

275



Maple Leaves

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OF GREAT BRITAIN*

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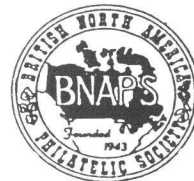
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EDITORIAL

Yet another successful Convention is behind us and our thanks go to Les Taylor and his team for putting on a good show, a report will be found elsewhere in this issue. There were fears that our overseas contingent might be slimmer than usual, due to the proximity of the next Convention and London 2000, but the fears were groundless, the support was as strong as ever. Nevertheless, we are looking to an even bigger turnout for the May Convention in the light of the adjacent International.

The subject of stamp hinges and their apparent lack of peelability has been raised from time to time by correspondents to the philatelic press. Your Editor is certainly of the opinion that current products do not match the best of those available in days of yore. It may seem a little trivial in this age of 'unmounted mint' and the ready

availability of mounts to preserve pristine gum. Nevertheless, most of us still use hinges to mount our used stamps at least and some of these are valuable; the removal of a layer of stamp along with the hinge could be a very expensive business. We understand that ABPS has taken up the matter with the German manufacturers and we hope the approach will bear fruit. It seems there is little or no competition in this market to ensure top quality hinges.

We are aware of, but have never understood, collectors' aversion to buying books to supplement their knowledge. Yes we know that the cost of a book might have produced an extra cover or stamp for the collection, but what price knowledge and the possibility it brings of recognising a gem as it passes before you? James Bendon Ltd. (P.O. Box 56484, 3307

Limassol, Cyprus) have been doing a good job in publishing new works and reprinting 'classics'. Their current list is available free on request. While on the subject of literature, don't forget that Saskatoon Stamp Centre now holds the most comprehensive stock of BNA related material anywhere. Furthermore our Librarian, Brian Stalker, advises that an updated library list is now available. Drop him a line, the list may hold the key to your philatelic problem(s), a SAE will be appreciated.

The organisers of WIPA, the Austrian International that follows shortly after London 2000, report that the fourth in the series of six competitive games went onto the Internet in November. It is a quick reaction game. The final game will take place in Vienna during WIPA. 'Interesting' prizes are promised by the various sponsors. It will be even more interesting to see how this pioneering use of the Internet, by the organisers of an international stamp show, will fare in terms of participants.

Whilst we do not regularly publish

obituaries of past members, we felt that we could not let two recent deaths pass without comment. Geoff Walburn, who was born in Bramhall, Cheshire, died in Kelowna, B.C. in September, at the age of 96. His name is synonymous with precancels; for nearly 40 years he owned and edited the Canadian Precancel Catalogue and the current edition still bears his name. His collection of precancels was one of the most complete ever assembled and he has left a photographic record, in colour, for current and future collectors.

Just before we went to press we also learned of the passing of Dan Rosenblat in the USA. In more recent times, Dan has become known to the wider philatelic community for his collaboration with Stanley Cohen, FCPS, on the monumental work on British Squared Circles, the fourth supplement to which appeared in June 1999. In the BNA field, Dan wholeheartedly espoused the cause of slogan postmarks, editing the BNAPS study group newsletter and the handbooks that derived therefrom.

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

BRITISH SERVICE MAILS FROM NORTH CHINA 1927-40

L.D. (Mac) McConnell

The chaotic political situation in China caused Britain to send a large force of troops there in March 1927 and to form the Shanghai Defence Force. As part of this build up the existing garrison at Tiensin was further strengthened.

Most of the mails from this force were despatched to the UK, after July 1927, via Siberia as this provided the quickest route. However, from October 1932 to January 1935 the Siberian route was suspended and it then often became advantageous to despatch via Canada. The cover illustrated was posted at FPO

1 (Tiensin) on 7 November, 1932.

The Japanese advances into Manchuria and the Russo-Finnish war again disrupted the Siberian route. More mails were despatched via Canada from mid-March 1939 until the force was withdrawn in January 1940.

From Tiensin the Holt Line (Blue Funnel) were the principal carriers to Vancouver. Their vessels sailed to Seattle up to 1936, dropping the mails at Victoria B.C.; after this the sailings were direct to Vancouver.

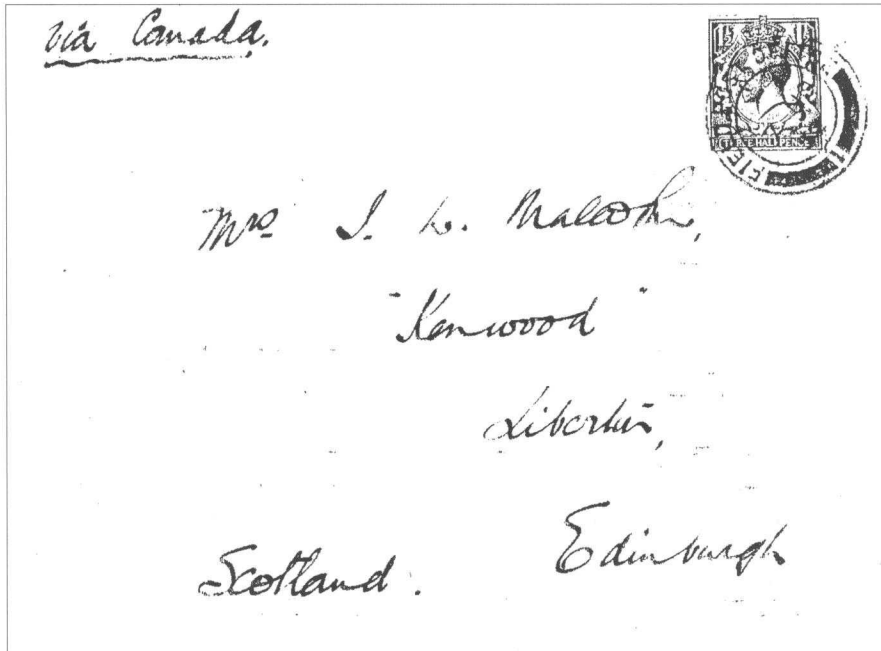


Fig 1. From Tiensin, North China, Via Canada following suspension of the Trans-Siberian route in 1932

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THE BRITISH MISSIONS TO RUSSIA 1918-20

The Canadian Experience (6)

David Whiteley

3. REGISTERED MAIL

Registered letters must be taken by the sender or his agent to the Officer authorized to stamp communications. The Officer will censor, frank, and stamp them. He will close them in the presence of the sender or his agent, who is responsible that the contents are complete (except as regards matters censored out).⁶⁴

A 1919 cover, illustrated on p28 of the Winter 1999 issue, is the earliest recorded registered letter from the Carter correspondence. It is dated 11 January, 1919, mailed in a Church Army Hut envelope, franked with two magenta SC-3 date stamps and with a 005 PASSED BY CENSOR handstamp and endorsed by the censoring officer. Note also the manuscript 'R' and the two registered mail book numbers. This cover also has a Vancouver 1 February, 1919, transit date stamp and a London (Ontario) 9 February, 1919, receiver. From this one example of a registered cover sent through the Field Post Office it does not appear that any additional registration fee was charged to either the writer or the recipient.⁶⁵ This letter was probably carried from Vladivostok on the *R.M.S. Empress of Japan* when she left Vladivostok on either 12 or 13 February, 1919.

The Canadian Field Post Office also handled mail received from the Russian Civilian Post Office and from other units on occasion. Webb illustrates a letter card, from the E.A. Harris collection, from a Canadian officer en route to Omsk to a fellow officer at Gornastai Barracks. This letter card is franked with one Russian 15 kopek and

one 35 kopek stamp cancelled with black circular Tomsk 22.4.19 date stamps and sent through the Russian Postal Service to Vladivostok, it has a black boxed Russian censor mark and was transferred to the Canadian Army Postal authorities. As the 259 Battalion had left Russia, the letter was forwarded to Montreal. On the reverse is a CS-1 18 May, 1919 date stamp, indicating a transit time of over three weeks from Tomsk to Vladivostok. Webb also illustrates a cover from a member of the Czecho-Slovakian forces, addressed to Montreal, that was transferred to the Canadian service. This cover bears both a Czecho-Slovakian military post mark and a CS-1 date stamp of 12 May, 1919.⁶⁶

Webb suggests that the CS-1 date stamp on this cover is somewhat smaller than the usual CS-1 hammer. Richardson, in his study of Hammer One cancellations, is doubtful and states that he has observed only slight variations due to wear, a bounce when struck or "thick contents of letter giving a cushion effect."⁶⁷ Unfortunately Webb does not give dimensions of the example so no final conclusion can be drawn as yet. If there is indeed a further sub-type of Hammer One in existence then certain questions arise, for example; where did it come from, when and where was it used and why was it necessary to introduce a new hammer.?

After the departure of the main body of troops, 73 Canadians remained in Vladivostok, 53 to serve with the British Military Mission for six months and 20 to serve with the Red Cross. A small remaining contingent of R.N.W.M.P. did not leave Vladivostok until 16 August, 1919. As a result of these troops

remaining in the Siberian Theatre and operating under British control, correspondence is found with British Army Post Office cancels, in particular a double circle A.P.O. 201 date stamp, but the usage and distribution of this device is beyond the scope of this paper.

There are a number of collateral covers relating to the Siberian Expeditionary Force which, although they do not carry Field Post Office cancellations, should be included in this discussion. There are a few covers with New Westminster or Vancouver postmarks from members of the Expeditionary Force written prior to their departure for Siberia. A good example is a colour post card dated Vancouver 9 October, 1918, from Private W.R. Richardson who gives his address as #11 Stationary Hospital C.S.E.F. Siberia and states "We are leaving immediately

arrived Vancouver last night."⁶⁸ (Fig. 11). There are also a few examples of mail franked with Canadian postage stamps bearing the 001 censoring device which was used on the *S.S. Monteagle* prior to her arrival in Vladivostok. This mail was left on board for mailing on the *Monteagle's* return to Canada. A fine example of this type of mail is a U.P.U. picture post card of the *Monteagle* dated 5 December, 1918, which was mailed on 22 January at Vancouver on the *Monteagle's* return to Canada.⁶⁹ (fig. 12). Some re-addressed mail from Canada and overseas points of origin carried a straight line 'C.E.F.S. VLADIVOSTOK.' (fig. 8 Spring Issue p55). This type of marking has been seen on covers addressed to members of the Expeditionary Force and forwarded from Willow Camp, Victoria⁷⁰ to Siberia. The cover at figure 8, from



Fig. 11. Coloured postcard mailed by Pte. W.R. Richardson, #11 Stationary Hospital, CAMC., dated Vancouver 9 October, 1918, just prior to the unit's departure for Siberia.
 Courtesy Bill Robinson

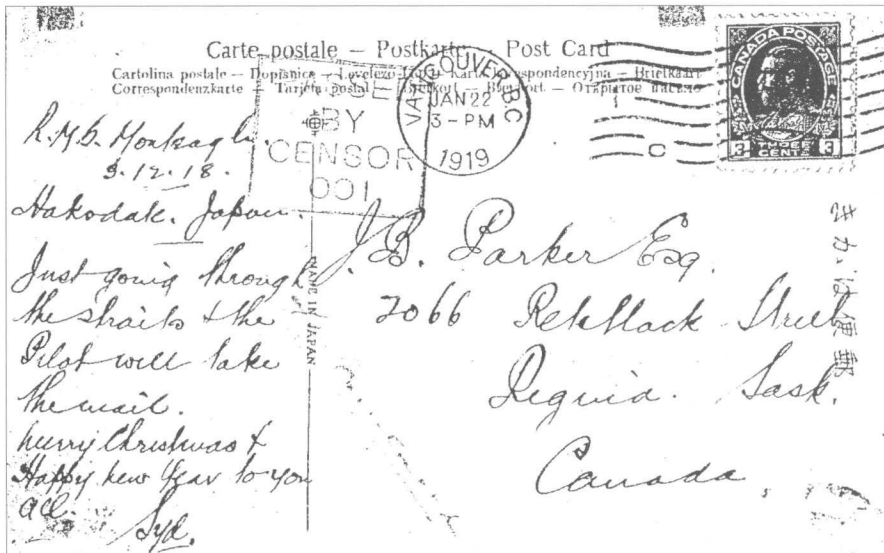


Fig 12. Colour postcard of 'R.M.S. Monteagle' written on board, 3 December, 1918; two days before her arrival in Vladivostok. The writer expected the Pilot to take the mail ashore and send it through the regular mail channels. This did not happen as the letter, although properly franked, was kept on board and posted on the ship's return to Vancouver, 22 January, 1919. Note early use of boxed PASSED / BY CENSOR / 001 rubber h/s' (CM-001). With signature of Hon. Major Harold McCausland, Senior Protestant Chaplain to the Expeditionary Force, Censor officer.

