, just such an anomaly. As the 1¢ card carries an additional 1¢ stamp and passed through the United Kingdom on its way to France.

However, if you turn the card over you find a printed legal notice which passed at the printed matter rate (Figure 3). Who could fault the post office clerk who accepted the card shown in Figure 4? Technically, the island of Jersey was not a part of the United Kingdom.

As previously indicated, Canada was admitted to the U.P.U. on 1 August, 1878. At this time the U.P.U. decreased its postal card rate from one-half the letter rate to 2¢ so a new card was required to comply with U.P.U. mandates (see Figure 5), but Canada's Post Office Department was in no hurry to comply. The earliest reported postmark for this card is 15 August, 1879, a full year after admission to the Union, Consequently, one cent cards with a one cent adhesive added may be found, used in the period from 1

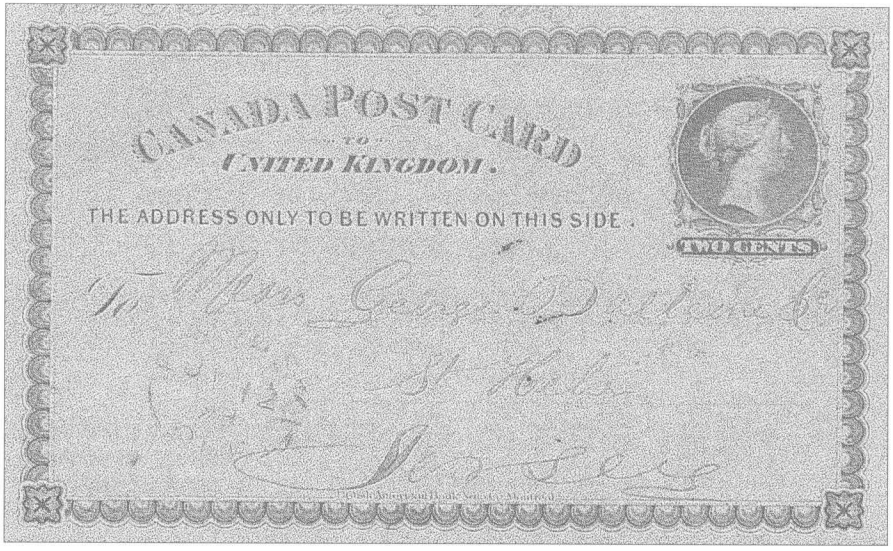



*Figure 4: Canada's U.K. Postal Card, written at Gaspé, Quebec, entered the mails at Rimouski on 12 July, 1877. Note the directional instructions at the top "Via Father Point & L'Pool". Carried in Allan Line's 'Sarmatian', departed Quebec 14 July.*

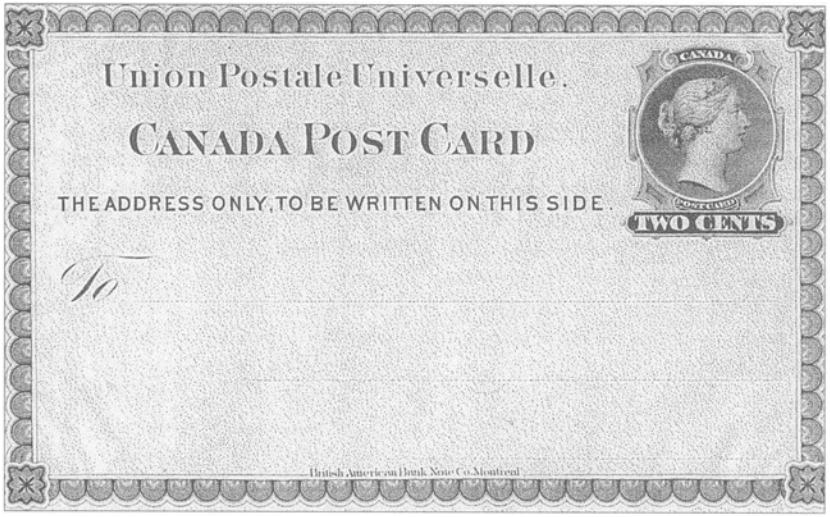



*Figure 5: Small die proof in black of the first Canadian U.P.U. card.*


*Figure 6: Written on 3 January, 1879, at New Dundee, Waterloo Co. Ont., this card missed the sailing of the 'Sardinian' on the 4th and was carried in the 'Circassian' from Halifax on the 11th, arriving London on the 22nd, where it was forwarded to Switzerland, arriving on the 25th.*

August, 1878, to mid-August 1879 (see Figure 6). The difficult task is to find a card for the United Kingdom used in this period to some other destination. By 1880 Canada P.O.D. decided that it would use up the remainders of the U.K. card and distributed them to its Post Offices intermixed with supplies of the U.P.U. card. As a result, during and after 1880 it is not difficult to find the U.K. card used to other places, but they are not common (see Figure 7).

Early usages of the first U.P.U. card are not easy to find. It is believed that they were first available in Canadian Post Offices on or after 1 August, 1879. (see Figure 8).

*References:*
The Postal History of The Post Card in Canada; 1878-1911 by Allan L. Steinhart, Mission Press, 1979, ISBN-0-9690207-0-8.
Canada and the Universal Postal Union, 1878-1900 by George B. Arfken, Unitrade Press, 1992, ISBN-0-91801-90-0.
Atlantic Mails to 1889; by J.C. Arnell, National Postal Museum, 1980, ISBN-0-919882-08-0.
Canada's Registry System: 1827-1911 by Horace W. Harrison, J.W. Stowell Printing Co., 1971, Published by the A.P.S.
Appendices to The Postage Stamps and Postal History of Canada, by Winthrop S. Boggs, volume 2, Chambers Publishing Co. 1943.

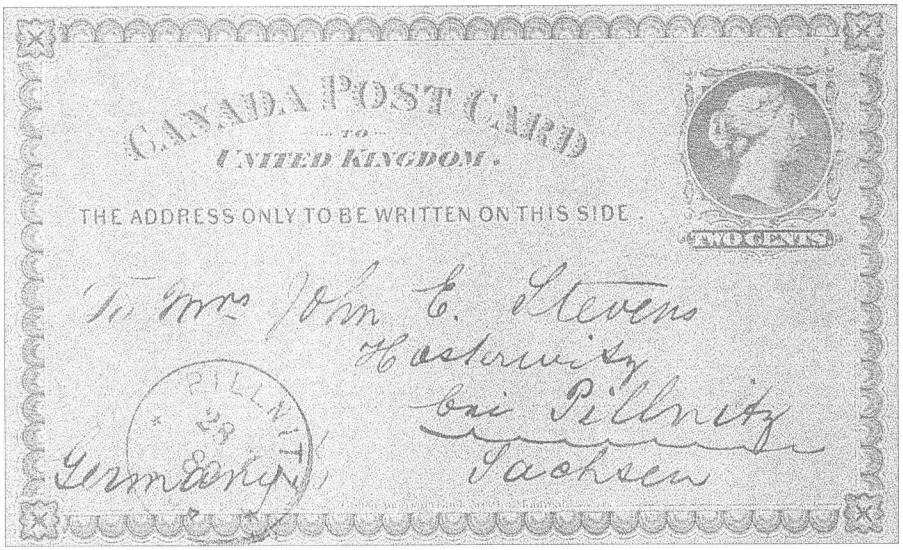



*Figure 7: Posted at Toronto on 12 July, 1880, en route by train to Boston via Montreal, this card's only postmark is that struck upon receipt at Pillnitz in Saxony, Germany, 28 July, 1880. The receiving clerk applied the mark to the face, so as not to interfere with the message, as required by U.P.U. guidelines for the handling of Postal Cards.*

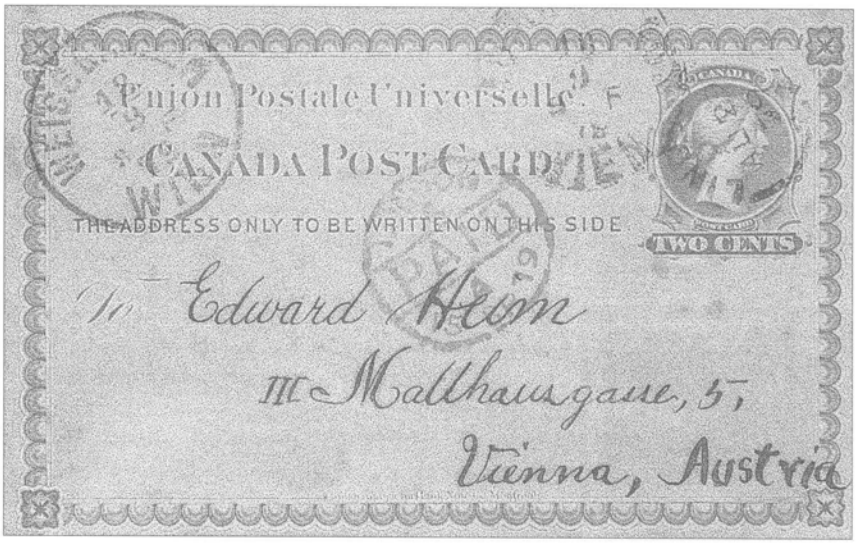



*Figure 8: Lindsay, Ont. Au 29, 79, to Vienna via London U.K. 15 SP and received at Vienna 18/9/79.*

# THE BRITISH MISSIONS TO RUSSIA 1918-20
## The Canadian Experience (5)
David Whiteley

A typical consignment was carried by the *S.S. Madras Maru* which left for Vladivostok on 10 January, 1919, with 7 bags registered mail, 4 bags letter mail (10,625 letters) 15 bags of newspapers, 63 bags of parcels (3,600lbs.) and, for British troops, 6 bags letter mail.[52] The irregularity of mail to Siberia is graphically expressed in contemporary letters from Russia. For example Pte Garton, in a letter home, dated 1 February, stated that he had still received no mail since his arrival on 12 January, and that others had not received any mail since the arrival of the *R.M.S. Monteagle* on 5 December, despite continued assurances that a "big mail would arrive next week!" We are then told, by Pte. Earl Waite, that on 4 February, "The mail came in today…(10 letters)." Others however were not so lucky – in particular Pte. Holmes, who was still without mail from home in early February.[53] From these few letters we can see that, despite frequent dispatches of mail from North America to Japan, the mail service between Japan and Vladivostok was erratic, with mail arriving in Siberia infrequently as exemplified by Earl Waite's comment that he received ten letters in one mail.

