

294



Maple Leaves

*JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN*

ISSN
0951-5283

October 2004

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MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

Founder:

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Opinions expressed in the various articles in this journal are those of the writers and are not necessarily endorsed by the Society.

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

Annual Subscription £16.00 – Due 1 October

Vol. 28 No. 8

October 2004

Whole No. 294

EDITORIAL

Once again we start on a congratulatory note: The Royal Philatelic Society of Canada has announced five new Fellows and three of them are CPS members. The honour is granted to those who have worked for the betterment of the RPSC or have promoted Canadian philately extensively through writing or other activities; our felicitations go to Andrew Chung, Dr Graham McCleave and Jack Wallace.

The doyen of Canadian aerophilately, Dick Malott, has added one more honour to an already impressive array. The Metropolitan Air Post Society has awarded Dick the Gus Lancaster Award for 2004 for consistent demonstration of his dedication to the advancement of aerophilately; anyone who is aware of Dick's activities will know it is well deserved. Just to prove his continuing dedication Dick has actively promoted a

Snowbirds flight over Parliament Hill, Ottawa, on 1 July 2004. As a result he has a limited number of sets of nine autographed covers (\$55CAN) or single covers carrying all nine pilot signatures (\$30CAN) – 16 Harwick Crescent, Nepean, ON, K2H 6R1.

From congratulations to sackcloth and ashes; in the last issue we showed (p262) Sandy Mackie 'with Marjorie', this probably came as a shock to both Sandy and Marjorie as the lady in question was, in fact, Margaret Morris who presented the award. In tendering our apologies we were able to ascertain that marital harmony has not been shattered – phew!

Our fall from grace did not end there, unfortunately; in checking the page proofs of the last issue we failed to notice that the printers had repeated the illustration at figure 10 as figure 12 in

the Yellow Peril's article on Postage Dues. What can we say but "sorry"? The real figure will appear with the next episode.

Maybe this is a good time to bid farewell as Editor of 'Maple Leaves' though, I hasten to add, the lapses are not the reason; it is a planned handover to Graham Searle at the 2004 Convention. We shall leave Graham to introduce himself in the next issue, suffice it to say that he has been involved in the last couple of issues and has shown great aptitude, the words 'duck' and 'water' spring to mind.

It was in June 1986 that I first imposed myself on an unsuspecting membership. The 18 years since have provided an enjoyable experience, resulting in a widening of my philatelic knowledge (I had to read every word in ML!) and circle of correspondents. During that time I have been brilliantly supported by contributors with anything from a single page to long-running serials and wide ranging series. As Editor I am deeply grateful for such support, the in-tray was never completely empty. I hope members at large will also realise the debt they owe to those who take the time and trouble to pass on their knowledge and enthusiasm; without them there would be no 'Maple Leaves'. I sincerely hope that Graham will find himself equally well served.

It would, of course, be invidious to name names but I have to make one exception. When I took on the job all those years ago, Stan Lum made a promise; if I would publish his articles without messing them up (or words to that effect) he would undertake to let me have one per issue. Whilst I cannot claim 100% success, see paragraph four above, Stan can; a contribution from the Yellow Peril has appeared in every issue, either a stand alone or continuation of a serial –

what a record! Happily there are still one or two to hand over to my successor.

Apart from this record, Stan has submitted an article specifically for my 'farewell' issue, a kindly thought which was echoed by Susan So who, I know, has laboured long over her contribution and made sure it reached me before my final deadline.

May I urge you all to give your support to Graham and thus ensure the maintenance of the reputation of 'Maple Leaves'.

Jubilee

The CPS of GB is scheduled to celebrate its Diamond Jubilee in 2006 and we hope to present a display to the Royal Philatelic Society in London in the spring of that year. We know it seems a long way off but these things take time. The proposal is for an afternoon display so no speaking will be required, all we need to do is fill the display frames with up to 624 sheets (52 frames)! We would wish to provide a wide view of BNA philately so, with this in mind, we envisage units of 12 sheets showing as many aspects as possible. The list of collecting interests in the Members Handbook gives an idea of the scope involved.