Courtesy Bill Robinson.

Nassau, Bahamas, addressed to Rifleman Philip Knowles 259th Bn. Canadian Rifles S.C.E.F. Willows Camp Victoria B.C. and dated 11 January, 1919, bearing the C.E.F.S. VLADIVOSTOK cachet, is one example of the usage of this hand stamp. Another device sometimes associated with the C.E.F.S. is an oval pie-shaped RETURNED OVERSEAS / MAIL DEPT. / JUL 15 1919 / M.D. 11 / VANCOUVER B.C. This device has been seen on a cover addressed to Rifleman H. Edwards, Brigade Scout with the C.E.F. in Siberia, dated at Nassau, Bahamas 23 March, 1919 (Fig. 13). Finally there is an example of a

Church Army Hut, Knights of Columbus CANADIAN SIBERIAN EXPEDITION / *On Active Service* envelope, addressed to Captain H.H. Van Wart, Fredericton N.B., mailed through the Russian Postal system and dated 13 May, 1920, cancelled with double circle Vladivostok date stamp, postage paid with two Russian postage stamps (on reverse of cover), to destination⁷¹ (fig. 14). Apart from the various examples that passed through the Japanese and Russian postal services that have been described earlier, this concludes the known collateral material that can be attributed to the C.E.F.S. There are examples of mail sent by those



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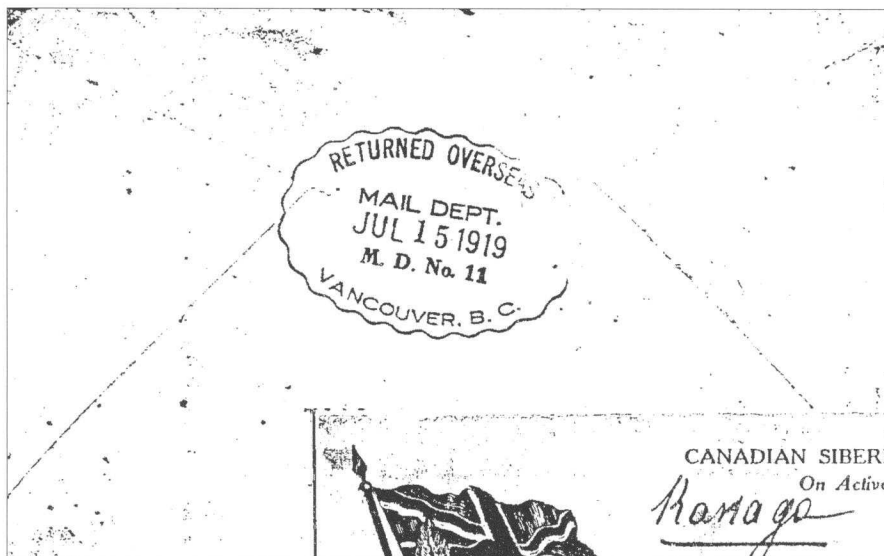


Fig. 13. Reverse of cover mailed 23 March, 1919 from Nassau, Bahamas to Rfm. Edwards, Brigade Scout, C.E.F. Siberia. Returned undeliverable and cancelled with an oval pie-shaped 'RETURNED OVERSEAS / MAIL DEPT. / JUL 15 1919 / MD. No.11 / VANCOUVER. B.C.' d/s. Ex. Toop.

members of the Force that remained with either the Red Cross or the British Mission, which were sent through the facilities of the British Mission. It used British Army F.P.O, 201, but the usage of that date stamp is beyond the scope of this paper.

Conclusions

From the available evidence very few firm conclusions can be drawn but a number of hypotheses can be presented for discussion and from these hypotheses certain assumptions can be made.

1. We know there were two Army Post Office cancelling devices, CS-1 and CS-2. We know Hammer 2 was used at Vladivostok in late October. It then disappeared. This leads to a number of hypotheses. One assumption is that once the Base Post Office at Vladivostok was

organized, Hammer 2 was placed with the equipment to Omsk. Another assumption is that either the hammer itself or the number '2' indicium was lost, not an impossible scenario but not very likely. To me, the most probable solution is that it was taken to Omsk in February when members of the Postal Corps were posted there and hopefully one day covers from Omsk with strikes of Hammer 2 will be discovered.

2. We know that 35 censor stamping devices were sent to Siberia. We also know they arrived in Vladivostok on 5 December, and were allocated as required between then and early January 1919. From the records in the National Archives we have been able to identify which devices were allocated to which units, (see Appendix). We know that censorship restrictions were lifted on 15



Fig. 14. Canadian Knights of Columbus Canadian Siberian Expeditionary Force envelope to Capt. Horace Hume Van Wart, late 259th Bn. Can. Rifles (CSEF), Fredericton, N.B. Mailed in Vladivostok on 13 May, 1920 franked on the reverse with two Russian One Rouble postage stamps. Cancelled with a 'Russian Vladivostok 13-5-20 d/s. (Capt. Van Wart had left Vladivostok on the 'R.M.S. Empress of Russia' on 19 May, 1919. Courtesy Bill Robinson.

February, 1919, and censor markings ceased to be used in Vladivostok after that date. We also know that immediately upon arrival in Vladivostok, on 26 October, General Elmsley issued strict regulations concerning the form and procedures for censoring the troops' mail; therefore it is my conclusion that the rectangular Base Headquarters (PCM) cachet in conjunction with a signature was used as an interim censoring device until the arrival of the official stamps.

3. The existence of the CS-3 device is more difficult to account for. At first I concluded that it was either an Orderly Room or sub-post office device used at Brigade Headquarters which was three and a half kilometres from the main Field Post Office. This conclusion

appeared reasonable as most of the material seen to date had both the CS-1 and CS-3 devices; the CS-1 device being dated a day or two later than the CS-3 date. The existence, however, of two pieces of registered mail with strikes of CS-3 standing alone suggests that this device could have been a legitimate Field Post Office cancelling device, perhaps developed for use with registered correspondence.

4. The majority of the different Orderly Room cachets that I have identified all began to appear on correspondence after the discontinuance of the use of censor marks. Consequently, I originally concluded that these devices were brought into use to identify the originating and receiving

office of material. The discovery of material franked with cachets of the R.N.W.M.P. and the 259th Bn. Canadian Rifles (Siberia) prior to the discontinuance of censoring marks makes this conclusion erroneous. The earliest known dates, for the R.N.W.M.P. cachet is a 'RECEIVED / DEC 17 1918/ "B" SQUADRON / R.N.W.M.P. SIBERIA' in conjunction with the earliest known strike (in blue) of the rectangular 'PASSED / BY / CENSOR 007' cachet⁷² and a CS-1 18 December, 1918 date stamp. The earliest 259th Bn. Canadian Rifles cachet is an 'ORDERLY ROOM 259th Bn. Canadian Rifles (Siberia)' 27 January, 1919 with a Hammer 1, 29 January, 1919 date stamp and '014 PASSED BY CENSOR' cachet. Apart from these two examples found on mail dated December or January the most common type of cachet is the 'BASE DEPOT SIBERIA' device which does not start to appear until 21 March, 1919.

5. We know that the rear echelon with the Headquarters staff, including No. 5 Postal Detachment, left Vladivostok on 5 June but it is now believed that once on board *R.M.S. Monteagle* a temporary Field Post Office was opened as we have an example of a cover with a 7 June, Hammer 1 cancellation and a 29 May 'Base Depot Siberia' cachet. Although not conclusive, a letter on a Japanese lettersheet, franked with a 3¢ Admiral, which was mailed at the Calgary C.P.R. Depot on 24 May, 1919, suggests that letters from returning troops mailed on arrival in Canada were subject to normal postal regulations.⁷³ This letter was written from #11 Canadian Stationary Hospital on 7 May, 1919. It was probably carried to Canada by favour with a returning friend on the *Empress of Japan*, which left Vladivostok on 9 May and arrived Vancouver on 21 May 1919.

Finally, from an examination of some 70 covers, some interesting trends can be discerned: for example between 3 and 11 December some eight pieces of mail have survived suggesting two things, a wish to send Christmas greetings to family and friends at home and the availability of a ship, possibly the *S.S. War Charger*, which arrived on 14 December with 85 men assigned to the Expeditionary Force. Again between 5 and 15 February, some eight pieces of mail have survived, once again suggesting the availability of a ship, possibly the *R.M.S. Monteagle*, which arrived Vladivostok on 14 February with a few re-enforcements. How some of the other letters were dispatched from Vladivostok remains unclear at this time. There is strong evidence that despite the initial instructions regarding the handling of Forces mail to and from Siberia, much of the mail that did get through was carried on Japanese flag vessels in both directions, either direct or via Japan. The Japanese Post Office was operating a mail service between Vladivostok and Japan and thence either by C. P.R. mail steamer or Japanese mail steamer to Canada or the U.S.A. From evidence prepared by National Postal Museum we know that some mail was sent to Siberia in United States Transports.⁷⁴

Hopefully this analysis of the known facts, together with the conclusions drawn, will be of assistance to those interested in the postal history of this obscure and minor campaign, which although it still leaves many questions unanswered has put much of the reported material into proper perspective.

References

⁷²War Diary Base HQ. C.E.F. (S) 23 October, 1918

⁷³Faulstich at page 22 quotes from a

Continued on page 199

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Part 10 – Stamps overprinted 'WAR TAX'

The Yellow Peril

To raise some of the money needed to finance Canada's participation in World War I, Parliament enacted 'The Special War Revenue Act' in 1915. This Act imposed a 1¢ tax on domestic letters and postcards and on those addressed to the United States, Mexico, United Kingdom and its possessions. A similar tax was imposed on postal notes while a 2¢ tax was imposed on money orders and travellers' cheques, cheques, promissory notes, bills of exchange and receipts for money.

Another provision of the Act was the issue of a 1¢ War Tax stamp to prepay the tax on letters, postcards and postal notes and a 2¢ War Tax stamp to pay the tax on money orders and travellers' cheques etc.

The Act also imposed on the person selling proprietary, or patent medicines, perfumes, still and sparkling wines including champagne, the obligation of affixing an adhesive stamp of the requisite value to the bottles or packages containing these articles. The 'requisite value' was determined by the retail price of the medicine or perfume and by the value of the wine. It could be as little as 1¢ on a 25¢ item or as much as 50¢ on a quart of champagne.