Getting the mail to the units stationed at Omsk and other inland points was a problem, given the shortage of transportation and the chaotic conditions. General Routine Order No.56 dated 25 January, 1919, however, advised that "Arrangements had been made with Czech Army Headquarters for the transmission of our mail to Harbin, Krasnoyarsk and Omsk. Such mail should be handed into the Signal Office, Pushinaskaya Theatre, not later than 12 noon each Friday".[54] Within the environs of Vladivostok a regular mail pick-up and delivery service was established with the times of pick-up and delivery posted in Routine Orders numbers 61, January 29th and 192 March 8th, 1919.[55]

Other writers have suggested that the Canadian troops did not necessarily send all their mail through the facilities of No. 5 Postal Detachment but, on occasion, used Russian, Japanese, or American Forces facilities.[56] This of course would have been possible but would, up until February 1919, have been against Brigade 'Standing Orders' and, in particular, Routine Orders No. 1 & 11, which stated that all mail matter had to be posted in boxes or at offices controlled by the Canadian Army Postal Services.[57] Troops wishing to use other facilities, notwithstanding the regulations, would also have been required to pay the correct postage before their letters could be forwarded as opposed to the privilege of free franking through the official channel. Only one example of a letter sent through the auspices of other postal authorities, prior to February 1919, has been reported after the Field Post Office had been opened and before the Censoring restrictions were lifted. This is a letter dated Vladivostok 7 December, 1918, two days after the *S.S. Monteagle* arrived, franked with a Russian postage stamp and cancelled with a Vladivostok circular date stamp and rectangular Russian censor stamp[58] (Fig. 9). There is also one example of a letter written on Y.M.C.A. stationery (Fig. 10), on board

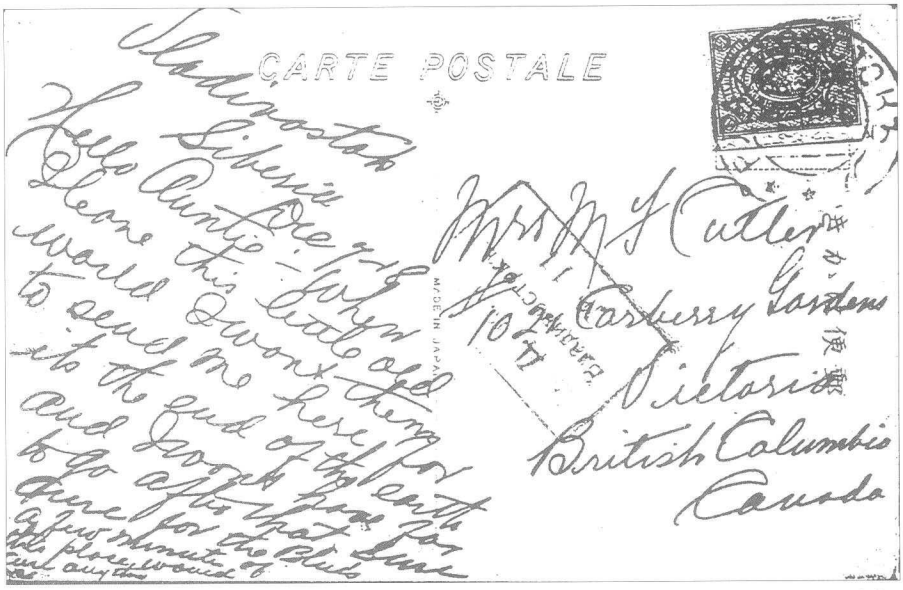



*Fig. 9 Japanese Carte Postale picture post card depicting the arrival of elements of the Czechoslovakian Legion in Vladivostok to Mrs. MF Cutler, Victoria. B.C. from her nephew in Vladivostok dated 7 December, 1918. Sent through the Russian postal system with postage paid with a Russian 15 Kopek stamp. Cancelled with a black double circle Vladivostok d/s and rectangular Russian Vladivostok censor stamp.*

the *S.S. Teesta* sometime between Vancouver and Japan on her outward voyage in December 1918. This letter, after being countersigned by a censor officer (signature left side of the cover), was franked according to U.P.U. regulations with a Japanese 10 sen postage stamp and landed at Nagasaki, where it was cancelled and placed in the Japanese mail system.[59]

From the time of arrival in Vladivostok of No. 5 Detachment Canadian Postal Corps, its personnel were responsible for all postal activities including the delivery and collection of mail matter from the various unit headquarters until 7 January, 1919. After 7 January, the responsibility for the delivery and collection of mail matter was entrusted to unit Postal Orderlies, who would collect all mail matter from the Army Post Office for delivery and then gather all outgoing mail and deliver it to the Post Office for dispatch. General Routine Order No. 2., 7 January, 1919, laid down the criteria for the selection of Postal Orderlies and complete instructions for the handling of regular, registered and parcel mail matter.[60]

Once the censoring restrictions had been lifted, presumably the men could choose to send their mail through the regular facilities offered by other postal agencies and in fact there are examples of mail sent through the Japanese Post

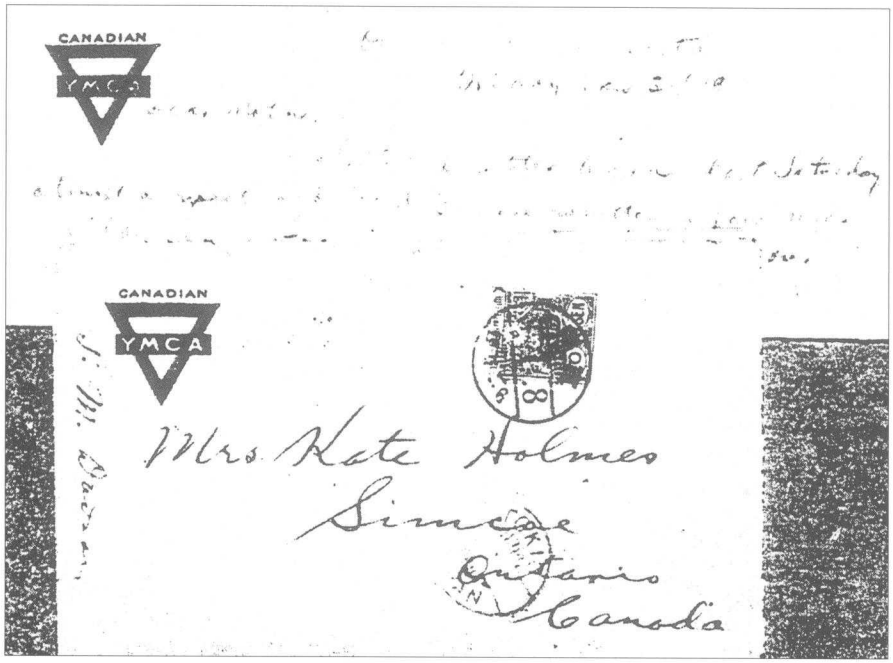



*Fig. 10 Y.M.C.A. stationery and cover from Pte Holmes to Simcoe, Ontario written on board the transport S.S. 'Teesta', en route to Vladivostok - posted in Japan. Postage paid with a Japanese ten sen stamp. Dated Yokohama 8.1.19. Censor officer's signature left lower corner. Canadian 360 censor sealing tape. Faint Simcoe, Ont receiver.*

Office. One of these is unfranked and the other is franked with a Japanese 10 sen stamp. Both these covers, however, are franked with Japanese censor marks and on arrival in Canada with black 'EXAMINED BY CENSOR' tags. Both these covers are dated after 15 February, 1919. I have also seen one cover sent through the Russian postal services from Tomsk. The postage was paid with 15 and 35 kopek stamps dated 22/4/19. The letter also had Russian censor marks, but, since this letter was addressed to an officer with the Canadian contingent in Vladivostok who had already left, the letter ended up in the Canadian Army Postal stream and was cancelled with a CS-1 date stamp on the upper right corner.[61]

Given all of the above evidence I do not believe that, once No. 5 Detachment Postal Corps had set up its operations and Routine Order No. 1 had been promulgated, any Canadian Forces Mail would have been legally allowed to be sent or received by any other channel than through the facilities of the Army Post Office until the censoring restrictions were lifted in February 1919. In fact General Routine Order No. 1 specifically stated "All private

correspondence of officers, soldiers and attaches must be posted in boxes or offices controlled by the Army Postal Services." It was also unlawful to carry uncensored letters on one's person.[62]

The other question that arises is what classes and types of mail would be accepted for transmission to Siberia? Initially letters, newspapers, and parcels up to a limit of seven pounds could be sent at the following rates. Letters: two cents for each ounce and two cents for each subsequent ounce or part thereof, plus one cent additional as war tax on each letter; newspapers; one cent for each two ounces or fraction thereof; parcels; twelve cents for each pound or fraction thereof. Base Headquarters Routine Orders dated 23 October, 1918 at item 3 regulated the handling of registered mail from either Canada or Vladivostok.[63]

*References*

[52]Bailey & Toop Vol. 1. Colonial period to 1919 pp 101-2.
[53]Faulstich pp 20-22.
[54]War Diary Base HQ. C.E.F.(S) Routine Order No.56 January 25th. 1919.
[55]Ibid Nos. 61 & 192.
[56]Faulstich p8.
[57]War Diary, Base Headquarters. G.R.Os. Nos. 1 & 11.
[58]Bailey & Toop p 102, Ex. Bailey.
[59]Fig. 8p 14.
[60]War Diary, Base Headquarters G.R.O. No.2. January 7th. 1919. See also Appendix B. for a full transcript of G.R.O. No.2.
[61]Webb Part II. pp 60-1.
[62]War Diary Base HQ. C.E.F. (S), General Routine Order No. 1 October 23rd, 1918.
[63]Webb Part I. Fig 1. illustrates a Post Office circular showing form of address, types of mail and rates applicable, p 35.