At this stage we should be pleased to hear from members who would like to show one or more aspects. It may be that major areas will command more than one basic unit of 12 sheets, much will depend upon the number of aspects we are able to cover. Would interested members please, in the first instance, contact me with a note of the aspect(s) offered, e.g. Admirals, Squared Circles, Airmail, Newfoundland, etc. and the optimum number of sheets felt necessary to cover the particular area satisfactorily.
David Sessions.

PRISONER OF WAR FRANKING LABELS

Susan So

By chance some years ago my dealer showed me a collection of prisoner of war (PoW) franks or labels. Although I liked it at first sight, at the time I really didn't want to spend the funds to buy the collection. I decided, however, not to let it get away like a collection of agriculture illustrated advertising covers only a few weeks prior to the PoW sighting. And, I'm certainly glad that I purchased it because they match exactly what I was looking for as an area to collect: namely, they are fairly limited in quantity yet affordable; limited in varieties yet contain some; and extremely limited in information yet some exists. But above all they are simply a very interesting, important and little known part of Canadian postal history.

I've really enjoyed studying these labels. Because there is so little written about them, my purpose for submitting this article is to solicit information and/or comments.

The Geneva Convention¹ relating to PoWs, to which Canada was a signatory, provided that letters and remittances of money or valuables, as well as postal parcels addressed to or dispatched by PoWs, were exempt from postage. This Convention applied to surface mail only. PoWs would be required to pay the regular charge if airmail were used. The Regulations covering Maintenance of Discipline among and Treatment of Prisoners of War (P.C. 4121) classified PoWs into two classes. Class 1 PoWs included officers, soldiers and other persons officially attached to the armed services. Class 2 PoWs or internees were enemy aliens and other persons taken into custody under the provisions of the Defence of Canada Regulations.

P.C. 4121 permitted the Director of Internment Operations to modify the Geneva Convention relating to free postage as he deemed fit. This discretion was exercised by the Director to curb widespread abuse, by internees, of the free parcel post privilege in sending laundry out to be washed and returned. New PoW parcel post regulations were implemented by the Department of the Secretary of State, Internment Operations Branch to stop the abuse. Effective 1 February, 1940, the Post Office Department regulations required franking labels to be affixed on all parcels mailed in Canada sent to or by PoWs. If they were not on the parcel, the postage would have to be fully prepaid in the regular manner, otherwise the parcels would not be delivered. At the time of the introduction of these franks the PoWs in Canada were all internees or Class 2 PoWs.

Camps were established throughout Canada for the internment of enemy aliens, shortly after the declaration of war between Canada and the German Reich. Initially camps were designated by letters. The letters were changed to numbers on 15 October, 1941. The numbers allotted were a combination of the military district and the camp number, thus Camp 30 for example was Military District No. 3, Camp No. 0. (See Appendix 2 for a list of WWII PoW and internment camps).

The labels were distributed without charge from specially designated stores, societies, and internment camp commandants or authorities. They were also supplied free of charge to recognized PoW aid organisations such as the International Committee of the Red Cross Delegate, War Prisoners' Aid



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THE SIX PRINTINGS OF PRISONER OF WAR FRANKS



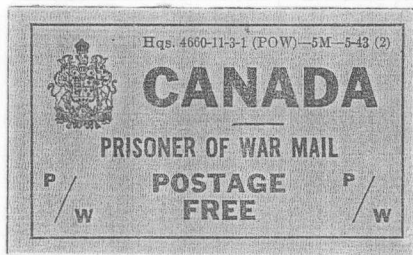
PWF1



PWF2

First Issue - Department of the Secretary of State, Internment Operations Branch

- (PWF1) First Printing - 2000 issued - February 1940
 (PWF2) Second Printing - 2000 issued - February 1941
 Both printings - Issued as imperforate singles
 - Inscription 'INTERNMENT OPERATIONS'