The tax on wine was effective 12 February, 1915, but the tax on medicine and perfume did not become effective until 15 April, 1915. For the purpose of paying this tax the Minister of Internal Revenue directed that the current 5¢ blue and the 20¢ olive green stamps be overprinted 'WAR TAX' in black and that the 50¢ black be overprinted 'WAR TAX' in red, the overprint being diagonal from upper left to lower right.

Photos by Ian Robertson

The stamps were issued on 12 February, 1915.

The plates from which the 5¢ stamps were overprinted is a bit of a mystery. It is pretty well established that the 5¢ stamps from plates 5, 6, 9 and 10; the 20¢ stamps from plates 2 and 3 and the 50¢ stamps from plate 1 were overprinted WAR TAX. The overprinting of the 5¢ stamps from plates 5 and 6 is fairly obvious as they were the last plates to be engraved before the WAR TAX stamps were issued, but why were stamps from plates 9 and 10 overprinted? Plates 9 and 10 were approved on 9 November, 1915, when the original overprints were long since replaced by the fuller 'INLAND REVENUE WAR TAX' overprint on 13 February, 1915 (Marler says 16 February).

These overprinted stamps were intended solely for fiscal purposes and not for the purpose of postage. The only provision of the Act that levied a tax on postal service was the requirement that, in addition to the postage, a 1¢ stamp be affixed to certain letters and postcards. There was no provision that contemplated the use for postal purposes of a stamp of the denomination of 5¢ 20¢ or 50¢. These excerpts are from pp468-469 of Marler.

That this was the view of the Post Office Department is abundantly clear. On March 25th, 1915, it issued a 'Circular to Postmasters' which began with the heading:

RE ONE CENT WAR TAX ON LETTERS AND POSTCARDS MAILED IN CANADA FOR DELIVERY IN CANADA, UNITED STATES AND MEXICO, AND ON LETTERS MAILED IN CANADA FOR DELIVERY IN THE UNITED KINGDOM AND BRITISH

POSSESSIONS GENERALLY AND WHEREVER THE TWO CENT RATE APPLIES

and continued by informing postmasters that this tax would become effective on April 15th, 1915, and instructing them to requisition the supplies of the war stamps needed by the patrons of their offices.

Of the several paragraphs dealing with this tax on letters and postcards two seem to the author to be significant. One said:

Wherever possible stamps on which the words 'War Tax' have been printed should be used for prepayment of the War Tax, but should ordinary postage stamps be used, they may be accepted. Postmasters are requested to use every endeavour to have War Stamps used in prepaying the War Tax.

The Act, of course, made it clear that ordinary postage stamps could always be used to pay the duties levied by the Act. What was more significant was the paragraph of the circular, which read:

It is essential that postage on all classes of mail matter should be prepaid by means of ordinary postage stamps. The War Tax Stamp will not be accepted in any case for the pre-payment of postage.

This meant all too clearly that a letter bearing three ONE CENT War Tax stamps would be refused, as would also any letter on which the postage had not been prepaid with ordinary postage stamps. The inconvenience to the public was obvious, and on April 16th, 1915, the Department issued a further Circular to Postmasters informing them "that it has been decided that postage stamps upon which the words 'War Tax' have been printed may be accepted for postage" but, the Circular added, "in no circumstances are Internal Revenue stamps to be accepted on letters, postcards, postal notes, or Post-Office Money Orders."

The author is convinced that, in deciding that 'postage stamps upon which the words 'War Tax' have been printed would be accepted for postage, the Department had in mind only the ONE CENT and

TWO CENTS War Tax – for the Postmaster General had under the Act the authority to regulate the use of these two stamps – but the language used in the Circular was broad enough to cover the three stamps, overprinted 'War Tax' by the direction of the Minister of Inland Revenue. Certainly, the stamps of which the overprint included the words 'Inland Revenue' were not acceptable.

The ambiguity of this Circular was soon corrected, and in another Circular to Postmasters issued on May 20th, 1915, they were given strict instructions "not to accept the 5¢-20¢-50¢ stamps with 'War Tax' on them".

It follows, therefore, that the three overprinted stamps used between April 16th and May 20th, 1915, were acceptable for postage, but after the latter date were regarded by the Post-Office Department as revenue stamps not eligible to prepay postage.

★ ★ ★ ★ ★ ★

The overprinting with the words 'War Tax' of sheets from Plates 9 and 10, approved only on November 9th, 1915, is puzzling. By that date the use of stamps overprinted 'INLAND REVENUE WAR TAX' was well established, for they were issued on February 12th, 1915, and it is difficult to understand why, so late in 1915, the shorter overprint was used. Indeed, one can only say that it seems to defy any logical explanation.

The War Tax issues

Although the catalogue lists seven principal stamps in the War Tax issues, there are just the two basic designs. The first is found on the 1¢ green and the 2¢ carmine Admiral stamps that have been modified to embody the words 'WAR TAX'.

The dies for the 1¢ and 2¢ War Tax stamps were probably made from the original transfer rolls. I would guess that the space needed to house the words WAR TAX was first cut away from the



Left 5¢
Plate 6



Right 5¢
Plate 6
'INLAND
REVENUE
WAR TAX'



Left 20¢ Plate 2

triangles in the 'A's' are much smaller than those of the 2¢.

The date of issue for the 1¢ War Tax stamp is 15 April, 1915. I call these stamps a comedy of errors. The 1¢ war tax stamps were issued for the sole purpose of paying the tax on letters and postcards addressed domestically, to the United States and Mexico,

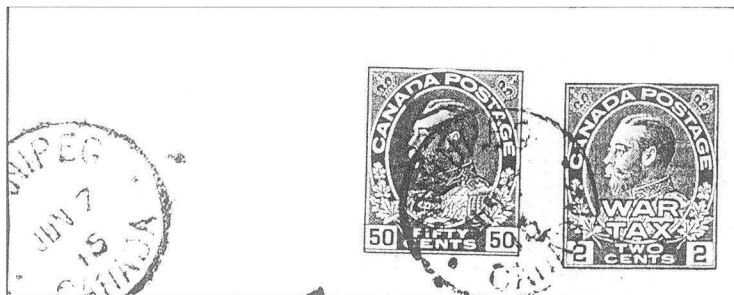
and to the United Kingdom and its possessions. The intent was that the senders would affix to their letters one 1¢ war tax stamp together with the required postage, whether it be 1¢ for postcards, 2¢ for domestic letters or 4¢ for double weight letters, etc. A regular 1¢ stamp could be used to pay the tax but not vice versa! For example a letter franked with three 1¢ stamps, or a 1¢ and a 2¢ stamp would be permitted but the same letter with three 1¢ war tax stamps would not. This policy was such a nuisance to the public that on 16 April, 1915 the Post Office Department issued a circular to the Postmasters informing them that postage stamps upon which the words 'WAR TAX' had been printed could be accepted for postage.

An interesting development from this circular was that it made the 2¢ WAR TAX stamp (valid only to pay the tax on money orders and travellers' cheques etc.) a legal postage stamp. The



Above 50¢ Plate 1

stamp design on their respective transfer rolls. The altered transfer rolls were then used to lay down fresh dies of the two stamps after which the words WAR TAX were engraved in the blank space of the new dies. The words WAR TAX on the two stamps are not identical – on the 1¢ they are closer to the beard and the



*50¢+1915 2¢
War Tax
stamps pmk'd
WINNIPEG
7 June, 1915.*

circular also established the official date of use of the 2¢ WAR TAX revenue stamp as a 2¢ postage stamp to be 16 April, 1915.

The 2¢ WAR TAX stamps were used extensively for revenue purposes. Covers dated between 1915-1919 are scarce but this stamp on cover and paying a rate and postmarked 16 April, 1915 would be rare.

1T¢ carmine Die I

The second design was used on 1 January, 1916 when a single stamp that combined the tax and postage was issued. The difference between the two designs was the replacement of the war tax wording with the '1T¢' (one cent tax) symbol. Subsequent war tax stamps, including war tax coils, were of the 1T¢ design. Presumably a relief from one of the 2¢ carmine transfer rolls was used in the engraving of the 1T¢ die – Die I. The transfer rolls from this die laid down 14 plates that produced 166,800,000 Perf 12 and 4,800,000 Perf 12 x 8 stamps. As these plates were far from satisfactory (they had to be extensively retouched) the manufacturers were working on a new die as early as February 1916, a month after the first 1T¢ stamps were printed.

1T¢ carmine Die II

From the details (pp434-5) given by

Marler on the preparation of the new die, I got the impression that a preliminary die (OG 106) was first prepared and then used as a model for the engraving of the new die – Die II. This die was given the die number OG 106½ and was hardened on 21 February, 1916. A week later, a transfer roll was made from Die OG 106½. This transfer roll was used to lay down two plates (15 and 16) which produced 5,500,000 Die II Perf 12 stamps. The date of issue was 23 August, 1916. Marler lists these six important differences between Die I and Die II:

1. The bar running diagonally upward from the right side of the "1" to the inside left corner of the T in Die I is not to be seen in Die II;
2. The cross-hatched horizontal line under the "T" in Die I has been replaced in Die II by a shorter horizontal line, two very short diagonals and five dots;
3. There are in the leaves in Die II more dots than in Die I and the outline of the leaves and of the letters of "TWO CENTS" is sharper in Die II than in Die I;
4. The space inside the "c" is dark in Die I but light in Die II;
5. The horizontal lines in the background of the portrait are weaker in Die I than in Die II, and in the latter the diagonal lines above the King's shoulder are clearer; and
6. The surcharge "1T¢" is closer to the beard in Die II than in Die I, the top of the "T" on the left side being 6 lines above the right shoulder instead of 5.

1T¢ carmine Perf 12 x 8

For reasons not clear to me (probably because of the almost continual retouching of the plates) the quantity of stamps printed from the regular 1T¢ sheet plates was insufficient to satisfy the Department's requirement, 12,000 already perforated 8 vertical coil sheets (4,800,000 stamps) were perforated 12 horizontally to meet the demand. The date of issue was July 1916.

Another more plausible scenario for these perf 12 x 8 stamps is the pending change of colour of the 1T¢ stamps from carmine to brown. As the manufacturers had on hand a quantity of both perforated and unperforated coil sheets, it was only doing what came naturally – using up the sheets.

A small quantity of unperforated sheets from the special coil plates were also perforated but 12 all around. The coarse vertical line in the upper left spandrel of these stamps was the result of heavy retouching of the plates. This coarse line is a characteristic common to the coil plate of Die I that distinguishes it from other plates of Die I.

1T¢ carmine sidewise coils

The date of issue for the 1T¢ carmine coil stamps could be February 1916, as coil stamps usually come shortly after the sheet stamps. Marler states that he has seen copies dated 13 March, 1916 both on cover and off.

1T¢ brown sheet stamps

Because the 1T¢ carmine war tax stamps and the regular 2¢ carmine stamps were confusing, the colour of the 1T¢ stamp was changed from carmine to brown. The date of issue for the 1T¢ brown stamp was 29 August, 1916.

Die I

About three weeks after the 1T¢ Die II

brown stamps started to appear, the early Die I plates that were used for the carmine stamps but were unsatisfactory were, seemingly, recalled from retirement to print the brown stamps. The date of issue for the 1T¢ brown Die I stamp was 19 September, 1916. Why plates 1 and 2 were again used is a mystery. The reason given by Jarrett (Page 92) was, 'New plates were needed, but were not ready, and Plates 15 and 16 were supplemented by the use of Plates 1 and 2, which had not been destroyed. Plates 1 and 2, of course, were from the old die, Die 1.'