# THE SIX CENTS SMALL QUEEN – AN EXTRA PLATE?

John Hillson, FCPS

In giving a mini-display of the first Ottawa and Montreal printings of the Small Queen Six Cents to members of the Society present at the Carmarthen convention, it struck me that there were anomalies in the orthodox view that there were just four plates of this denomination made. These include the 'reject' or, as our transatlantic cousins seem to prefer, the 'Ghostly Head' plate, and the 'Montreal' plate which was used exclusively in the second Ottawa period. These anomalies are quite simple; I was looking at, and possibly only seeing for the first time, a strip of three from the 'A' plate, perf 11.75, that is first Ottawa, with the left hand pair showing two lower left position dots and absolutely no sign of re-entering, second a cover and a couple of single dot off-cover examples from 1878, which shouldn't exist in that state, but there they were, perf 12, so undoubtedly Montreal printings, and a couple of two-dot stamps dated 1880 with re-entries.

Before going on to explain why single dot six cents shouldn't be being printed circa 1878, let me first of all give credit where it is due. Bill Simpson drew my attention to the possibility of the existence of an unsuspected plate at the Ayr Convention when he gave us that wonderful display of Small Queen material, now sadly dispersed. If I remember rightly it consisted of two imprint pieces, both of single dot stamps, where the positions of the imprints relative to the stamps varied one from the other very slightly. Unfortunately having my hands a bit full at the time I couldn't take as much time as I would have liked to examine the pieces, but have had them tucked away at the back of my mind. Curiously, although Maresch have now auctioned off the whole of the Simpson collection, at least one of those two pieces did not appear, neither did the largish unused block from the 'reject' plate which he had with him at the time.

To go back to square one and explain why, if there were only four plates in all, single dot six cent stamps should not be possible in 1878, or earlier for that matter, let us recall the sequence of the plates as I believe to be the case. Plate 1, made in 1871, 'M & O' imprint, single L.L. position dot; Plate 2 the 'reject' plate – poor impressions, and the sidepoint had been adjusted to fit guide dots incised on the plate below the left numeral '6'. I believe this was the second plate to be made because I think the printers were following their precedent with the Large Queen same value. In adjusting the sidepoint it got strained so that when plate 3 was made – the 'A' plate – the sidepoint kept springing giving rise to the twin dot phenomenon, in exactly the same way as happened with the 1859 12½ cents. In other words two dots on the 'A' plate is State 1, not 2 as has been accepted, and three dots, which appeared later, indicate state 2, not 3.

The printers moved to Montreal, and soon after, or even during the move, Plate 1 got damaged – hence the 'neck flaw' recorded only perf 11.5 x 12 and which is very scarce. The major re-entry on this plate (row 7/7) which is

comparatively common from first Ottawa printings now becomes **extremely** scarce; I think I have only ever seen reference to one example. This means either the plate has been dumped soon after the move, or has been with- drawn for repair. About this time the 'reject' plate was brought into use for a short time; my copies on cover are February 1874. Presumably the withdrawal of Plate 1 caused a supply problem which could be met in a hurry only by commissioning the 'reject' plate, something that had never been intended.

To recap so far, stamps from the early Montreal period, perf 11.5 x 12 either have no position dot if from the left-hand vertical row of any of the three plates used, a single dot if from Plates 1 or 2 from the other nine rows, and two dots from the 'A' Plate, plate 3, still with no sign of re-entering.

About 1878 we suddenly have single dot examples again. So where did they come from? And in 1880, 2-dot re-entered examples appear. If Plate 1 still existed, and had been repaired so that both the major varieties that existed on it had been expunged, why did examples now not show two dots? We know the transfer roller still had a loose sidepoint because not long thereafter the 'A' plate shows up with three dots, and in some cases in the final Montreal years, four. So are these Montreal perf 12 single dot examples from the unsuspected plate – and are the two dot re-entered stamps evidence that that plate was repaired circa 1880. I am inclined to believe so, although it is just possible they are repaired examples from Plate 1 – but that would still leave the single dot examples in question unexplained.

To sum up, there seems to be evidence that four plates were used up to 1889, not three, and with the 'Montreal' plate used from 1890, that is five in all.

Interestingly, once the printers were removed back to Ottawa, no further dots appear on the 'A' plate, although it was re-entered at least once, giving rise to the weak 5c / 6c re-entries – on the fourth state of the plate.

On a slightly different subject, during the mini-display which gave rise to this article, one member seemed to be very worried about the effect of ambient temperatures on perforation measurement, so while producing the article I have had a Small Queen immersed in water. Dry it measured 22mm high x 17mm wide; wet 23mm x 17mm. Since it is doubtful that many of us allow our treasures out in tropical rainstorms I think the question of the effect of ambient temperature on accurate perforation measurement may be allowed to rest in peace. It is nil.

## Subscriptions

Annual subscriptions fell due on 1 October. Dues notices were enclosed with the last issue of "Maple Leaves'. If you have not already done so, would you please send your subscription to either John Gatecliff or Wayne Curtis.

# NEWFOUNDLAND'S 1897 'PAID ALL' ANOMALIES

**Dean W. Mario**

In September 1897 Newfoundland postal officials found themselves facing a shortage of one cent stamps. Stocks of the popular one cent Cabot value had decreased from 400,000 to 15,000 (from June to September!), and a new series featuring the Royal Family would not be available until early December. An attempt to restrict the sale of the Cabot issue in sets was unsuccessful so officials ordered the surcharging of the plentiful stocks of the 1890 Three Cent Grey Queen Victoria to 'ONE CENT'.[1]

This did not solve the shortage problem. Profit-motivated collectors, speculators, and members of the general public sensed a philatelic opportunity and the supplies of the new overprinted stamps became quite limited too. At first, only 50 stamps were sold to each customer but this was quickly reduced to 20 and then five. Postal officials finally halted the sale of the stamps altogether and items destined outside Newfoundland would have the stamps affixed by postal clerks themselves.

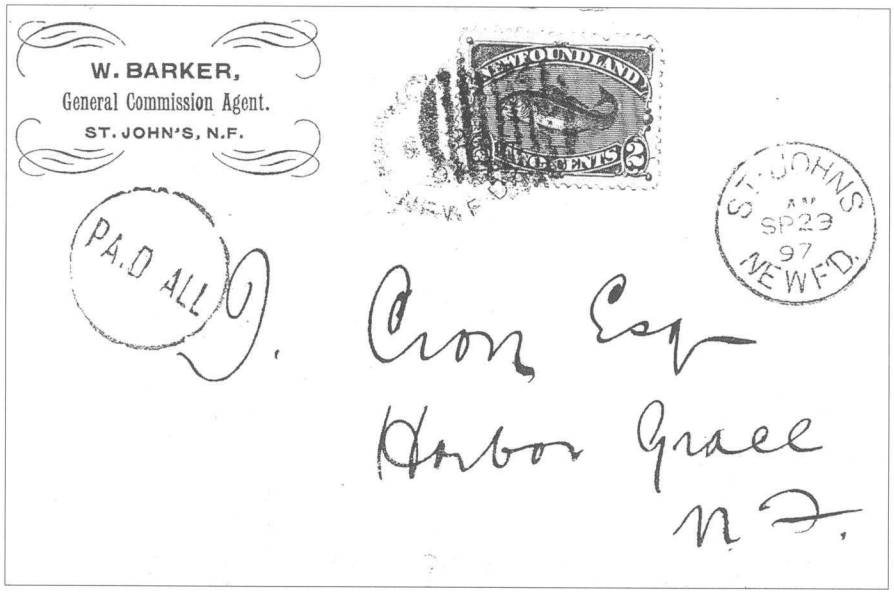
To complement this rationing, local items such as newspapers, circulars, and drop letters were to be sent stampless but still at the one cent rate. A special circular metal handstamp, denoting 'PAID ALL', was struck on items for delivery after the fee was collected by postal clerks.[2] This move was intended to alleviate the demand on the one cent stamp supplies.

The 'PAID ALL' handstamp was not popular with the public, but its use did relieve some of the pressure on the stamp stocks. The handstamp was intended to prevent local speculators from acquiring a large supply of used stamps, however no measures were taken regarding the 'PAID ALL' handstamp itself and several 'philatelic' examples exist (mostly from a postal official, E.M. LeMessurier of St. John's). Covers bearing this unusual handstamp are still quite scarce.

The 'PAID ALL' handstamp has been found on covers dated as early as 24 September and as late 4 December, 1897. Heavy usage appears to have occurred in mid-October. Most interesting are the anomalies connected with the 'PAID ALL' handstamp itself.

Finding the 'PAID ALL' handstamp on a stamp of the period is most unusual. I know of only two examples, the one illustrated, on the 1894 5¢ Harp Seal and a recent report by Capt. N.D. Campbell, RN,of a partial strike on an 1896 2¢ green Codfish. Obvious explanations for these oddities include 'extra-value' usage demanding higher rates than the one cent value required for drop letters, circulars and newspapers.

A three cent inland letter rate, similar to cover the above with an 1887




2¢ vermilion Codfish, would probably have necessitated payment of two cents plus the one cent 'PAID ALL' franking. One could surmise that the five cent rate plus the one cent 'PAID ALL' covered either the six cent inland registered letter rate or the inland double letter rate.[3] These would have been very rare covers in this period; neither rate has been recorded by the author. If members have similar stamps cancelled with the 'PAID ALL' hammer, illustrated reports of them to the Editor for future publication would be welcomed.

I am indebted to Capt. N.D. Campbell, RN; J.E. Croker; N.R. Dyer; C.A. Stillions; J.D. Wilson; J.M. Walsh, and many others for their continuous support and assistance in this most peculiar study.

*References*

[1]N.R. Dyer has produced the most recent and exhaustive study of this overprint. See 'Newfoundland's 1897 1¢ Postal Shortage', *BNA Topics*, v52 No 3, July-Sept. 1995, pp22-31.

[2]For more on the 'PAID ALL' handstamp see D.W. Mario's 'Newfoundland's Second Provisional: The 1897 'PAID ALL' Handstamp', *Newfie Newsletter*, 31, Sept.-Oct. 1990, pp3-6; and 'Update: 1897 'PAID ALL' Handstamp', *Newfie Newsletter*, 36, July-Aug. 1991 pp5-6.