PWF3



PWF4

Second Issue - Department of National Defence, Directorate of Prisoners of War

- (PWF3) First Printing - 5000 issued - May 1943
 - Issued as imperforate singles
 (PWF4) Second Printing - 5000 issued - November 1944
 - Issued in vertical strips or panes of 5 rouletted between
 - Edges of panes imperforate
 (PWF5) Third Printing - 1000 issued - July 1945 (scarcest printing)
 - Issued in vertical strips or panes of 5 perforated between
 - Edges of panes imperforate
 (PWF6) Fourth Printing - 5000 issued - March 1946
 - Issued in vertical strips or panes of 5 roulettes between
 - Edges of panes imperforate
 All four printings - Inscription 'PRISONER OF WAR MAIL' with an Army Code printing inscription at the upper right. The Army Code identifies the original authority number shown at the top together with the quantity and date of issue.
 Both issues - Approximately 64mm x 38mm in size
 - Printed in black on varying shades of red paper
 - Fully gummed



PWF5



PWF4

PWF1 contrasted with PWF2



PWF1



PWF2

The major difference between the two printings is the height of the letters of 'INTERNMENT OPERATIONS' - PWF1 is 3.5mm, and PWF2 is 3.0mm. The other distinguishable features are in the letters of 'P/W', namely:

Height of letters in 'P/W'	PWF1 is 2.5mm	PWF2 is 2.0mm
Width of 'P/W'	PWF1 is 6.0mm	PWF2 is 7.5mm
Length of '/'	PWF1 is 9.5mm	PWF2 is 8.0mm

Committee of the International Y.M.C.A. and the Apostolic Delegate at Ottawa. These labels were valid only within Canada for postage on parcels up to 25 lbs. They were also used on official mail both within this country and overseas.

The chief use of the labels was for parcels of textbooks, reading materials and comforts. The Prisoners of War Information Bureau, Department of the Secretary of State of Canada, distributed an extensive list of articles prohibited from inclusion in prisoners' parcels (Appendix 1). Prohibition includes: perishable food, printed matter, maps, stationery, stamps and radio materials.

Two issues with a total of six printings of PoW labels were produced. The Secretary of State, Internment

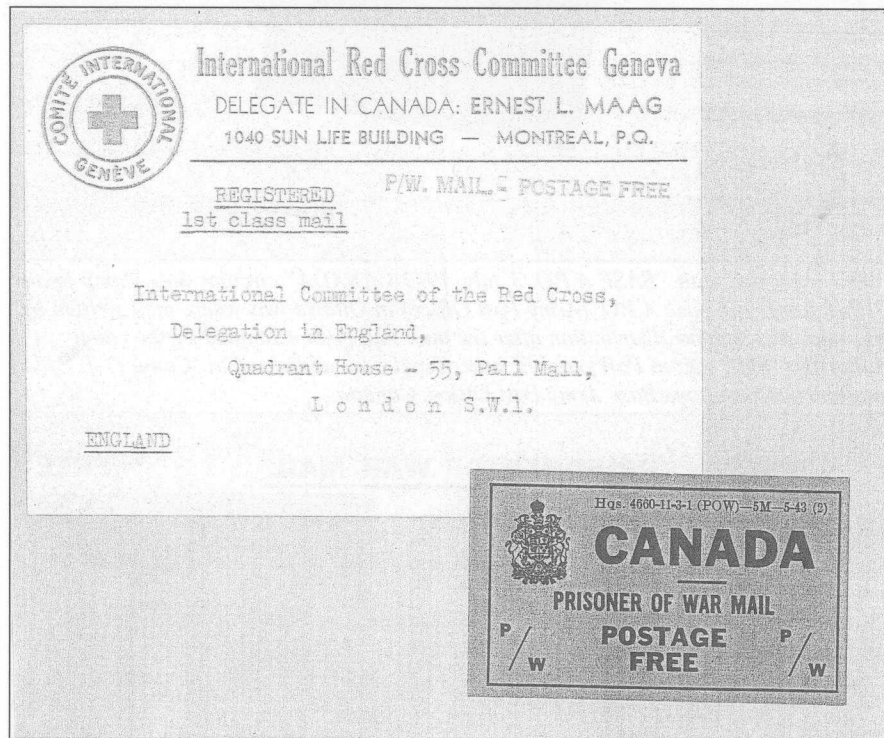
Operations Branch, produced the first two printings of the first issue of these labels in February 1940 and 1941. On 1 June, 1943, responsibility for PoWs and PoW camps was transferred from the Department of the Secretary of State to the control of the Department of National Defence, Directorate of Prisoners of War. The Department of National Defence produced the four printings of the second issue. These labels remained in use until their discontinuance on 31 January, 1947. On and after 1 February, 1947, parcels mailed by or addressed to PoWs in Canada could be sent without postage, whether or not a PoW label was affixed.