1T¢ brown sidewise coils

The date of issue for the 1T¢ brown sidewise coils was not recorded by the Department, either for the stamps from Die I or Die II. Boggs gives the date for Die I as December, 1916 but no date for Die II. The specialized catalogue shows the opposite, listing Die II first as December, 1916 but does not give a date for Die I. The War Tax Study Group is of the opinion that Die II was issued before Die I. Marler (pp460-1) discusses and shows how he arrived at the conclusion that the date of issue would be late September or early October, 1916. There were several reasons that gave Marler the impression that the Die I stamps were issued first. The more compelling reason is that the light shade of brown, in which Die I stamps are known, seems to be the same as that of the part sheet submitted by the manufacturers when the change of colour was being considered, in August, 1916. The other reason is that it was the ordinary practice of the manufacturers to continue to use a pair of plates (Plates 3 and 4-Die I) until wear made it necessary to discard them. Another reason that supports the view that Die I stamps appeared first is that they are

known in both a light shade and a dark shade, while the Die II stamps are known only in the dark shade; from which an inference may be drawn that the dark shade used in the later printing of plates 3 and 4 was carried over when plates 5 to 8 were used.

1T¢ brown – imperforate or part perforate

Besides the regular sheet and coil stamps that were sold over the post office counters, the 1T¢ stamps exist imperforate and partially perforated – perforated 12 horizontally and imperforate vertically, and imperforate horizontally and perforated 12 vertically. These part-perforated stamps were un gummed, from Die I, and originated from coil plates 3 or 4 and sheet plates 13 or 14. The Die I imperforate sheets, also un gummed, were from sheet plates 1, 2, 13 and 14. These stamps were not sold to the public but some found their way into collectors' hands. The following was the probable sequence of events for these interesting stamps.

At the time the change of colour of the 1T¢ stamp from carmine to brown was being considered, the manufacturers submitted a block of 30 brown 1T¢ stamps to the Postmaster General. It was a block from the three bottom rows of the lower left pane of plate 13. Although this block was returned to the printers after it was approved, on 8 August, 1916, it is now in the National Postal Museum. Another block of similar size was given to the Department so that it would have a record of what the Postmaster General had approved. Two weeks later the printers submitted an un gummed post-office sheet from the upper right pane of plate 14 to the Department. This pane, which bears a 'postage Stamp Branch 6 Superintendent 22 August, 1916' oval handstamp,

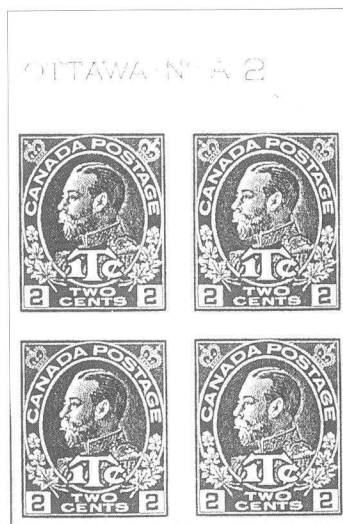


*Partly perforated
1T¢ stamps*



*Left
Imperf by perf. 12.*

*Below
Perf. 12 by imperf.*



Imperforate block (plate 2) of 1T¢ stamps.

is also in the Museum. Presumably a similar pane was also furnished to the Department. Of the stamps given to the Department, estimated to be 300 (60 from plate 13, 200 from plate 14 plus the remainder of the upper pane of plate 13), some are in private collections.

In addition to the above, 30 sheets (probably 30 panes of 100 stamps) of the 1T¢ brown Die I were issued as a favour to Frederick T. Norris of Bay City, Michigan. Surprisingly, Norris destroyed all but 1500 of the stamps.

The 1T¢ brown in Die II from plate 17 is also known imperforate but only 100 stamps were issued. Based on my observations during my dealing days, I think that more than a pane of 100 were issued. I have two pairs and if I can have four stamps, there have to be more than a hundred!

During the fiscal year 1918-1919 the 1¢ and 2¢ war tax stamps issued in 1915 were discontinued, as ordinary postage stamps could be used for all war tax purposes. The 1T¢ stamps which combined the postage and the war tax were also discontinued when the regular 3¢ brown Admiral stamp was issued on 6 August, 1918.

Think-Tank

Were the overprinted 5¢, 20¢ and 50¢ WAR TAX stamps available from the local post offices? If a purchaser bought a case (one dozen) of wine, could the vendor affix stamps to the tune of \$6.00 on the case instead of putting a stamp on each bottle? Were the stamps cancelled, defaced or punched to prevent reuse? Presumably the 30 panes of 1T¢ Die I imperforate stamps were issued without cost to Norris. Why would he destroy half of them?

Stamps are perforated after they have been gummed. Were the part-perfs done by the manufacturers or were they done privately?

British Missions...

continued from page 191

letter from Pte. Holmes, written in late January 1919, in which he states "letters may now be sent by registered mail"; to members of the Expeditionary Force

⁶⁶Webb Part II Fig. 7 p61 and Fig. 8 p63

⁶⁷Ed. Richardson Part II p 181

⁶⁸Courtesy Bill Robinson

⁶⁹Bailey & Toop p100, courtesy Bill Robinson

⁷⁰Willows Camp was re-opened especially as an assembly point for the force prior to its embarkation for Siberia

⁷¹Courtesy Bill Robinson

⁷²Courtesy Bill Robinson

⁷³Courtesy Bill Robinson

⁷⁴See previous footnote 51



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PRINCE EDWARD ISLAND PHILATELY (2) Early Postal Service and the First Postmarks Martyn Cusworth

The last article ended with the illustration of some early favour letters going into the island and used within the island. Occasionally early mail can be found, originating in Britain, which has gone through the postal system. Fig. 1 shows a letter addressed to a Mr. Douglas, Comptroller of The Customs in the Island of St. John, care of some merchants in Halifax. It has been rated 3/2d (twice the single sheet rate) in manuscript. A ship letter charge of twopence halfpenny has also been levied (packet letters from the U.K. re-directed to any place in Br. North America were charged 2½ pence currency per half ounce). In effect this is the earliest type of P.E.I. ship letter recorded.

The letter is dated 1 February, 1794, in Edinburgh and arrived on the island on 10 May, 1794, after a voyage of over three months. It had in fact arrived in Halifax on 27 April, 1794.

As from 1788 the British Government arranged for packets, which ran between Falmouth and New York, to call at Halifax during the period from March to November. This was one of several landmarks in the improvement of mail transport in and out of the island. For a while during the 1812 war this service was often jeopardized by the presence of American privateers around the Bay of Fundy in that the packets between St. John N.B. and Digby N.S. were sometimes threatened.

Another impetus to mail transport was provided in 1816 with the establishment of a courier service from Halifax to Pictou and thence to P.E.I. by packet. Credit for this has to go to Howe who was Deputy Postmaster General at the time. With this system in place, island

couriers only had to travel as far as Pictou to deliver and retrieve mail.

Early developments of the Post Office in Charlottetown became a little complex. One of the few eighteenth century correspondences going into PEI was from Scotland (as we have seen above) and was addressed to a Mr. James Douglas, Comptroller of The Customs in the Island of St. John. Some pieces were forwarded via merchants in Halifax, care of the Customs in Halifax, (see Transatlantic Mail Study Group of BNAPS newsletter 64, August 1998). The way these are addressed to the Customs on the island may have suggested to some that the early Post Office was incorporated into the Customs. In fact, Douglas Murray's research indicates that the Lieutenant Governor appointed John Robertson to handle the mails from his printing office in 1787 (See the Royal Gazette And Miscellany of the Island of St. John 29 September, 1787). John Robertson was brought to the island as King's Printer. Later, in 1789, William Rind, another printer, was appointed by Governor Fanning to look after his dispatches and other arriving mail. He was succeeded by John Ross in 1798 and, on 23 July, 1800, Ross was appointed Deputy Postmaster General.

The first handstamp appeared in 1814 and was in use until 1828. It read 'Prince Edward Island' and was used exclusively at Charlottetown. For some years to come the use of datestamps which read 'Prince Edward Island' referred only to Charlottetown. The cancelling device was made up locally from loose type and usually has a manuscript insertion in the date. The

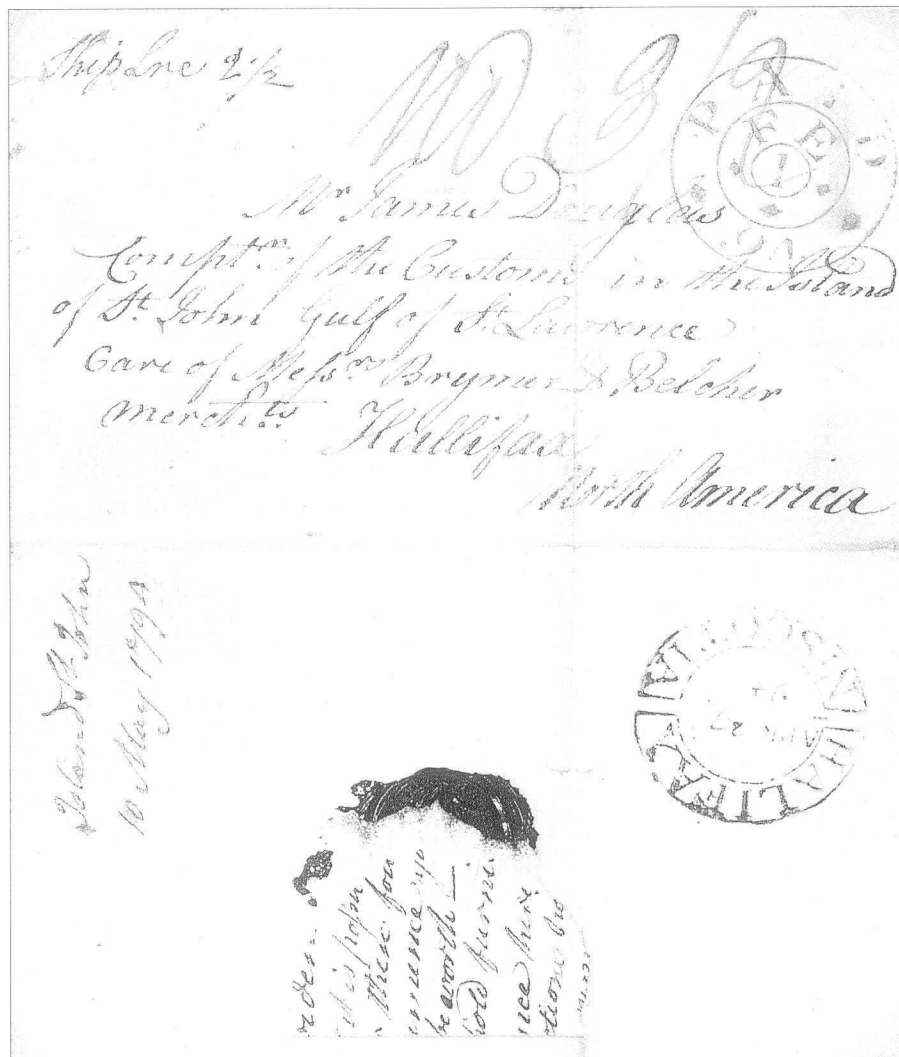


Figure 1

double sheet letter (Fig. 2) is dated 15 July, 1816, in Charlottetown and was sent to London with a Halifax transit mark dated 23 August. We assume it was sent before the 1816 improved courier service since there was such a

delay between PEI and Halifax. It is rated 1/4d paid to Halifax and 4/4d ocean postage due, both being twice the respective single sheet rates. From Halifax the letter would have gone to London via the Falmouth packet.