[3]J.M. Walsh and J.G. Butt, *Newfoundland Specialized Stamp Catalogue* Second Ed. (St. John's: Walsh's Philatelic Service, 1992), p70.

# NOVA SCOTIA – LAST DAYS OF MILEAGE RATES 1851

L.D. (Mac) McConnell

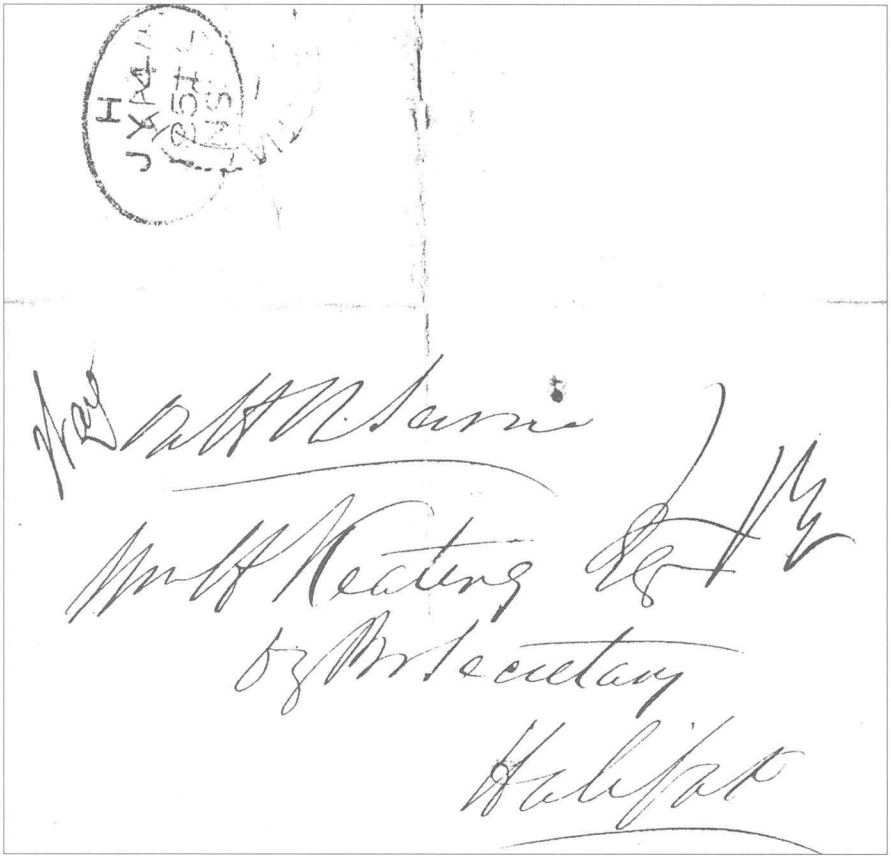


*Fig 1. Last days of Imperial postage. Provincial postage reduced to 3d two days later.*

When the Post Office moved from Imperial to Provincial control in 1851 the change did not take place throughout the North American colonies, on a single date. Within the two Canada's these took effect on 6 April when a uniform rate based on weight only, was implemented.

New Brunswick and Nova Scotia did not assume control or change their methods until Monday, 7 July.

Up to these respective dates the old mileage rates set by London in 1843 had been in use.

***Continued on page 165***

# POSTED ON BOARD THE R.M.S. LADY NELSON

## The Yellow Peril

## Illustrations by Susan So

U.P.U. regulations permit letters that are posted at sea to be franked with stamps of the country of the ship's registry; when arriving at a foreign port such letters would be processed as if they were domestic letters.

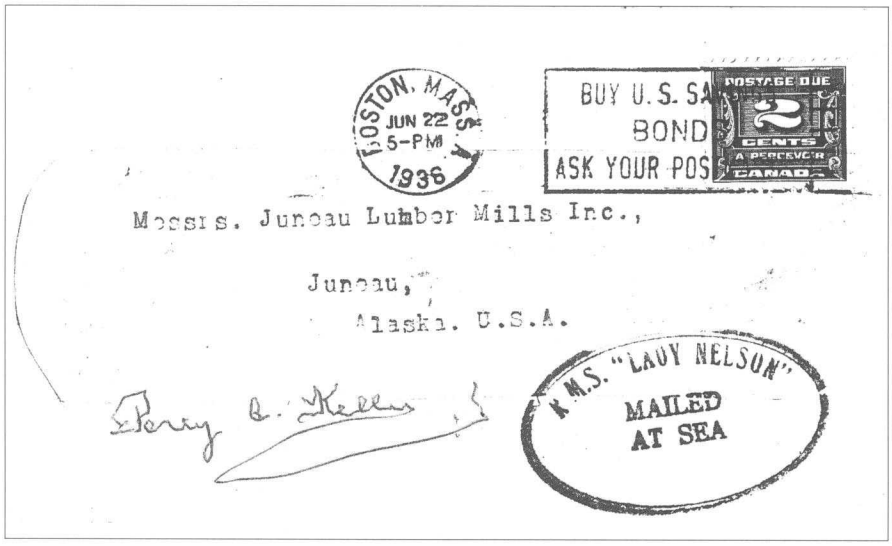
The sender of the letter opposite was probably a passenger travelling to the West Indies who had embarked on the Lady Nelson at Halifax, N.S. Somewhere between Halifax and Boston `- the ship's first port of call – the traveller posted this letter at the purser's office. There, the letter was stamped with a double, purple oval handstamp which reads. 'R.M.S. "LADY NELSON" MAILED AT SEA'. Presumably, this marking indicates acceptance and letters with this marking will not be postage due rated. Upon arriving at Boston the mail would be taken ashore and deposited in a nearby post office where the letters would be cancelled and forwarded to their destinations.

Although the letter was underpaid by 1¢, it was allowed to pass unrated. Truly, a fascinating postage due cover.

The R.M.S. Lady Nelson was the first of the Canadian National Steamship's five luxury liners (Lady Drake, Lady Hawkins, Lady Rodney and Lady Somers) to provide Canadians with efficient cargo service and romantic cruises to the Caribbean. The Lady Nelson first set sail on her maiden voyage on 14 December, 1928. Her route was from Halifax, N.S., St. Kitts, Nevis, Antigua, Montserrat, Dominica and Demerara (Guyana) and return by the same route to Saint John, N.B. It was a fortnightly, year-round, service. As there was disappointment over the fact that the Lady Boats were not attracting the lucrative American trade, Boston was added to the ship's itinerary.

The Lady Nelson was built by Cammell Laird Shipyards in Birkenhead, England, at a cost of one and a half million dollars. Her overall length was 438ft.; deadweight approximately 6,370 tons, gross tonnage approximately 7,831 tons; service speed was 15 knots. She could accommodate 130 first-class, 32 second, 56 third and 120 deck passengers. Her cargo capacity was up to 270,000 cubic feet and refrigerated cargo, 13,00 cubic feet. She was named after the most famous of all British naval leaders, Horatio Nelson.

On 22 March, 1942 the Lady Nelson was torpedoed by U-boat 161 at the dock in St. Lucia with the loss of 18 lives. As the harbour was shallow she was refloated on 26 March and, on 11 May, she was towed by the Edmund J. Morin with naval escort to Mobile, Alabama, for repairs, arriving on 29 May, at a cost of $138,750. There, the crippled ship was repaired and converted into a hospital ship – Canada's first. By 18 February, 1943, she was again ready for sea. She had been refitted with 515 special hospital beds for wounded men, with special wards for shock cases, contagious diseases and fractures, as well as ten beds for the ship's company. The small private cabins were reserved for tuberculosis patients and higher ranking officers.




*Boston 22 June, 1936 'BUY U.S. SAVINGS BONDS' machine slogan ties a 1933 Canadian 2¢ postage due stamp to cover addressed to Alaska. Envelope is autographed by Captain Percy A. Kelly MBE.*

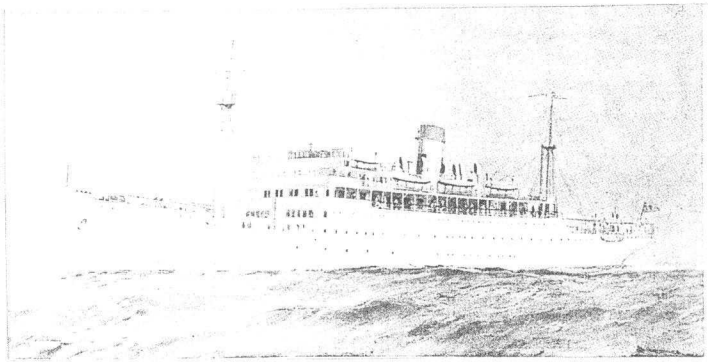
The ship's staff consisted of 100 people including doctors, nurses, chaplains, storekeepers and civilian Red Cross workers, a civilian crew of 75 carried out the day-to-day routine.

The Lady Nelson was under charter to the Department of National Defence and the terms were that Canadian National Steamships would be reimbursed for expenses incurred, keeping the ship seaworthy, the civilian crew paid, and all hospital staff, crew, and patients fed. The Department of National Defence would also provide the necessary documents for any merchant ship sailing from one country to another, regardless of status.

The Lady Nelson commenced her bright new career in April 1943, stopping in Naples to pick up wounded. As France had fallen to the Germans she had to restrict her northern stops to the ports of Southampton and Avonmouth in England. The Lady Nelson made 31 voyages (unscathed), steaming 192,000 miles and bringing home 25,000 wounded men.

After completing her duties as a hospital ship, she was sent to Halifax to pick up Jamaicans who had been serving in the RAF, to take them home. On the same trip picked up some British prisoners who had been held captive in Japan during the war. On another trip she carried German prisoners of war who had been interned in Canada, from Halifax back to Hamburg, Germany.

War ended in 1945 – Germany surrendered on 7 May but the Lady Nelson was kept as a hospital ship until



# from Halifax or Boston

Cruise in luxury, down the Gulf Stream to the blue Caribbean — Away from Winter's blast to lands where palms nod in the gentle trade winds.