The two printings of the first issue in 1940 and 1941, and the first printing of the second issue in 1943 are in the form

of single stamps. The second, third and fourth printings of the second issue are in panes of five, issued in 1944, 1945 and 1946 respectively. The number in each printing varied according to the number then considered likely to be needed. They are all believed printed by

the King's Printer.²

These labels ceased to be valid for use on 31 January, 1947. Hence, from their first authorised use on 1 February, 1940, to their last authorised date of use 31 January, 1947, they were effectively valid for six years.



A rare example of a PoW free frank on overseas registered official mail to London, England.

The above registered piece, prepaid by PWF3, went from the International Red Cross Committee's Delegate in Canada to the International Committee of the Red Cross's delegation in England. 'P/W. MAIL. - POSTAGE FREE' was applied by rubber stamp. Because of the loose way in which registered mail was being handled it was found necessary to place in operation a uniform procedure

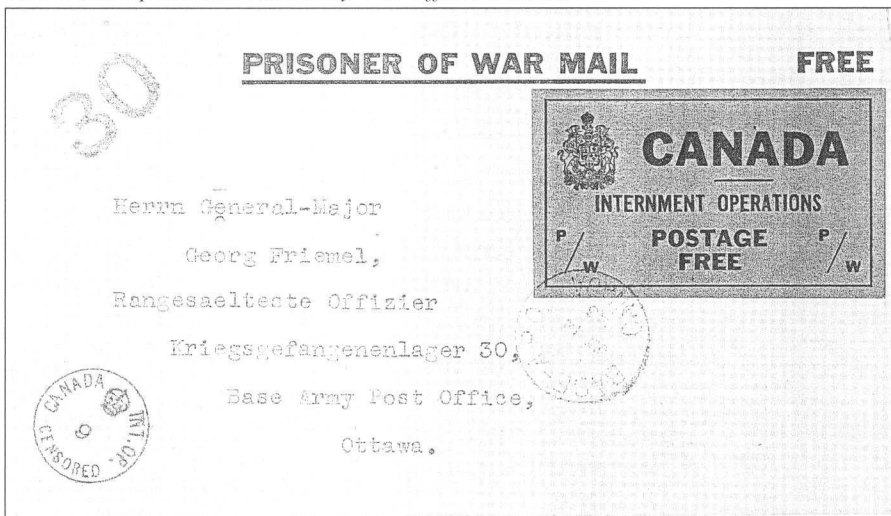
whereby registered items were charged by the Base Post Office on registered letter bills, made out for the Post Offices serving the different Internment Camps. The registered items were enclosed in a registered package or envelope even if there was only one registered article to be dispatched. The Post Office of delivery checked the registered items with the entries on the registered letter