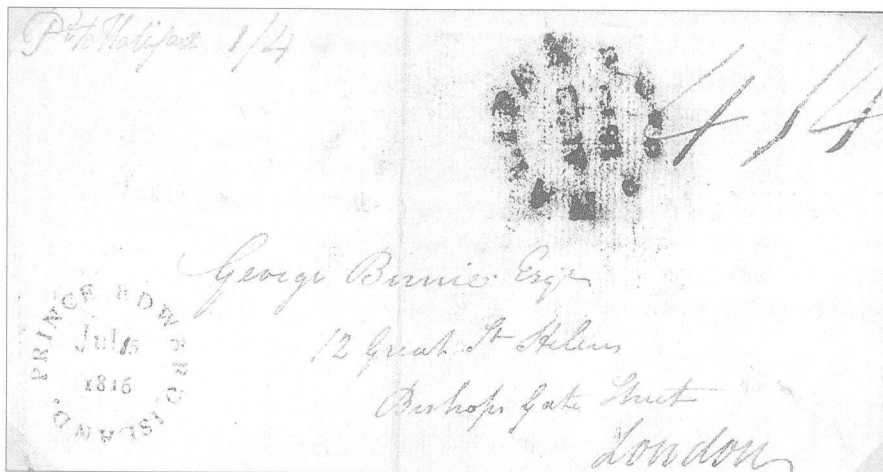


Figure 2

A further strike of this first PEI handstamp is shown below (Fig. 3) where the device was used as a receiving mark on a letter dated 3 March, 1824, from Halifax to Charlottetown. It is interesting to note that the letter has gone through the postal system, been rated 8d currency, and is addressed to

'the care of Mr. Jones, Commercial Inn, Charlottetown, P.E. Island.'

Since we are now getting to the 'meat' so to speak of PEI postmarks, readers may like to refer either to '2000 Postmarks of PEI' by G. Douglas Murray or 'The Postage Stamps and



Figure 3

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Cancellations of Prince Edward Island 1814-1873' by James C. Lehr for a full listing of cancelling devices. For those who do not have access to these publications, illustrated are facsimiles of the first three types of Prince Edward Island handstamps (all used at Charlottetown, Fig. 4-6), as shown in Doug Murray's book.

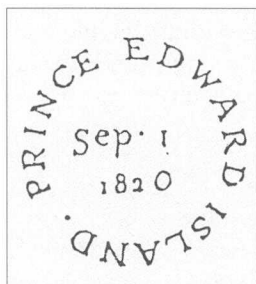


Figure 4. From 1814

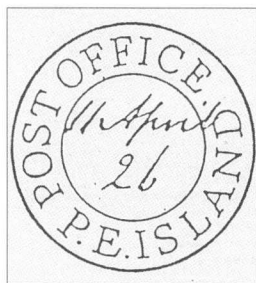


Figure 5. From 1825

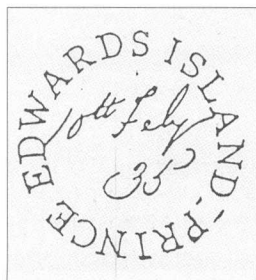


Figure 6. From 1834

In the P.E.I. Register in April 1825 there was a call for tenders for a mail packet stating that it had to be 'not less than 40 tons burthen, possessing comfortable accommodation for passengers and capable of transporting horses and carriages.' As a result, the schooner 'Mary' was conducting a regular scheduled service every Tuesday evening out of Charlottetown for Pictou, Nova Scotia. This mail packet produced a transformation in the postal service.

On the domestic front the early decades of the nineteenth century saw pressure for an expansion of mail delivery on the island. Lieutenant Governor Ready, in his opening speech for 1827, had pointed out the necessity of establishing a postal system on the island. The Legislature agreed and the postmaster at Charlottetown was instructed to open a number of post offices and set up the necessary courier routes.

Hitherto the post office set up in Charlottetown at the beginning of the nineteenth century was the only official post office and letters addressed to people residing outside the capital, regardless of the distance involved, remained in the Charlottetown post office until called for.

With the new inland courier system, three routes were established and they went into operation on 1 July, 1828. The western courier exchanged mails at New London, Malpeque, Traveller's Rest and Tryon River. The eastern courier served St. Peter's Road, St. Peter's, Bay Fortune and Grand River.

The south east courier exchanged mails at Seal River and Three Rivers. Two pence was charged on a single letter and ½d on newspapers. The number of post offices increased steadily from ten in 1827 to 27 by 1848. By early 1855 there were some 48 post offices on the island.



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THE 12 PENCE BLACK Plating Research Hans Reiche, F.C.P.S

With the kind permission of Cimon Morin, head of the philatelic section of the National Archives of Canada, a full sheet of the 12 Pence, overprinted 'Specimen', was examined. This sheet came from the Christie sale of material from the American Bank Note Co. The opportunity was unique and allowed plating of this sheet.

The stamp was printed in two panes, each of 100 stamps, with a gutter between the panes. Only a single plate was laid down using a transfer roll with a single subject. Not much detailed information has so far been published about this stamp, because the availability of material is scarce. The famous Bertram collection contained one such sheet and A. Lichtenstein owned another copy. In addition a number of single and multiple proofs exist. Some proofs come from the unfinished die. Linn's Stamp News, 24 July 1978, has an article by Maj. David Gronbeck-Jones, in which he mentions that a gentleman showed him some plate proofs at CAPEX that exhibited two unknown plate flaws. This gentleman was Dr. Jim Watt. When Bertram once addressed the stamp club in London, Ontario, he mentioned one flaw, namely a plate scratch in the lower right corner. This is most likely the same as the one Watt found years later.

The illustrations of many of these multiples are poor and not good enough to identify any varieties for the purpose of plating. The only identification possible is from what pane some of these multiples may have come. Guide dots in the margins help in this case. The frame lines of this stamp are made up of two parallel engraved lines. A number of

constant varieties exist on the panes, left or right, and these are illustrated.

One interesting feature of this particular 'Specimen' pane is that practically all subjects show vertical left and right, and in a few cases horizontal, guide lines and dots, that guide the actual frame lines of each stamp. These guides were laid down prior to transfer and were not erased before printing. The lines are often very fine and close to the actual frame and can only be seen properly with a good magnifying glass. Enlarged photos do not produce these lines clearly. In some cases the guide lines appear doubled, that is one next to the other by just a fraction of a millimetre. Some collectors have called these re-entries. They are not because guides were entered by hand by the siderographer, prior to laying down the plate. The double lines may have been accidental or correcting a line that was not hand-entered properly, but the guide lines can not be re-entered. One illustration shows a typical example of these guide lines.

The left vertical row of stamps does not have the usual guide dot in the centre, to left of the oval, because this guide dot was outside on the left margin and cut off. All other positions do have the guide dot, it is often very fine. This guide dot is illustrated, together with the other constant varieties that appear on every subject of the left pane. The guide dot in the left margin from the left pane is located 1.95mm from the frame line. The guide dot on the right pane in the right margin is located 4.0mm from the frame line.

The Specimen sheet examined, 100 stamps, is a left pane. Some of the features are cut off at right or at bottom of the sheet as the sheet has been trimmed very close to the stamp design.

In the list of features that follows, the number at left is the position on the plate. Where a number is omitted, no identifiable feature has been noted.

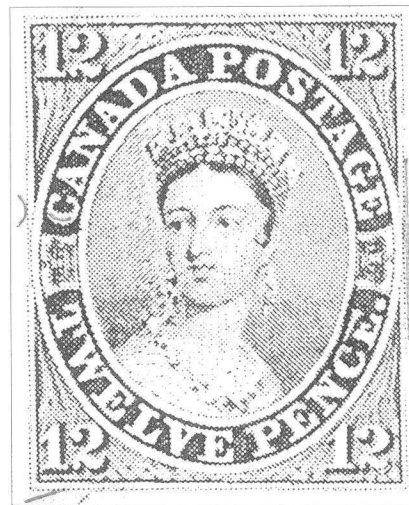


Constant Varieties.

1. A short line in the lower left corner (illustrated).
2. The right frame has a guide line from 'G' to 'E'. There is a line in the 'C' of 'Canada' and in the margin a curved guide line (illustrated).
3. Guide line right frame from top to CE and above right top 12.
4. Left and right of oval above the crowns have been re-entered. The left crown has a line below the crown. The left and right frame lines show guide lines and there is a guide dot in the right margin (illustrated).
5. and 6. Minor re-entry in 'CA' of 'Canada' and 'T' – No. 6 has a broken bottom right corner frame line (illustrated).



Left and right guide lines.



Position No. 1 and 2.

7. Guide line right frame line from 'G' to '12'.
8. Guide line right frame line from 'T' to 'N'.
9. Guide line right frame from 'E' to '12'.



Position No. 4.



Position No. 11 and 19.



Position No. 5 and 6.

- 10. Right frame cut off.
- 11. Major re-entry. All four numerals are re-entered. There are lines in 'T' 'V' and 'E', in 'P' of Pence, in 'O' and 'E' of Postage, below 'GE' and the right

crown, and in the left bottom corner. Two short guide lines are on the right side (illustrated).

- 12. Slight doubling of the bottom frame line.
- 13. Slight doubling top frame line from 'P' to '12'.
- 14. Guide line left frame and right frame from top to bottom.
- 16. Guide line left and right frames.
- 17. Guide line right frame.
- 18. Guide line right frame from 'AG' to crown.
- 19. Large dot left centre in margin (illustrated).
- 20. Right frame line cut off.
- 22. Left frame with guide line from 'C' to '12'.
- 23. Guide line left frame from crown to 'T'.
- 24. Re-entry with doubling of left and right frame lines, right crown and above plus top right '2' and 'E' of 'Postage' (illustrated).
- 25. As 24 but no doubling of right '2'.



Position No. 24 and 25.

26. Guide line right frame from '12' to crown.

- 27. Guide line right frame from top to bottom.
- 28. Guide line right frame line.
- 29. Very feint guide line right frame.
- 30. Right side cut off.
- 31. Guide line left frame line from 'T' to bottom.
- 32. Guide line left frame line top to bottom.
- 34. Guide line left and right frames.
- 35. Guide line right frame line, but line is inside the frame line.
- 36. Fine guide line right side and dot lower left corner.
- 37. Guide line right frame from top to bottom.
- 38. Minor re-entry in 'C' and below and bottom right frame line from 'E' to 'C'. (illustrated)
- 40. Right side cut off.
- 41. Guide line right from crown to '12'.
- 42. Guide line left and right from top to bottom.

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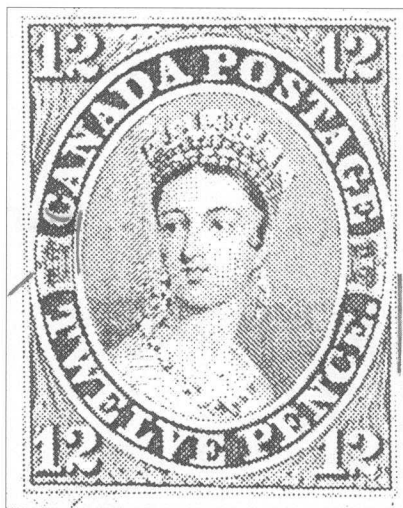
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43. Large guide dot right centre.
44. Guide line right frame.
45. Below right crown shading lines protrude into oval above. Re-entry ?
46. Feint guide line right frame.
47. Minor re-entry above right crown and oval.
48. Guide line right frame from top to 'E'.
50. Right frame cut off, but plate scratch left margin centre (illustrated).
51. Guide line right frame.
52. Fine guide line right frame.
54. Left and right frames are doubled plus a line right bottom frame. (re-entry?)
55. Same as 45.
56. Guide line right frame.
57. Guide line right frame.
58. Guide line right frame.
59. Feint guide line right and scratch from oval to first 'E' of 'Pence'.
60. Cut off right side.
61. Scratch in right bottom '2'.
62. Guide line right frame from crown to '12'.
64. Guide line left frame from 'N' to bottom.
65. Guide line right frame.
66. Guide line right from 'C' to 12.
67. Feint guide line right frame.
68. Guide line right frame.
69. Guide line right frame.
71. Guide line right frame from 'G' to bottom.
72. Plate scratch top right frame, above '12' (illustrated).
74. Re-entry in 'WE' 'P' and 'DA', top right corner, above 'E' of Postage and below 'EN' of Pence (illustrated).
- 76, 77, 78. Guide line right side.
80. Short guide line above left crown in margin.
81. Guide line right frame from crown to '12'.
83. Incomplete transfer of right frame



Positions No. 38, 50 and 72.