Palatial oil-burning steamers leave regularly on these Bermuda and West Indies Services.

14 DAYS ALL EXPENSE FROM $85

## R.M.S. LADY NELSON

CANADIAN NATIONAL STEAMSHIPS
**Offices in principal cities of Canada and the United States of America**

*Poster from 'The Lady Boats' by Felicity Hanington and Capt. B.A. Kelly, MBE.*

February 1946 for there was a huge number of troops and supplies in northern outposts and disabled soldiers who still needed to be brought home. Travelling to Southampton to pick up a group of wounded and bring them back to Halifax, Nova Scotia, was her last trip.

By the end of 1947 the Lady Nelson and Lady Rodney (Ladies Drake, Hawkins and Somers were sunk by enemy action) were extensively refitted to their post-war state and were assigned to service the West Indies. There were numerous problems (trade unions, demand for higher wages, increased prices of fuel, oil, ship repairs, food and cargo handling), Canadian National Steamships were unable to raise freight rates enough to offset rising costs and passenger levels were dropping. The service unable to support itself was causing too much of a drain on public coffers. The sad decision was made that the two ladies would have to go.

On 13 February, 1953, they were both sold to Egypt for just $750,000. The Lady Nelson was renamed Gumhuryst-Mier (later the Alwadi) and Rodney, the Mecca. The Nelson was assigned to the east-west Mediterranean. She could still be plying her trade somewhere in Egypt – the Lady ships were built to last.

The Rodney was assigned to trade between North Africa, Egypt and Jeddah. After 14 years in this service she was scuttled in the Suez Canal by the Egyptians in an attempt to hinder Israeli shipping. The canal was only 200 yards wide and 49 feet deep.

*Reference:*
Hanington, Felicity assisted by Captain Percy A. Kelly, MBE, 'The Lady Boats', Halifax, Nova Scotia, Canadian Marine Transportation Centre, Dalhousie University, 1980

*Acknowledgments:*
Thank Heaven for libraries and librarians.
Thanks also to member Harold Gordon of Montreal for providing the fascinating cover.

A very special "Thank You" to Captain Percy A. Kelly, MBE. for the pictures and for reviewing these notes. Capt. Kelly, torpedoed twice, served on all five Lady Boats. He was made a member of the Order of the British Empire for the role he played in the sinking of the Lady Hawkins. He was also awarded the Lloyd's medal for heroism and devotion to duty.

At the time of my interview (22 May) Capt. Kelly was 95. On 12 June, 1999 I had the privilege of seeing the Captain again – only this time it was to help celebrate his 96th birthday.

## NOVA SCOTIA – LAST DAYS OF MILEAGE RATES 1851

***Continued from page 161***

The illustration shows a letter written from near Windsor NS on 4 Friday July, 1851 and put into the post as a Way letter. It reached Halifax and received both a circular date stamp and the well known oval mark that some day. Endorsed On HM Service it was rated 4½ (Cy = 4d Stg), the correct mileage rate for the 46 miles from Windsor.

This is virtually a last day usage of the old mileage rate. Had the letter been delayed until Monday the 7th it would have been carried and delivered at the new uniform rate of 3d irrespective of distance.

**A little boat on a little stamp; such a big story, but only our distinguished former Editor could make it encompass a railway and still have a twist in the tail...**

# NONSUCH AND ALL THAT

**L.F. Gillam, FCPS**

Readers will be familiar with the 'Nonsuch' stamp (USC 482) issued on 5 June, 1968, to commemorate the 300th anniversary of the voyage of this little ketch (a two-master) to Hudson Bay. The stamp itself is notable because it was the first to be produced by a combined process of photogravure and steel line engraving techniques. At the time it created quite a stir, not so much because of its subject matter, but because it revolutionised the printing of multi-coloured stamps that has been such a marked feature of subsequent issues, not only of commemorative stamps but definitives as well. It was, one might say, a turning point in the history of printing and philately as well.


Historians are fond of 'turning points' or 'pivotal moments' when, in the course of their narratives, they seize upon an occasion when, in their opinion, by sheer chance a seemingly obscure moment, a casual remark perhaps, sets in train a development of 'great pith and moment' of a most unexpected kind. After that things change dramatically for better or for worse.

As is well known, the voyage of the little cockle shell from London to Hudson Bay led to the establishment of the Hudson's Bay Company in 1670, after which its history is inseparable from that of Canada, and the great north west in particular. Undoubtedly, then, the voyage was a turning point in Canadian history.

The term 'cockle shell' is amply justified: it was only about 50 feet long and 15 feet wide with a burthen of not more than 50 tons. But it was not untypical of merchantmen in the 17th century. It was crewed with not more than 12 men, including two mates, and carried six guns, which could be increased to eight if necessary. In fact it had been commissioned into the navy in 1654 during the first Dutch War and indeed captured by the Dutch, who were then England's great commercial rivals, four years later. The next year it had been recaptured and remained a naval vessel until 1667. Already, then, before its most famous voyage it had an eventful history behind it. It is also interesting to note that among the provisions carried were 8½ gallons of lemonade. History usually attributes the use of lemonade as a preventative of scurvy to Captain Cook (763), in fact it had been known for its prophylactic qualities since the days of the Elizabethan seadogs; the difficulty lay in persuading seamen to drink it. They much preferred stronger stuff. Cook was just a strong disciplinarian and made his men 'take their medicine'. As a consequence, it is said that he returned from one of his long Pacific voyages with his crew almost intact. Only two of

his men had died, an unprecedented thing in the days when scurvy took a greater toll of lives than drowning or death in battle.

The voyage of the 'Nonsuch' had, of course, to be carefully planned and adequately financed. Above all the captain had to be carefully chosen for it was on his navigational skills and knowledge that the success of the enterprise depended. The whole venture was extremely hazardous; much depended upon fickle Dame Fortune for the captain was, almost literally, going to sail into the unknown. On a calm sea, in clear weather and with a following wind, sailing any vessel was easy; the crew could relax, play cards or dice, sing sea shanties, even take a nap below. In the stormy north Atlantic, against blustering, fitful westerly winds or gales, sailing was another matter. It is not known for certain but probably the captain chosen had learnt his skills at the famous Gresham College in London where, in a wide curriculum, astronomy, geography and navigation were included. Such knowledge, backed with wide experience, was essential on long voyages.

Earlier I have mentioned how sometimes a casual remark, or an ordinary obscure everyday occasion, can spark off quite extraordinary developments that 'changed the course of history'. One historian has even gone as far as to say that history is the narration of a series of accidents. Certainly the history of the Hudson's Bay Company and of Canada lends credence to that interpretation.

It can be tested by a brief review of the events which led up to the successful voyage of the 'Nonsuch' (named after Queen Elizabeth's summer palace at Sutton, in Surrey). A start can be made in 1660 when Charles II claimed his rightful inheritance after nine years in exile at the courts of Versailles and the Tuileries where the 'Sun King', the great Louis XIV, reigned supreme. As a mere hanger-on at the courts Charles was almost penurious, depending on his friends, and particularly his greatest friend and fellow exile, the Earl of Clarendon, to make ends meet. That did not prevent him from acquiring some nasty tastes and extravagant habits. Half French himself, through his mother, Henrietta Maria, one of his more excusable tastes was for fine clothes and especially hats made of beaver fur processed to the finest quality of felt, far softer and more luxurious than that made from wool. Such hats, adorned with a long ostrich feather, were all the rage in France. France was then, as it is to a certain extent still, the arbiter of fashion. Beaver hats in Paris and other large French cities were the equivalent of modern designer-wear. The part-profile of Champlain (379) gives some impression of what they looked like. Close-fitting, narrow crowned and with a very wide brim, they must have been very difficult to hang on to in windy weather. Samuel Pepys lost his when he was out riding one day. It fell in the mud and it cost him, as he ruefully recorded in his diary, £4.10 to buy a replacement. That was a great deal of money in Stuart times. Not even today's fat cats would think of paying so much for a hat, hand made though it might be. Possibly for his wife, or lady friend, to wear at Ascot he might not hesitate to lay out such an equivalent sum; but that, as they say, is another matter. Fortunately for Charles there were also many fat cats in Restoration London: extremely wealthy merchants and bankers who loaned him

money without too much chaffering about terms and interest. Their wealth without exception stemmed from trade, overseas trade that is.

That they and their courtier friends, high-ranking civil servants like Samuel Pepys, city aldermen and their ilk followed the trend set by their king is understandable. Indeed it was inevitable; there is nothing new about aping ones betters. It was just unfortunate that beaver hats were far cheaper in Paris than in London. Beaver skins had to be imported from France which had a monopoly in the trade by virtue of its colony, New France (Quebec). Under its great Intendant, Jean Talon (398) the French colony on the St. Lawrence River was growing and flourishing as never before. Something like 50,000 beaver pelts were now being exported to France every year. Under Talon's licensing and regulations of the trade with the Indians, by the time that 'Nonsuch' sailed this figure was approaching 70,000 pelts a year.

Far away from the St. Lawrence on the north eastern shores of America the New England colonies were also flourishing and growing; they were also, unfortunately, quarrelling among themselves. There were problems about the boundaries between Massachusetts, Rhode Island and Connecticut, exacerbated by the capture of New Amsterdam from the Dutch. This, in 1664, marked the outbreak of the Second Dutch War when New Amsterdam was renamed New York and the Dutch settlements along the Hudson River formed the nucleus of the colony of New York.

In order to resolve these boundary disputes and to determine the future boundaries of the new colony Clarendon despatched two diplomats (then called commissioners) to North America, and it is in New York, or more probably Boston, that they overheard two Frenchmen talking. They were from New France where they owned a farm at Trois Rivières; their names were Pierre Radisson and Medard Chouat (1127) who styled himself the Sieur des Groseilliers. But let one of the commissioners do the talking, or rather writing:

"Hearing also some Frenchmen discourse in New England of a passage from the West Sea to the South Sea, and of a great trade of beaver in that passage, and afterwards meeting with sufficient proof of the truth of what they had said... he thought them the best present he could possibly make His Majesty, and persuaded them to come to England."