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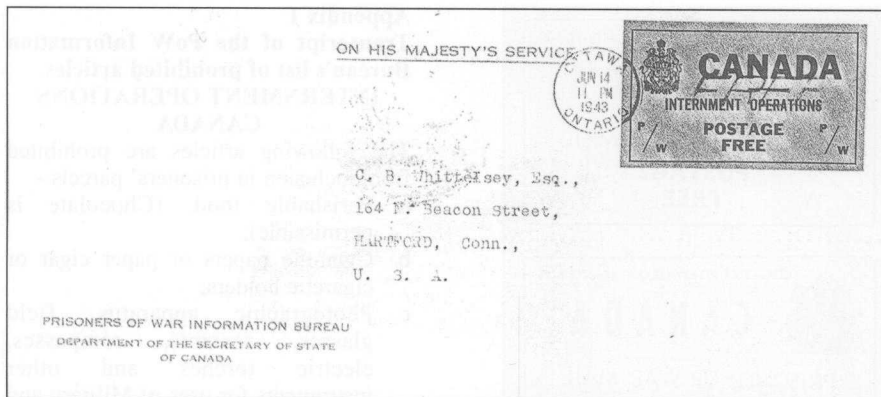


PWF1 label tied with "BASE A.P.O. 3 July, 1941 CANADA" circular date stamp to an OHMS front. The base A.P.O. (Army Post Office) in Ottawa was where mail written by internees was sent for distribution after the mail had been examined by the camp authorities. Mail sent to PoWs, on the other hand, was addressed to 'Camp []' Internment Operations Base Army Post Office, Canada.



Herun General-Major
Georg Friemel,
Rangesaeltteste Offizier
Kriegsgefangenenlager 30,
Base Army Post Office,
Ottawa.

PWF2 tied by 'BASE A.P.O. 14 JUNE, 1943 CANADA' cds to cover addressed to Major General Georg Friemel, Senior P/W Officer, Internment Camp No. 30 (Bowmanville). Red CANADA (CROWN) INT. OP. CENSORED '9' and '30' markings also on front. Major General Friemel is believed to have been the highest-ranking German prisoner held in Canada.³



A PoW label used on official mail to the United States. PWF2 is tied by OTTAWA 14 JUNE, 1943 'FREE' machine cancel on Prisoners of War Information Bureau cover to Hartford, Conn., U.S.A.



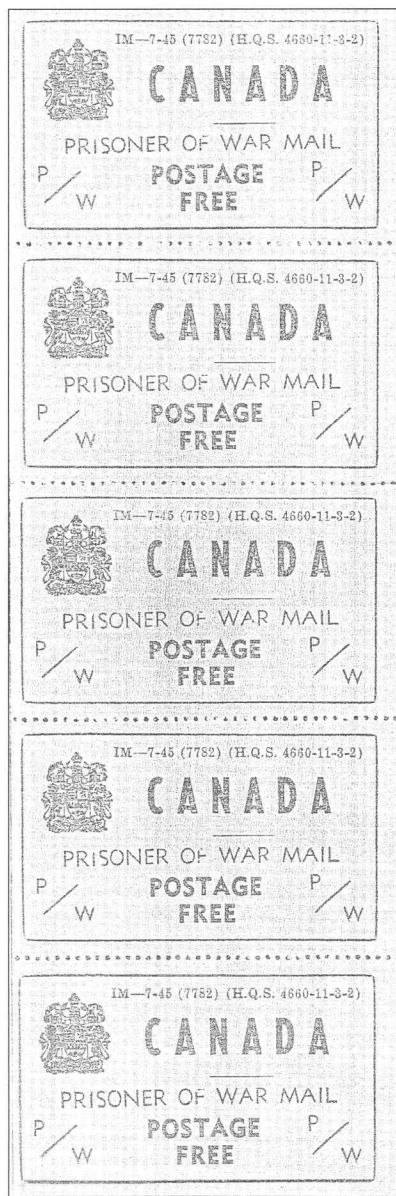
Multi-lingual double oval FREE handstamp in black on reverse.



PWF6 with OTTAWA, CANADA 31 JAN, 1947 No. 40 cancel. 31 January, 1947 was the last day of use. 'No.40' was Internment Camp No.40 located in Farnham, Quebec.

bill, entered them in a Registered Articles Delivery Book (No. 31) and secured the signature of the authorised camp official for each individual registered piece. At the Internment Camp the registered articles were entered in another Book No. 31 kept at the camp, and an individual signature obtained from each addressee upon delivery. Registered articles which, for any reason, could not be delivered to the PoWs, were taken by a camp official to the civil Post Office to be re-registered and dispatched to the Base Post Office.