Position No. 74.

- line. Frame line missing.
84. Minor guide lines left and right frame.
85. Guide line left and right frame.



Postion No. 95.

- 86. Guide line right side and very feint one left.
- 87. Guide line right side.
- 88. Guide line right side from opposite r to crown.
- 91. Bottom cut off.
- 92. Dot in 'C' of 'Canada', bottom cut off.
- 93. Bottom cut off.
- 94. Guide line right top frame and from '12' down to 'G'.
- 95. Re-entry, doubling of letters 'TWEL' and guide line right side (illustrated).
- 96-100. Bottom cut off.

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The information below came in the form of a press release from Richard Gratton who was a member of the expertising committee at CAPEX 96. The release was accompanied by a proving sample of the 1¢ Blueberry; the Editor has exercised his privilege and placed it in his Fakes & Forgeries collection!

YELLOW BACKS – CLEVER FAKES

Richard Gratton

Stamps with yellow backs have been known in Canadian philately for over 25 years and some have achieved catalogue status (e.g. Scottish settlers). I have proved without doubt that these are clever chemical fakes and the information appeared in 'Philatelie Quebec' in November 1995 (No. 97).

I recently read an article in Corgi Times (September 1996, p25), where I was badly misquoted. I analysed three yellow backs in 1995 and confirmed they were fakes. I did not say they were made at the paper company or at the printer!

Explanation of the Yellow Backs:

1. The presence of yellow on the back of the stamps is due to chemical treatment after the stamps left the printer.
2. Stamp paper has starch as one of its base constituents (nearly 5%).
3. Starch can also be present in the gum in the case of dextrin type gums.
4. Vapours of iodine in solution can react with starch in the paper.
5. If the right amount of vapour and the right concentration of iodine are used during a specific time, the colour of the paper becomes yellow (or darker if exposed for too long).
6. This test is well known in the paper industry and is used to determine the presence of starch in various papers.

Any questions can be sent to me at Casier postal 202, Windsor, Quebec, Canada, J1S 2L8.

BOOK REVIEWS

Philatelic Fantasies of British North America – 1860-1910

by David F. Sessions, F.R.P.S.L., F.C.P.S.
Perfect Bound, 125 pages, 8in. x 10in.
*Published by Charles G. Firby
Publications, Waterford, Michigan.*
*Available from the Handbooks Manager
at £13.50 including inland postage.*

David Sessions has with great success turned his attention to yet another aspect of BNA philately. His highly readable book provides a thorough insight into the BNA fantasies which purport to be postage stamps.

With the assistance of his wife, who spent many hours searching for information on the Internet, he has provided the first rigorous treatment of a fascinating area of philately by bringing together information from a wide variety of sources. The result will be of great interest to those collectors who have College stamps, Labrador labels, Locals and other cinderellas in their albums. It is wonderfully ironic that the phantoms have themselves been copied by other entrepreneurs, thus creating even more items to look for.

In dealing with the subject, the author has also documented the activities of the motley crew of business men and opportunists who produced bogus items in order to extract money from gullible collectors. This provides an intriguing addition to the philately of the period.

The presentation of the book offers several advantages. The page size and layout ensures that the text is easy to read. The illustrations of the various varieties are enlarged and they are very clear.

Each item is valued in \$US, thus providing a useful price guide. Surprisingly the valuations vary

between \$5-\$1000, indicating that, albeit with much effort, there is material to be found to suit all pockets. The six page bibliography is particularly useful as it lists more than 60 references spanning 135 years.

One criticism is that the thin Perfect binding makes the book somewhat awkward to work with. Despite this I can thoroughly recommend David's latest publication to any BNA collector as a key work of reference. **T.A.**

The Foreign Exchange Control Board and the Canadian Post Office 1939-1951

by David H. Whiteley.

Although a number of articles on Foreign Exchange Control have appeared in the last few years this is the first time that the information has been produced in book form. The soft covered book has about 57 pages and is on U.S. legal sized paper. The style will not suit some readers as the text is printed in black, blue or red although the reasons for this are sound and soon mastered. A small number of typographical errors do not detract from the contents.

The book is chronologically arranged and lists the regulations, practices and instructions for Foreign Exchange Control and, as such, is an essential item for the libraries of those who have any interest in World War II mails. There is new information included and the book needs to be read throughout rather than dipped into. An index would have been helpful although the absence of one does not lessen enjoyment.

David has done much deep research from original source material and it is

Continued on page 225

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LETTERS TO THE EDITOR

The Yellow Peril WORTH LOOKING FOR

Very little is known (or written) about the attractive Department of the Interior postmark which I will refer to as a duplex. A duplex, according to Smythies, is "a strike by hand from a duplex hammer, which enables any postal stamped article to have the stamp cancelled or killed and the cover dated simultaneously with one strike".

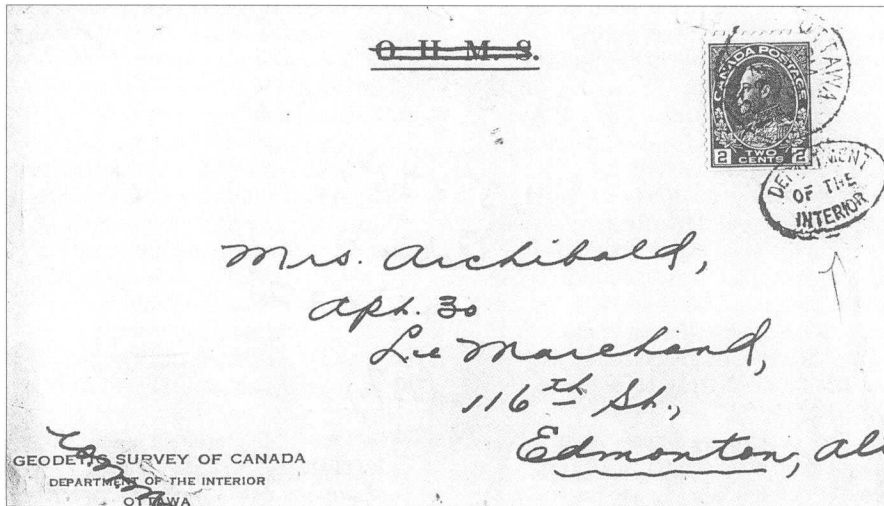
Although I've had the Admiral cover for ten years, it was only in recent years that I saw something about it in print. It was a description and an illustration in one of member Bob Lee's auction catalogues. The cancel, as I recollect, was on piece and its description made reference to a report by W. Gutzman in 'BNA Topics'. Unfortunately, I do not have that catalogue or the date of the 'Topics'.

Since then I have found a second strike, dated five years later and tying a 2¢ carmine George V Arch issue.



Unlike the blue cancel on the Admiral cover, the colour of this duplex is black. I have spoken to Mr. Gutzman about this cancel but he has no information on it other than what he had reported.

As this marking is obviously scarce and maybe even rare, my purpose in reporting it officially is to solicit information and to alert our members to be on the lookout for the Department



of the Interior duplex. It could be well worth looking for.

Reference:

Smythies, E.A., Canadian Duplex Cancellations of the Victorian Era 1860-1902. A Hand book of the CPS of GB: 1963.

Richard Johnson

**EARLY BNA
PERFORATING MACHINES**

My colleagues and I (notably W. Wilson Hulme of the U.S.A. and Julian Goldberg of Canada) share John Hillson's perplexity and frustration respecting early BNA perforations. Many of the questions probably cannot be answered conclusively unless a relic of an early machine is found or, alternatively, a set of 'shop drawings' for its manufacture. Despite an extensive search on both sides of the Atlantic by Wilson Hulme, none of these have been located.

Early BNA perforations and those of the U.S.A. were all by line perforators based on the rotary design of the Bemroses of Derby (that company still exists and aided in the search mentioned above) and improvements on that design in the Howard patent in the U.S.A., recently found by Wilson Hulme. The perforating process involved passing a pane of stamps twice through a set of parallel rotary pairs of wheels, each pair consisting of a 'perforating wheel' carrying the pins, and a 'counterpart wheel' carrying a corresponding set of holes. Both pins and holes were required to remove the paper discs to create the holes of the perforations.

The following may be accepted with confidence.

1. The perforating wheels were mounted on a substantial shaft (to prevent deflection under the pressure of

perforating) and the counterpart wheels on a second such shaft. The spacing between the two shafts was such that the pins barely penetrated the corresponding holes – probably by only a millimetre or so – even though the wheels were 20 centimetres or so in diameter.

2. Neither patent contains any mechanism for adjusting the separation of the two. So the wheels must have been slid onto the shafts in coupled pairs and fixed in position by the set screws shown in the patents. The presence of those set screws would suggest that the spacings were individually measured and set rather than produced by a set of inter pair sleeves of some sort.

3. Setting and resetting a whole set of these pairs to match the horizontal or vertical dimension of the stamps being produced would have been a time-consuming undertaking so, as soon as the demand justified the expense, manufacturers used more than one machine in perforating a pane, one for the horizontal and one for the vertical perforations. Errors in setting the spaces produce John Hillson's first two problems. Examples abound of this sort of variation. I have two Victoria Gas Revenue stamps with consecutive numbering where the horizontal dimension of the pair is normal but one stamp is wider than the other by several millimetres. A careful scan of mint sheets of early BNA stamps in sale catalogues shows the same patterns.

4. The use of multiple machines would also explain the different perforation gauges detected on the vertical and horizontal sides of early stamps. Sets of perforating wheels were not manufactured *en masse* but by hand, probably a set at a time. Furthermore, perforating was an after-

thought to provide more convenient use of postage stamps. It is, therefore, highly probable that little attention was paid to the gauge of the perforation, other than the concern that sheets of stamps should not be so flimsy as to fall apart (this led to the abandonment of perf 16 in early U.K. stamps). So individual orders for sets of wheels for perforating were probably executed, with only a general direction as to the actual spacing. Whatever the directions for manufacture were, the result was sets of pairs that now gauge differently. As printing of a stamp progressed with time, different machines (or at least different sets of wheels) would be used to perforate them. This explains the changing perforations identified 40 years ago by Boggs for the Large Queens, the Provinces, and other stamps produced at the time for countries in South and Central America. What remains in this respect is for someone to correlate the use of the various perforations during the 1860s with dated copies and what is known about the dating of the papers used in that period.