A less propitious time to visit England and, almost of necessity, London, could hardly have been chosen. In 1665 the Great Plague broke out and 30,000 Londoners (a conservative estimate) died of it. The King, his brother the Duke of York, who in 1685 succeeded him as James II, and the court fled to Oxford where fortunately accommodation in the colleges was vacant (undergraduates were on their long summer vacation). The wealthy and city magnates abandoned their town houses and took refuge in their country residences or those of their friends.

In 1666 the Great Fire devastated about three quarters of the old city, that is the part of London more or less within the old city walls. As a grand finale the daring dutch Admiral Ruyter sailed up the Medway and destroyed that part of the navy that could not put to sea

because of lack of provisions and ammunition. Moreover the seamen were rioting because they had not, and could not, be paid.

That Charles II was pleased with his modest present there is no doubt. He and his court returned to St. James Palace and Whitehall late in 1665 when, with the onset of winter, the ravages of the plague had done their worst. That he acquitted himself well during the Great Fire, but without much success, is well known. What is not known is how Radisson and Groseilliers managed to convince city merchants, financiers and some courtiers that it would be worthwhile to open up a trade in beaver via Hudson Bay, after having first demonstrated how profitable it would be. That they did is of course incontestable. That they would play the most important role in the expedition to Hudson Bay is obvious. They alone had been there, not by sea of course, but overland from Quebec as 'coureurs de bois'.

In 1661 they had tired of their dreary life on their farm. Like many young men they sought adventure and profit by trading for beaver pelts with the Indians in the almost illimitable forests that stretched from the clearings along the north shore of the St. Lawrence to the north and west for hundreds of miles. There, where trees grew like hairs on a bear, only the Indians knew the tracks through them, where the rivers ran, where canoes could rest weary feet, where the rapids were and the canoes had to be portaged. Most important of all, only they knew where the beavers had been trapped and their skins stored. It was not the first time that the two men had left their farm. They had done it before, living with the Sioux Illinois at one time. Later they had met the Crees whose land to the far north, stretching to the shores of Hudson Bay, yielded the best beaver pelts of all. Each time they had returned home with a fortune in furs, and firmly convinced that the most profitable way to trade in peltry was by summer shipment to Europe through Hudson Bay and Hudson Strait. It was unfortunate for them that when they returned to Quebec from their last expedition they should be fined because they had no licence to trade in peltry, and that their furs should be taxed. There were too many free-lance coureurs de bois and they had to be deterred. As for their suggestion to the authorities in Quebec that the St. Lawrence route to Europe should be abandoned in favour of that via Hudson Bay, it was laughed to scorn. The wonder was that the two men should be so naive. After that Radisson and Groseilliers made their way down the Richelieu, Champlain and Hudson River and Lake chain to New England where, as we know, they met with greater success.

It is not to be assumed that the proposal of the two Frenchmen met with immediate approval in London. Everyone knew that the old sea dog, Martin Frobisher (412), in the days of Good Queen Bess, had tried three times to brave the hazards of Hudson Strait (although it was not known as such then) and each time even his stout heart had quailed at the sight of the 'islands of ice' that barred his way to that elusive passage that men said led to the Pacific. Later a Dutch sea captain had succeeded where Frobisher had failed in so far as he penetrated into the Bay and wintered at the mouth of the river now called Churchill; but nothing came of it. Probably the account of his voyage and

the failure in its main object discouraged Dutch merchants; their principal interests lay in South Africa and the East Indies, the spice islands as they were called.

Henry Hudson (1107), in the service of the Dutch, had also braved the icy wastes of the Strait and Bay that were subsequently named after him. That was within living memory, in 1612. He too was in search of that will-of-the-wisp, the short cut to the Pacific. His men were appalled. They urged him to turn back and when he refused, he and his young son were turned adrift in one of his ship's boats. Everyone knew that they were never seen again.

Thomas James, a Bristol freebooter, was more fortunate. He reached James Bay near the mouth of the Rupert River. Here he wintered with some singularly friendly Indians, probably near the present day Moosonee. If he did return with some beaver pelts the merchants of Bristol were unimpressed. Their interests lay in the wine, tobacco and slave trade; his reward was to have the Bay named after him. The Rupert River owed its name to Prince Rupert, the first Governor of the Hudson's Bay Company.

There was, therefore, very little in the past history of ventures into the arctic wastes that could be called encouraging. Nevertheless it was decided finally to invest in what was clearly a highly speculative venture; the potential profit was mouthwatering. The group of merchants and courtiers who bought 'Nonsuch' for £290 from one of their number, Sir William Warren, were quite specific in their instructions to the captain: he was to sail to Hudson Bay by the Northward or Westward according to your own discretion." In addition he was to take Groseilliers' instructions as to where he anchored in the Bay, set up a fort, trade with the Indians, collect samples of minerals (the lure of gold) and seek information about a route to the Pacific. Taken all in all it could be called a tall order. Above all Groseilliers was to be treated with every courtesy because he was the "person Upon whose Credit we have Undertaken this expedition". There was one afterthought, in case the captain was absent-minded: 'Nonsuch' was to return home before ice closed Hudson Strait.

There was one added precaution: the sponsors of the venture persuaded Charles to lend them a smaller naval vessel, the 'Eaglet', in which Radisson sailed. They were hedging their bets, which says little for their confidence; but it was a common enough practice. There were dangers in the deep. As Shylock put it to Bassanio in 'The Merchant of Venice: "ships are but boards, sailors but men; there be landrats and water-rats, water thieves and land thieves, I mean pirates; and then there is the peril of the waters, winds and rocks." In this catalogue of dangers he omitted gales, 'islands of ice', fog and primitive compasses that behaved erratically in the Bay, owing to the proximity of the Magnetic Pole. Gales certainly cut short the career of the 'Eaglet'. The tiny vessel coped with the North Sea, sighted the Orkneys, rounded the north of Scotland and then came to grief in the North Atlantic. With some difficulty the captain managed to limp back to Plymouth and out of history.

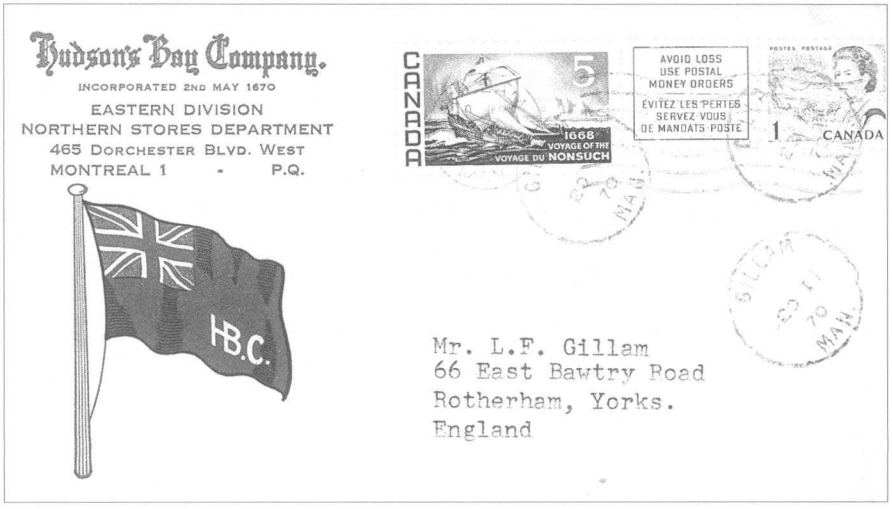
'Nonsuch' as we know had better fortunes. She returned to London on 10 October 1669, bringing with her a cargo

of beaver pelts that were sold by auction in Garraway's, a coffee house, for nearly £1,400. Out of this the captain and the ship's company were paid £700 in wages and expenses, a sum that was surely well-earned if the following news item from the 'London Gazette' is to be believed: "This last night came in here the Nonsuch ketch, which having endeavoured to make out a passage by' the North-West, was in those seas environed with ice, which opposing her progress, the men were forced to hale her on shoar and to provide against the ensuing cold of a long winter; which ending they returned with a considerable quantity of Beaver, which made them some recompense for their cold confinement."

In the following year a charter was granted to the Hudson's Bay Company giving it sole right to trade in the land drained by rivers flowing into Hudson's Bay. In total that amounted to about 1,400,000 square miles of northern Canada, Rupertsland as it was called. The rest, as they say, is history.

The rivers still run of course. Rivers measureless to man one might say, a borrowed expression and true to a certain extent since the limits of the territory were never clearly defined. Roughly it included all the land from the Yukon in the west to James Bay in the east near the present Quebec boundary, a mere line of longitude on the map. Nor must Vancouver Island be forgotten, nor the Red River where Lord Selkirk and his hardy Orcadians first settled in 1812 (397).

A railway now runs to Hudson Bay, for 510 miles from The Pas in Manitoba to Churchill at the mouth of the Churchill River, named after John Churchill, the first Duke of Marlborough, and the Company's third Governor. Originally it was called the Winnipeg Hudson's Bay Railway and Stempship Company. Now it is a part of the Canadian National Railway system; but Manitobans still call it the Hudson Bay Railway. From its incorporation in 1880 to its opening for regular operation in 1930, the 50 years were marked by



bitter controversy between Manitobans who wanted the line built and a federal government which vowed that it was a waste of money, at least until vast deposits of nickel were discovered in the area through which the line runs. These and other minerals yet to be exploited may make the ghost of Prime Minister John Macdonald laugh on the other side of its spectral face. Certainly he laughed with derision when the project was first mooted in 1870 "Hudson Bay", he exclaimed with incredulity, "isn't that somewhere near the North Pole?"

One inspired official, given the responsibility of naming the stations built to serve the small isolated communities that grew up along the line, hit upon the idea of commemorating some of the figures associated with the Hudson's Bay Company. Churchill, at the railway's northern terminus on the Bay has already been mentioned. But also included are Médard, Groseilliers' Christian name, Thompson, the famous explorer of the north west (370), Munk, the Dutch sea captain whose voyage came to nothing, Nonsuch, almost inevitably, 210 miles from Churchill and 16 miles from its near neighbour, Willbeach, named after the first settler in Churchill. Nor was the captain of 'Nonsuch' forgotten, Gillam he was called, Zachariah Gillam to be precise. Naturally, with my innate modesty, I make this revelation with utter disinterest, and a trembling lip, but see cover on page 173.