Although the above administrative procedures of processing PoW registered mail is interesting, it does not answer questions such as: Could PoWs send registered letters? If permitted, would they have to pay the full registration fee of 10¢ plus 3¢ postage (or 4¢ postage after 1 April, 1943)? Presumably if they were, a registration fee would be required, and there would be the usual indemnity of \$25. I hope that this report will encourage members to share their views or come forward with additional information.



PWF5, the smallest printing, in vertical pane of five, as issued. Only 1000 labels were printed.

Appendix 1
Transcript of the PoW Information
Bureau's list of prohibited articles.
INTERNMENT OPERATIONS
CANADA

The following articles are prohibited from inclusion in prisoners' parcels:-

- a. Perishable food. (Chocolate is permissible);
- b. Cigarette papers or paper cigar or cigarette holders;
- c. Photographic apparatus, field glasses, sextants, compasses, electric torches and other instruments for uses of Military and Naval purposes;
- d. Medical comforts, drugs and pharmaceutical products;
- e. Written communications. Letters must be sent separately by letter post;
- f. Printed matter, maps, pictorial illustrations and photographs;
- g. Money;
- h. Writing paper, notebooks, stationery, stamps and playing cards;
- i. Fountain pens, pens and ink;
- j. Telegraphic and telephonic materials;
- k. Radios and radio materials;
- l. Heating apparatus, inflammable materials, matches, spirits and solidified spirit;
- m. Liquors or wines;
- n. Tins and other receptacles which cannot be conveniently opened for inspection;
- o. Weapons including large pocket knives and scissors, other than nail scissors;
- p. Newspapers or periodicals from abroad;
- q. Outer civilian clothing, if sent in a parcel, will not be delivered to the prisoner until he is discharged. (New underclothing, socks, etc. may be sent).

Appendix 2
WWII prisoner of war and internment camps

Camp Letter	Camp	Location	Camp Dates	
			Open	Closed
-	10	Chatham/Fingal, Ont.	15 May 44	- 14 Nov 46
C	20	Gravenhurst, Ont.	Jul 40	- 11 Jun 46
E	21	Espanola, Ont.	7 Jul 40	- 30 Nov 43
M	22	Mimico, Ont.	19 Jul 40	- 1 May 44
Q	23	Monteith, Ont.	16 Jul 40	- Dec 46
-	30	Bowmanville, Ont.	Nov 41	- 12 Apr 45
F	31	Fort Henry, Ont.	7 Sep 39	- 9 Dec 39
			29 Jun 40	- 15 Dec 43
H	32	Hull, P.Q.	20 Aug 41	- 15 Jan 47
P	33	Petawawa, Ont.	Sep 39	- 6 Mar 46
A	40	Farnham, P.Q.	15 Oct 40	- 22 May 46
I	41	Isle-Aux-Noix, P.Q.	15 Jul 40	- 16 Jul 46
N	42	Sherbrooke, P.Q.	15 Oct 40	- Jun 46
S	43	St. Helens Isl., P.Q.	16 Jul 40	- Nov 43
-	44	Grande Lygne, P.Q.	28 Jun 43	- May 46
-	45	Sorel, P.Q.	1 May 45	- Mar 46
B	70	Fredericton, N.B.	13 Aug 40	- 31 Aug 45
W	100	Neys, Ont.	17 Oct 40	- 28 Mar 46
X	101	Angler, Ont.	25 Oct 40	- 9 Nov 46
K	130	Seebe, Alta.	29 Sep 39	- 28 Jan 46
-	132	Medicine Hat, Alta.	1 Jan 43	- 31 Jul 46
-	133	Lethbridge, Alta.	Nov 42	- 30 Jun 46
-	135	Wainwright, Alta.	29 Jan 45	- 14 Jun 46
-	-	Ozada, Alta.	May 42	- Dec 42
R	-	Red Rock, Ont.	1 Jul 40	- 31 Oct 41
L	-	Cove Fields, P.Q.	13 Jul 40	- 16 Oct 40
T	-	Three Rivers, P.Q.	15 Jul 40	- 12 Aug 40
V	-	Valcartier, P.Q.		-

The above derives from pp46/7 of 'Canadian Military Post Offices to 1986 by W.J. Bailey & E.R. Toop.