5. Both the Bemrose and Howard patterns show the pin and hole arrangements. The Bemrose also shows a wheel pair for rouletting, the one wheel carrying a set of short knife-like projections, arranged in line around the wheel, the other a set of corresponding slits into which the knife sections would go. It seems likely that the Bemrose design was never used to **perforate** BNA stamps. However, John Hillson may be assured that the rim of the counterpart wheel was punctured with holes into which the tips of the pins entered and punched out the small discs of paper thereby creating the perforations. Rouletting only produces a set of slits, removing no paper, but

creating 'teeth' of various patterns, including the spectacular roulettes of early Finland and of Queensland at the turn of the century. The removal of paper would not have occurred with John Hillson's 'hollow groove'; the pins would merely have produced pin holes in the paper much as may be seen in the 'pin perfs' from other countries.

6. One of the principal improvements claimed in the Howard patent solved John Hillson's question about paper jamming in the holes of the counterpart wheel. The wheel was hollow and its rim was made of thin material, stiffened by an internal flange arrangement. There was no 'tube' of any length through which the paper discs would have to pass.

The cause of Mr. Hillson's last problems over irregular perforations is less certain because we have found no evidence describing the actual manufacturing procedures. However, the following may suffice until more definite evidence is found – if ever.

Manufacturing probably involved producing wheels of pins and holes in matching pairs. The problems of doing so would be eased by the fact that the pins were probably much longer than their penetration depth, so any one could be bent slightly out of line to match its corresponding hole, even though the latter was offset somewhat. This would create the irregularities to which reference has been made. In regard to this, remember it is the positions of the holes that determine those of the perforations; it may be claimed that pins could bend or break, but the holes can only wear. And wear they did. Wilson Hulme was told by a retired employee of the Canadian Banknote Company that, even in later days, it was the counterpart wheel that caused most of the problems.

Apparently, they were constantly being removed and new sets of holes punched or drilled alongside the worn row – until the whole of the rim was used up and the wheel discarded. For purely mechanical reasons, the pins were made of much harder material than the rims of the counterpart wheels.

Lastly, a comment on the Kiusalas gauge. One reason for seeking more information on an actual machine is to help determine whether its manufacture was carried out using metric or Imperial measure. The standard perforation gauge is based on metric measure, namely, the number of perforations in a 2cm. distance. The separation of perforations on the Kiusalas gauge is in thousandths of an inch. It is arguable, and to some even self-evident, that the manufacturer of these machines used Imperial measure, particularly the specifications for the pin and hole separations. Use of a gauge (other than perhaps the Instanta type) always involves a sort of averaging of fit over the gauge length. Arguably however, it could be advantageous to attempt the matching using a gauge which shares the same basic measurement system as the manufacturer.

In this brief letter to the editor, I have refrained from citing specific references or providing illustrations and reproductions to support the text. Be assured that they exist. Any reader who wants more detailed information is welcome to request it.

Lionel Gillam

INCORRECT ASSOMPTION

Following my letter under the above heading, in the Autumn issue (p177), I received a most helpful note from member Roy Mewse, along with

extracts from 'Along Quebec Highways' published by the Dept. of Highways & Mines in February 1930.

Apparently L'Assomption was, from 1724, a parish called Saint-Pierre-du-Portage-de l'Assomption. It was only in 1888, when the parish was incorporated as a town, that the name was shortened to L'Assomption. The original name would have been something of a mouthful for the manufacturers of the first post-marking implements; La Assomption seems to have been their (incorrect) abbreviation. Frank Campbell's was no better but at least we now know how it came about!

Incidentally, Roy's guide book shows L'Assomption to be about 25 miles from Montreal.

Hugh Johnson

Newfoundland Long Coronation Set

Does anyone have any information as to the make up of the printing plates of this issue? How were the panes laid out? Has anyone copies of old articles etc., which could throw light on this subject?

David Whiteley

THANKS

I would like to thank all those members who have sent messages of sympathy by cards, letters or e-mail, to my family and myself on the loss of my wife, Gillian, who died very suddenly on 20 October following a massive stroke.

Mike Salmon

TRANSATLANTIC SAILINGS

May I draw to the attention of anyone interested in transatlantic sailings, especially to the Maritime provinces and the New York area, the website: <http://www.isn.net~dhunter/index.html>.

Dave Hunter; who runs this site, is pleased that it is of wider value than he guessed. I have e-mailed him the text of some of the folded letters in my collection. These have already proved useful to the genealogists who use his site. They can find out more about the daily lives of the people they are researching. May I ask others to send him the text of any P.E.I. letters that they have in their collections. His e-mail address is dhunter@isn.net. If you do not have e-mail capability, or the time to transcribe, I would be happy to type in any letter working from a photocopy. Please send photocopies to Mike Salmon, 9 Kents Close, Wesham, Preston. U.K., PR4 3DF. North American members may find it cheaper to send photocopies direct to Dave Hunter at Rural Route 2, Vernon Bridge, Prince Edward Island, Canada,

C0A 2E0. Even covers are of interest as a name, date and address can lead a genealogist off on a fresh trail.

The site contains a wealth of information on ships, their dates of arrival, full passenger lists, histories of various persons and the history of Prince Edward Island. Although this site is primarily for P.E.I. genealogists it has much information of value to postal historians. I have been able to fill in background information on persons who wrote or received letters in my collection. There are also many useful links to similar sites for the other Maritime provinces. Of special transatlantic interest is the link to the Cunard home page with much historical information on their ships: <http://www.cunardline.com/scripts/cunard/getfleet.idc>

Continued on page 228



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THE GLASGOW CONVENTION

President Les Taylor welcomed some 50 members and guests to the west end of Glasgow and the Society's 53rd annual Convention; as usual an excellent programme of both philatelic and social events had been organised.

Philatelic displays kicked off on the Wednesday evening with John Hillson's display of the Large and Small Queen issues, covering both the printings and the domestic uses of the latter. This was followed next morning by Colin Lewis' superb display of Newfoundland postal history to 1900, which was awarded a gold medal at last year's Stampex, while in the evening Rodney Baker showed a comprehensive array of items relating to the Canadian Pacific Railway. David Whiteley, who has perhaps made the 1937 Canadian 'Mufti' issue his own, showed a wonderful array of the low value stamps and covers on Friday morning, while in the evening, to the surprise and delight of members, Leigh Hogg, who had been shown on the programme as the speaker, introduced newcomer Susan So making her maiden presentation, on Admiral booklet pane plate layouts, to the Society, and then Stan Lum, displaying his 'Fling with Large Queens' which was to have been shown last year but had to be cancelled due to his illness. It was good to see the Yellow Peril so well recovered.

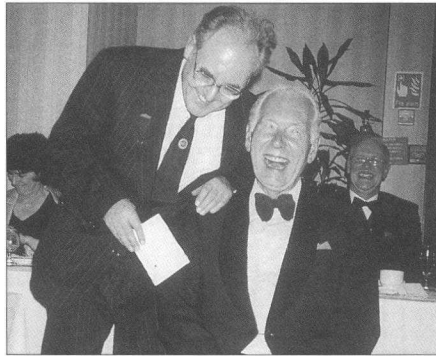
The final philatelic presentation was a surprise display by John Parkin, showing the stamps and usage of Canadian Postage Dues, which rounded off the programme in style. A very successful Saturday afternoon auction was conducted by Arthur Jones in a highly professional and efficient manner.

Social events included a trip to the World Heritage Village, New Lanark, founded by Robert Owen, and to The Hill House at Helensburgh, designed inside and out, including the furniture, by one of Glasgow's famous architects, Charles Rennie Mackintosh. Judging by comments, visits to both places proved interesting and highly enjoyable.

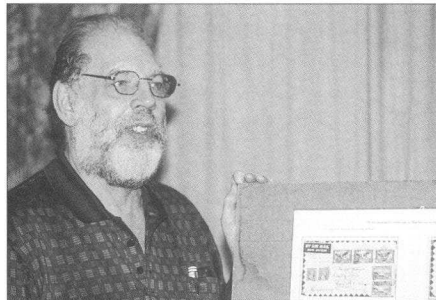
The concluding event was the reception and banquet on Saturday evening where the guests of honour were Tom Reilly, very well known in Scottish philatelic circles, and his wife Ann. Tom made a witty speech which seemed to revolve largely around amusing stories about native Americans. Equally entertaining speeches were made by Josie Sanderson and Professor Harry Duckworth, while Brian Stalker, in proposing the toast to 'Overseas Members and Guests', made the point that they are not really 'overseas members' but 'overseas friends'.

The opportunity was taken properly to install Dr. Alan Salmon as the newest Fellow of the Society, delayed a year as he was unable to be at Carmarthen, and David Whiteley was awarded the Henderson Quaich for his competition entry on 'Mufti' High Denomination Airmail Rates and Routes.

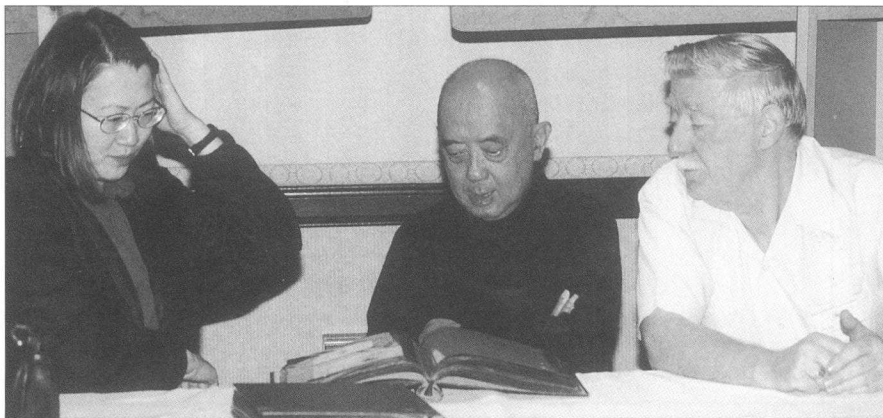
Finally our new President, Colin Banfield was installed, the second time he has undertaken this responsibility, he announced that the next Convention would be in May, immediately preceding Stamp Show 2000, at the Sackville Hotel, Hove; and we look forward to seeing many of our friends again then. **J.H.**



Top Left: Les Taylor passes the Presidency to Colin Banfield. *Above:* Alan Salmon (seated) shares a joke with Tom Almond at the former's induction as a Fellow. *Left:* Birthday girl Josie Sanderson. *Below:* David Whiteley in Mufti.



Below: Serious matters requiring international co-operation. *Left to Right:* Susan So and Stan Lum of Toronto with John Parkin of Stockport.



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SOCIETY NEWS

President's Message

I am pleased to report that the arrangements for our Convention 2000 at Hove are progressing satisfactorily and many members, following the advice given in the last issue of *Maple Leaves*, have already booked their places at the Sackville Hotel. Will those who have already contacted me please fill in the booking form enclosed with this issue of *Maple Leaves* as confirmation. For those members who have not yet booked please let me have the completed forms as soon as you can. Although there are only a few rooms remaining within our allocation I can still get a few more at the Sackville if I give them enough notice. I should add that if members wish to stay for more than the four nights I can arrange this with the hotel at the same rate.

The convention programme is beginning to take shape and several interesting displays of material, not seen before by members, have already been promised. I am also very hopeful that several dealer members will be attending and there should therefore be a chance to get in on the ground floor and obtain material before it is offered the following week at the International at Earls Court. There will of course be the usual social activities consisting of visits to places of interest and hopefully a theatre outing for the ladies.

All in all this convention promises to be a truly international event and June and I look forward to meeting you all in Hove next year.

Jottings from the Secretary

Please let me start with an apology; at the moment, I have no means of provid-

ing the usual information from the Secretary as all my CPS papers are buried under dust sheets, and have been so for the last four weeks. Let me explain...