*Footnote*
*Catalogue numbers quoted are those of the Unitrade Specialised Catalogue*

# KING EDWARD VII PLATES

## Hans Reiche, FCPS

Marler, in his specialized handbook of the KE VII stamps, explains how one can identify each plate group by giving the characteristics of the design.This short note deals only with a few plates of the 2¢ value.

Marler suggests that plates 51 and 52 may never bave been used and in his description of plate group Type 16 he omits these plate numbers. Only plates 49, 50, 53 to 64 are listed. The approval date for plates 51 and 52 listed as well as the date these plates were engraved. Not finding regular plate material from these two plates may indicate that the stamps were not issued for regular postage, but plates 52 and 53 exist both precancelled Style T. A number of such full sheets, with plate inscription at top, came from a dealer in Montreal who owned quantities of full sheets of various issues precancelled and cancelled by Ottawa roller. The existence of these two precancelled sheets gives rise to the possibility that stamps from these plates were only issued in precancelled form.

Of interest here is that the majority of the KE VII precancelled stamps can be identified as coming from this plate group of the 2¢ and that large quantities must have been precancelled.

# LETTERS TO THE EDITOR

**John Hillson**

## EARLY BNA PERFORATING MACHINES

For a long time I have been perplexed by trying to understand exactly how the perforation machines incorporating the type of wheels as described by experts on the subject actually worked. If I may quote from Julian Goldberg's article on perforation measurements in the June 1997 issue of *Maple Leaves* – 'The rotary perforating machines used in North America consisted of sets of paired wheels where one wheel had holes and the other had pins around the rim so that the pins would enter into the holes as they rotated together and perforated the paper in between the wheels.' A neat concise summing up, and yes, one can see how they were supposed to work – until one looks at the actual results wherein lies my difficulty.

If these wheels were exactly as described, and presuming the 'female' wheel was hollow, otherwise it would quickly become blocked with confetti, it is astonishing that the perforation operation did not cause endless problems of jamming, or bent and broken pins. There are four problems that can be readily seen on examining large pieces in my favourite field, Small Queens. First, the stamps vary in width, second, they vary in height, third the pin alignment in any particular row is often imperfect, and four the pitch varies, that is the distance between any two holes in a line of perforations is not necessarily the same as between any other two in that line.

Take problems one and two, which are really the same thing. Are we to believe that the fitter setting up the machine, having screwed up the width or height of the pinned wheels, would then carefully align the holed one? It would be less bother to get the distances exact in the first place. On three, if a pin was out of line, was the counterpart made to correspond with one hole out of line, and if so, how exactly did one make sure they were fitted correctly? And finally four, the reason why perforation measurement is not always simple and why the claim that the Kiusalas will fit the perforations of all Large / Small Queens does not hold water, how did the engineers ensure that the varying hole distances – which could have occurred in use – were matched by varying pin distances – and then were fitted correctly, it is to be remembered, eleven times on each occasion the head had to be changed?

So I am puzzled. Oh the theory is fine and perhaps that is what was patented – these days with precision engineering it no doubt works. But it couldn't have worked then. So what did the lower roll consist of, oversize holes? This is doubtful; slots perhaps? A grooved hollow roll? More likely don't you think? Over to the experts.


*Case in point. The above illustration of an 1870 3¢ SQ shows one pin clearly out of line on the southern edge and irregular spacing between the holes.*

**Lional Gillam**

**APOLOGIA**
**PRO ERRATUM MEUM***

It was (I think) Sir Arthur Thomas Quiller-Couch who once reminded his English Literature students at Cambridge that even Homer nodded at times. As every schoolboy knows (or ought to know!) that great classical epic poet had every reason for so doing: he is commonly reputed to have been blind. I have no such excuse.

It is, therefore, with a contrite heart that I plead guilty to having led readers astray in Part II of the 'epic' series of articles entitled 'Railway Postmark Errors', which was published in the April, 1993, issue of *Maple Leaves*. In this I stated that a railway postmark reading 'Calgary & Emonton' (sic) made a brief bow upon the R.P.O. stage in 1953.

As members of the Railway Post Office Study Group of the B.N.A.P.S. will know, it did no such thing. What I thought was an error in the spelling of 'Edmonton' was an illusion of the optical kind. As Ross Gray has pointed out in Study Group Newsletter No. 136, the 'error' was caused by a bounced strike, or two half strikes of the postmark W.20.

Ross has undertaken some detective work of a highly technical nature and I have been exposed, 'hoist with my own pétard' and found guilty of not practising what I preach. I am making this recantation, not just to salve my conscience, but to save railway postmark collectors who are not members of the Study Group the trouble of looking for a needle that is not in the haystack.

Having made such a fulsome apology I do feel, however, that I am entitled to the last laugh. I am the proud possessor of an erroneous postmark error. Not even Ross can lay claim to one of those !

**Editor's Note: "Sorry, my mistake".*

**Lionel Gillam**

**INCORRECT ASSOMPTION**

Regarding the 'Editor's Note' following John Wright's letter (p131 of the summer issue) concerning postmark errors, I write as an acknowledged expert (see previous letter – Ed.). You say that dear old Frank Campbell claimed that 'La Assomption' should read 'St. Assomption'. Well admittedly the former is incorrect, but not for Frank's reason. 'L'Assomption' yes, after the Assumption of the Virgin Mary.

I would not have picked this up were it not for the fact that there was an (or a!) 'L'Assomption' railway running, if my memory serves me right, in the 1880s from the outer suburbs of Montreal to 'L'Assomption' to the north-east. Admittedly it was not much of a line, more a logging railway which served its purpose and then was seen no more. I once had a map with the line marked on it. Since it was a private (commercial) line only, it did not need legislative approval, so there is no mention of it in the 'Statutory History of Canadian Railways'.

# HANDBOOKS FOR SALE
## October 1999

Prices include inland postage unless otherwise stated

| | | |
|---|---|---|
| Philatelic Fantasies of BNA 1860-1910 | Sessions | £13.50 |
| Canada Small Queens Re-appraised | Hillson | £6.50 |
| Pioneers of Canada | Salmon | £8.50 |
| Maple Leaves Binders (post and packing extra) | | £7.50 |
| Slogan Postal Markings 1920-1930 | | £10.50 |
| Slogan Postal Markings 1931-1940 | | £8.50 |
| Slogan Postal Markings 1941-1953 | | £10.50 |
| Slogan Postal Markings 1912-1953 | | £9.50 |
| Mail by Rail | Gillam | £11.00 |
| Champlain and St. Lawrence Railroad | Gillam | £9.00 |
| The Canada Postal Acts and Post Offices 1878 | Symonds | £15.00 |
| Canada Constant Pre-Cancel Varieties | Reiche | £5.00 |
| A Large Queens Report | Reiche | £3.00 |
| Unitrade Specialized Catalogue 1998 | | £17.50 |
| Canadian Picture Post Card Catalogue | Gutzman | £6.50 |
| Territorial Alberta. Westhaver-Thompson Collection | Spencer | £25.00 |
| Yukon Airways Exploration Co. Ltd | Topping | £8.00 |
| Postal History of the Post Card 1871-1911 | Steinhart | £4.00 |
| Steel Engraved Constant Plate Varieties | Reiche | £12.00 |
| Canadian Posted Letter Guide | Firby | £11.00 |
| British Columbia Post Offices | Topping | £10.00 |
| Stamp Booklets Dotted Cover Dies 1935-55 | Harris | £8.50 |
| Standard Pre-Cancel Catalogue 1997 | Walburn | £9.00 |
| Survey of Definitive Stamps 1972-94 | Schmidt | £12.50 |
| Slogan Postmarks of Canada | Coutts | £16.50 |
| Q.V. 1898 Numeral Issue | Reiche | £12.50 |

SEE PREVIOUS MAPLE LEAVES FOR DETAILS OF OTHER TITLES

Obtainable from:

**DERRICK SCOOT**

**62 JACKMANS PLACE**

**LETCHWORTH • HERTS • SG6 1RQ**

Please make cheques payable to Canadian P.S. of G.B.

# SOCIETY NEWS

**Proposed amendments to Rules**

Following the change in publication schedule for *'Maple Leaves'*, it is necessary to extend the notice required from members for nominations and proposed rule changes, in order that the Secretary may publish the proposals in the appropriate issue. Accordingly it is proposed that Rule 18 be amended to read '...not later than **four** months prior to the meeting...'; similarly, that Rule 28 be amended to '...not less than **four** months...'.

Members will have noted in the last issue that Convention 2000 is being specially held in May rather than the usual September / October period. In order that an AGM may conveniently and legitimately be held at that time, it is proposed that Rule 20 be amended to read 'The AGM shall be held not earlier than **six** months nor later than **eighteen** months after the preceding AGM'.

Present practice for enrolling new members part way through the Society year is to allow the option of payment of an initial fee of only half the annual membership subscription but not to receive back issues of *'Maple Leaves'* for that year. The option of paying the full fee and receiving appropriate back issues remains. In order to regularise this procedure, which has been approved at an earlier AGM, it is proposed to delete from Rule 4 the words '...for the whole of the membership year...'.

Members will find a full set of rules in the current Members Handbook.

**FORTHCOMING EVENTS**

**1999**

Oct 6-9 CPS of GB Convention, Glasgow
Oct 28-30 London Int. Stamp and Cover Show, Horticultural Halls, London

**Overseas**

Oct 5-10 BULGARIA 99, Sofia

**2000**

Feb 2-6 STAMP 2000, Wembley
March 1-5 STAMPEX, Islington, London
March 2-4 PHILATEX, Horticultural Hall, 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 6-14 ESPANA 2000, Madrid
Oct 26-28 PHILATEX, Horticultural Hall, London
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.