When we came to The Glyn twelve months ago, I was allotted the top floor of an adjoining, rather beautiful, eighteenth century barn and this I thought would make an excellent stamp room cum office. The ceiling did need attention (bits of polystyrene tended to drop off and get mixed in with the philatelic gems) and there was no heating, but these were not problems that a hardy young thing like myself would succumb to (though, unfortunately the stamps were rather less resilient). Little had I realized the power of the wild life here – I was overrun by flies, Blue Tits, Nuthatches and a rather rare bird called a Tree Creeper. Now, not all the markings on my covers are of postal origin. Things got even worse when we discovered we had a large colony of Lesser Horseshoe Bats breeding in the roof. That in itself is alright, but because of the state of the ceiling, they too were able to use the stamp and office area to practise their flying skills.

It was therefore a matter of great relief when our builder finally moved in a few weeks ago and proceeded to put in a new ceiling and install central heating, ending what those of you who have visited must agree was a spartan existence. He has just now departed, and somewhere in a dust sheet-covered pile lurks the file of new members, etc.

All is not forever lost though; in the next *Maple Leaves* you will get a bumper listing of new members,

resignations, etc and – wait for it – a potted version of the Minutes of the AGM at Glasgow.

On a very pleasant note, your Hon Sec recently attended a reception hosted by Phillips and Stuart Billington very kindly offered to provide a Reception at the Convention Dinner at Hove in May 2000. Glasgow Convention was a great success, so do come to Hove. Colin and June Banfield will be excellent hosts.

I must say I had been thinking of writing a column called ‘Secretary’s Jottings’, but never imagined it would be under these conditions. Next time, I hope normal service will be resumed, and life at The Glyn will not rival a BBC natural history programme.

The London Section

Members of the London section gathered for the first meeting of the season in the expectation of seeing a display, by David Whiteley of Winnipeg, of the ‘Mufti’ issue of King George VI. This display had been recently presented at the Glasgow convention and was an excellent illustration of the philatelic interest in a much-neglected area. We were subsequently extremely sorry to hear of his wife’s sudden and fatal illness that prevented him from coming.

Colin Banfield, who acts as host at the section’s meetings, stepped into the breach and displayed House of Legislature and Senate mail from 1867 to date.

Seven members of the London section met on Monday, 15 November for a display by its present Chairman, Leonard Belle. Everyone is familiar with his major interest in Money Letters

and Registered Mail, so it was a pleasant surprise to be entertained with a full evening of the Postal History of Belleville.

Starting life as the ‘Bay of Quinte’, Belleville was so named in 1817 after a visit by the wife of the Governor and the earliest entire shown was dated 1832. The display then continued with items that reflected the postal history of Canada and included Fancy Corks, an unusual segmented cork as a probable pre-cancel, Squared Circles, Advertising Covers, Money letters and R.P.O’s.

The meeting had to close before Len had reached the end of his material, but once again it had been illustrated that there is enormous scope in a collection of this type. Len was warmly applauded for his efforts.

New members and visitors are always welcome at the section’s meetings, see ‘Forthcoming Events’.

Scottish Group

There was a good turn-out by members from both north and south of the border at the meeting held at Moffat on 13 November last.

John Parkin entertained those present with a display of the King George V Scroll and Arch & Maple Leaf issues, both mint and used on cover, with supporting photographs of the depicted scenes, as well as contemporary postal stationery and plate varieties. John Hillson gave a display of the Three Cents Small Queen, having reckoned that the light in the room would be half decent, and this was followed by Jim Bissett with some tasty covers, ranging from a pre-stamp money

letter, to U.P.U rated covers to such unusual destinations as Russia. Bob McLeish showed the latest new low value definitives, as well as the 'Artefact' definitives, and was supported by Ken Andison with a display of used moderns. Les Taylor rounded off proceedings with patriotic postcards and W.W.II patriotic covers.

The Spring meeting is scheduled for 25 March at the Annandale Arms Hotel, Moffat, and as all are welcome, members may be interested to know the hotel is offering a 'two-for-one night' package at the moment for anyone interested in making a weekend break of it. (Their phone no: 01683 220013 – contact them direct).

FORTHCOMING EVENTS

2000

Jan 20 Wessex Group
Jan 27 London Group
Feb 2-6 STAMP 2000, Wembley
Feb 21 London Group
March 1-5 STAMPEX, Islington, London
March 2-4 PHILATEX, Horticultural Hall, London
March 20 London Group
April 17 London Group
April 28-30 Royal/Royale 2000 Winnipeg, Canada Annual Convention of the RPSC
May 5-11 BRNO 2000 National Philatelic Exhibition
May 8 London Group
May 13 Notts & Derby Group, Community Centre, Middlemore Lane, Aldridge, Staffs (2-4pm)
May 17-20 CPS of GB Convention, Hove
May 21-24 London Millennium Stamp and P.H. Show, Chelsea F.C., Stamford Bridge
May 22-28 STAMP SHOW 2000, Earls Court, London

May 30 - June 4 WIPA 2000, Vienna
Aug 11-20 INDONESIA 2000, Bandung
Aug 31-Sep 2 BNAPEX, Chicago, USA
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.

Book Reviews

continued from page 213

likely that this will remain the standard book on the regulations for some considerable time. It is extensively annotated with sources of the information which details just how much work had to be done prior to production.

There are some examples illustrated of handstamps known to have been used on the labels for resealing mail although the list is by no means complete. The absence of examples of mail returned to the sender and the forms used, only denotes the scarcity of this material, no examples of which will have been seen by the majority of members.

The book, as the title suggests, deals comprehensively with the interaction between the Foreign Exchange Control Board and the Post Office and is available from the author at 605-77 Edmonton Street, Winnipeg, Manitoba, R3C 4H8 at \$ Canadian 30 or £15.

C.M

**BALANCE SHEET AS AT
30 SEPTEMBER 1999**

Assets

Cash Balances: Robert Fleming	£6967.84	
Royal Bank of Scotland	2450.78	£9418.62
Investments at cost:		
General Fund £950.92 3.5% Treasury Stock 1999 / 04	812.50	
Life membership Fund £1398.77 6.75%		
Treasury Stock 2004	1330.00	
Smythies Memorial Fund £631.08 ditto	600.00	2742.50
Handbooks Stock General	552.70	
Small Queens Reappraised	992.00	1544.70
Stock of Society Ties		175.48
Stock of bought in philatelic material		198.59
Library Books as valued		4232.71
Glasgow Auction Catalogue and Convention Exps. Suspense Account		328.60
		<u>£18641.20</u>

Liabilities

General Fund Balance at 30.09.98	£8672.84	
Plus surplus for 1998 / 1999	1956.85	£10629.69
Provision for Income Tax 1998 / 1999		94.82
Life Membership Fund		1583.79
Library Fund		4232.71
Subscriptions prepaid		1474.39
Smythies Memorial Fund		600.00
Smythies Memorial Fund Accrued Interest balance transferred to General Fund		nil
Sundry Creditors		25.80
		<u>£18641.20</u>

Notes: It is anticipated about £115 of officers' expenses were still to be submitted by 30 September but this is offset by expenses submitted late last year.

**INCOME and EXPENDITURE ACCOUNT TO YEAR ENDED
30 SEPTEMBER 1999**

Income

Subscriptions for year	£5167.58	
Maple Leaves Advertising Revenue	1117.00	
Maple Leaves Sale of Back Numbers	18.45	6303.03
Bank Interest and Dividends – General	248.45	
Life Members Fund Income	65.63	314.08
Handbooks Surplus		119.20
Tie Sales Surplus (No Sales)		Nil
Bought in stock surplus		316.81
Covermart Sales Surplus	125.00	
Exchange Packet Surplus	120.00	245.00
1997 / 8 Auction surplus		316.09
Tax Provision 1997 / 8		125.62
Donations from members		61.38
Smythies Memorial Fund Interest Transferred		474.05
		£8275.26

Expenditure

Maple Leaves Printing and Distribution		5484.47
Administrative Expenses		280.82
Publicity expenditure		86.69
ABPS Fee		144.00
Donation to A.S.P.S.		5.00
Insurance		74.88
Library – books donated		50.50
Printing and Stationery		29.37
Income Tax paid for year to 30 September 1998		119.20
Bank Charges (Direct Debit Admin)		43.48
Surplus for the year		1956.85
		£8275.26

AMENDMENTS TO MEMBERSHIP to 20 November, 1999

New Members

2807 Longley, Bill P.O. Box 620, Waterdown, ON, Canada, L0R 2H0
2808 Watkins, Tom #16-6766 Central Saanich Road., Victoria, BC, Canada, V8Z 7E1

Reinstatement

2473 LeMesurier, Dr G.H.W.

Deceased

1315 Rosenblat, D. 177 Walburn, H.G.

Resigned

2589 Thorp, A.V. 1461 Schutt, Mrs L.
2715 Jenkins, D.P. 2547 White, J.W.
2660 Wood, Mrs J.

Change of address

2106 Parama, Richard D. 5511 Grosvenor Square, Houston, Texas, 77069, USA
2601 Michel, S.C. 1201-640 Sheppard Avenue East, Toronto, ON, Canada M2K 1B8
2662 Davis, J.F. 98 Redgate, Thetford, Norfolk, IP24 2HB

Amendment to address

2451 Saunders, B.H. add CBE after name.
2206 Servas, F. Zip code now NY 11002-0850
2221 Dearden, S. Change postcode from L45 to CH45
2401 So, S. new e-mail address sosu@cibc.co.

Revised Total 436

Letters continued from page 219

It is my belief that, by concentrating a lot of Prince Edward Island information at this web site, many people will benefit. It will be obvious from a single visit how much information of use to us is already there. If we can contribute the text of our P.E.I. letters and the addresses from covers, we may find other letters in the same correspondence and be able to add background information. Eventually this will be a useful database logging the existence of all

extant P.E.I. postal history material, certainly prior to 1900, allowing further fruitful research. I am happy to contribute my typing skills and time; I do hope others feel that this idea is of value. Ownership of all material will be properly attributed (or anonymous, if preferred), if we include dates and details of postal markings this will become a very useful resource. Those with a particular interest in Nova Scotia etc. may like to set up a similar arrangement with similar web sites accessible via this one.

THE CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN 1998/9

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(Covermart) T.M. Jones, 14 Tullis Close, Sutton Courtenay, Nr. Abingdon, Oxon, OX14 4BD

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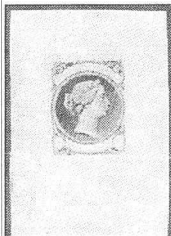
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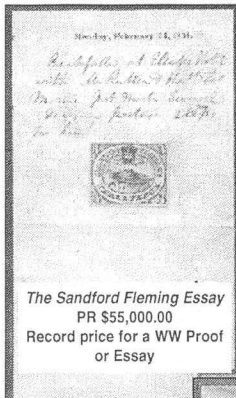
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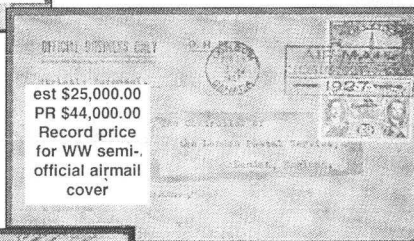
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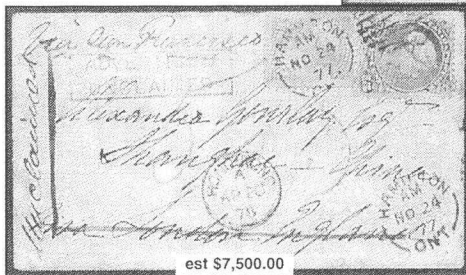
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