# You Can Believe It!

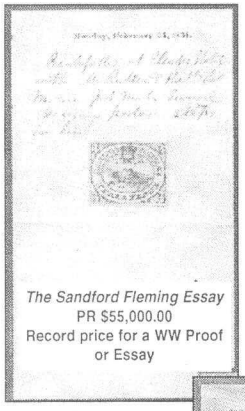
Our Consignors know... that whether buying outright, or selling on behalf of our customers, top dollar is what you can expect from the U.S. auction firm that leads in B.N.A. sales.

## Just look at these recent realizations!
## THE PRICES ARE IN U.S. DOLLARS

cv $225.00
PR $1,265.00

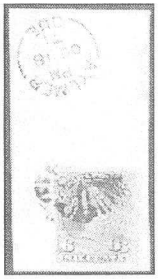
cv $10.00
PR $460.00

est $7,500.00
PR $21,850.00



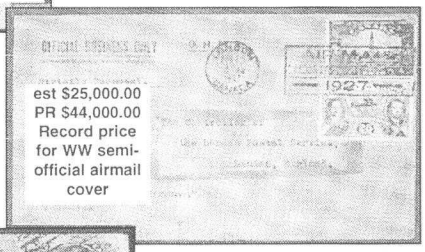
*The Sandford Fleming Essay*
PR $55,000.00
Record price for a WW Proof or Essay

cv $22.50
PR $230.00

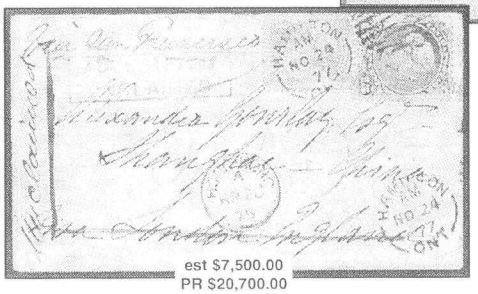


est $7,500.00
PR $20,700.00

est $25,000.00
PR $34,500.00



est $25,000.00
PR $44,000.00
Record price for WW semi-official airmail cover



est $7,500.00
PR $20,700.00

PR (Nov 1988) $165,000.00
Highest price ever paid for a Canadian stamp at auction

## RECORDS ARE MADE TO BE BROKEN! CALL TO FIND OUT HOW

we can continue our record-setting ways with your collection.

Order your *free* catalogue if it is not yet time to sell.
We would be surprised if you did not find something of interest

**Charles G. Firby**
AUCTIONS

6695 Highland Road, Suite #107
Waterford, MI 48327-1967
Telephone (248) 666-5333
Fax (248) 666-5020
E-mail: firbystamps@prodigy.net

# SOCIETY NEWS

**Proposed amendments to Rules**
Following the change in publication schedule for *'Maple Leaves'*, it is necessary to extend the notice required from members for nominations and proposed rule changes, in order that the Secretary may publish the proposals in the appropriate issue. Accordingly it is proposed that Rule 18 be amended to read '...not later than **four** months prior to the meeting...'; similarly, that Rule 28 be amended to '...not less than **four** months...'.

Members will have noted in the last issue that Convention 2000 is being specially held in May rather than the usual September / October period. In order that an AGM may conveniently and legitimately be held at that time, it is proposed that Rule 20 be amended to read 'The AGM shall be held not earlier than **six** months nor later than **eighteen** months after the preceding AGM'.

Present practice for enrolling new members part way through the Society year is to allow the option of payment of an initial fee of only half the annual membership subscription but not to receive back issues of *'Maple Leaves'* for that year. The option of paying the full fee and receiving appropriate back issues remains. In order to regularise this procedure, which has been approved at an earlier AGM, it is proposed to delete from Rule 4 the words '...for the whole of the membership year...'.

Members will find a full set of rules in the current Members Handbook.

**FORTHCOMING EVENTS**
**1999**
Oct 6-9 CPS of GB Convention, Glasgow
Oct 28-30 London Int. Stamp and Cover Show, Horticultural Halls, London

**Overseas**
Oct 5-10 BULGARIA 99, Sofia

**2000**
Feb 2-6 STAMP 2000, Wembley
March 1-5 STAMPEX, Islington, London
March 2-4 PHILATEX, Horticultural Hall, 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 6-14 ESPANA 2000, Madrid
Oct 26-28 PHILATEX, Horticultural Hall, London
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.

# AMENDMENTS TO MEMBERSHIP
# to 20 August, 1999

**New Members**

2805 Hillmer, John M. 135 Antibes Drive, Suite 1401, N. York, ON., Canada M2R 2Z1

2806 Arn, John D., N. 17708, Saddle Hill Rd., Colbert, Washington, 99005, USA

**Deceased**

1676 Woodland, P.

2781 Forsyth, J.G.

**Resigned**

2511 Switt, J.

**Change of address**

2726 Etkin, E. Argyll Etkin Ltd., Ramillies Building, 1-9 Hills Place, Oxford Circus, London, W1R lAG

1734 Hobbs, A.F. 61 Crown St., Leiston, Suffolk, 1P16 4AX

2468 Newby, C. 11 Seaview Cres. Sheringham, Norfolk, NR26 8XR

2402 So, S. RR2 Sunderland, ON, Canada, L0C 1H0

1642 Milks, J. 2411 Charing Cross, N.W. Canton, Ohio 44708, USA

**Change of interest**

2277 Bunt, J.P. revised interests TA, RM, RPO(N)

**E-mail addresses**

Lewis, Colin new address colindlewis@hotmail.com

Hillson, John amendment john_hillson@lineone.net
(the dash is an underline not a hyphen)

**Removed from membership – non-payment of dues**

| | | | |
|---|---|---|---|
| 2628 | Aplin | 2753 | Nelson |
| 2765 | Byrne | 2516 | Penco |
| 2721 | Cameron | 2619 | Plante |
| 2716 | Durbano | 2669 | Robson |
| 2688 | Rixon | 2707 | Goldberg |
| 2424 | Tozer | 2486 | Lacelle |
| 2611 | Warr | | |

**Revised Total 440**

## THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 1998/9

**President:**
L. Taylor, 18 Granby Road, Edinburgh, EH16 5NL

**Secretary:**
Mrs. J. Edwards, The Glyn, Cyfronydd, Welshpool, Powys, SY21 9ER

**Treasurer and Publicity Officer:**
N.J.A. Hillson, F.C.P.S. Westerlea, 5 Annanhill, Annan, Dumfriesshire, DG12 6TN

**Editor:**
D.F. Sessions, F.R.P.S.L., F.C.P.S., 31 Eastergate Green, Rustington, Littlehampton, BN16 3EN

**Subscription Manager:**
Dr. J. Gatecliff, 68D Pontefract Road, Featherstone, Pontefract, WF7 5HG

**Handbooks Manager:**
D.J. Scoot, 62 Jackmans Place, Letchworth, Herts, SG6 1RO

**Librarian:**
B.T. Stalker, Glaramara, Parc Bryn Coch, Upper Bryn Coch, Mold, Flintshire, CH7 1PU

**Exchange Packet Managers:**
(Packet) H.R. Johnson, 27 Ridgeway Avenue, Gravesend, Kent, DA12 5BD
(Covermart) T.M. Jones, 14 Tullis Close, Sutton Courtenay, Nr. Abingdon, Oxon, OX14 4BD

**Advertising Manager:**
B.A. Hargreaves, 87 Fordington Road, London N6 4TH

**Assistant Editor:**
G.E. Taylor, 38 Lumley Road, Horley, Surrey, RH6 7JL

# You Can Believe It!

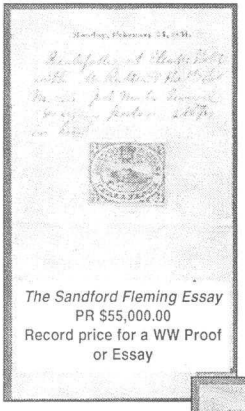
Our Consignors know... that whether buying outright, or selling on behalf of our customers, top dollar is what you can expect from the U.S. auction firm that leads in B.N.A. sales.

## Just look at these recent realizations!
## THE PRICES ARE IN U.S. DOLLARS

cv $225.00
PR $1,265.00

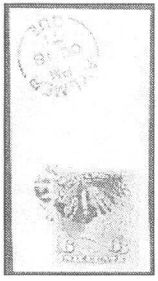
cv $10.00
PR $460.00

est $7,500.00
PR $21,850.00

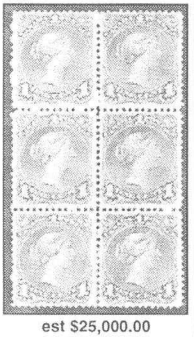


*The Sandford Fleming Essay*
PR $55,000.00
Record price for a WW Proof or Essay

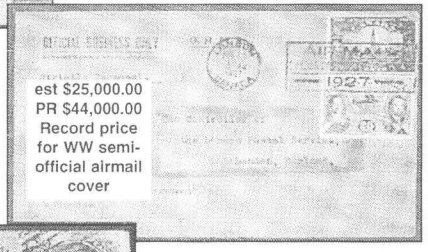
cv $22.50
PR $230.00



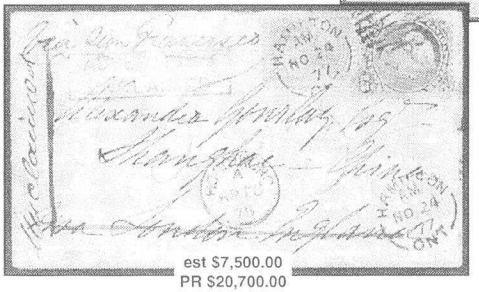
est $7,500.00
PR $20,700.00



est $25,000.00
PR $34,500.00



est $25,000.00
PR $44,000.00
Record price for WW semi-official airmail cover



est $7,500.00
PR $20,700.00

PR (Nov 1988) $165,000.00
Highest price ever paid for a Canadian stamp at auction

## RECORDS ARE MADE TO BE BROKEN! CALL TO FIND OUT HOW

we can continue our record-setting ways with your collection.

Order your *free* catalogue if it is not yet time to sell.
We would be surprised if you did not find something of interest

**Charles G. Firby**
AUCTIONS

6695 Highland Road, Suite #107
Waterford, MI 48327-1967
Telephone (248) 666-5333
Fax (248) 666-5020
E-mail: firbystamps@prodigy.net