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Continued on page 331

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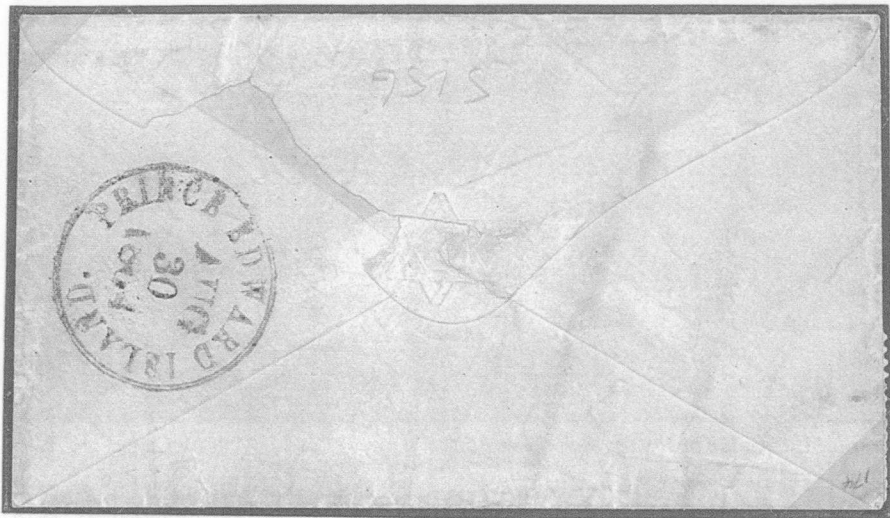
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PRINCE EDWARD ISLAND PHILATELY(13)

Martyn Cusworth



Full circle postmark, Lehr type P7.

One new datestamp which accompanied the introduction of the adhesive postage stamps of PEI was the full circle Prince Edward Island mark (31mm dia.), with central date plug, identified by Jim Lehr as P7. An example of this mark is shown above struck on the back of a 2d cover dated 30 Aug, 1864 from Charlottetown to Montague Bridge.

The database currently indicates some 70 recorded strikes of this mark whereas, when Jim Lehr wrote his book, he only recorded 25 examples. It is therefore more common than we thought and the earliest reported strike in the database is in March 1861. There are only two strikes reported later than 1865, they are 8 July, 1867 (Wilkinson colln.) and 27 March, 1868 (current whereabouts unknown). It is not an easy mark to find in clear and complete form and, as with the other datestamps of the stamp issuing period, it was usually used

in conjunction with a barred obliterator which cancelled the adhesive stamp. The postal clerks must have had specific instructions only to apply this handstamp to the backs of the envelopes since we have never seen one struck on the front, the reason for this is unclear. Its main use seems to have been as a dispatch mark for mail emanating from Charlottetown and its use was largely superseded in the mid-1860s by an unframed device which we will review next.

In 1865 a new Prince Edward Island cancelling device appeared in an unframed format (28.5mm dia.) and was identified by Lehr as P6. So far the database shows 96 examples of this mark from Aug 1865 to Oct 1872 and, as was the case with the P7 mark, it was used in conjunction with barred obl iterators. An example is shown on a registered cover dated 21 Jan, 1869 from



Unframed circular postmark, Lehr type P6.

Charlottetown to Grand River Wharf, franked 8d colonial currency. At that time 2d prepaid the basic inland letter rate and 6d the registration fee.

This datestamp was also used extensively on incoming mail as a receiving mark; here is another example on an incoming letter dated 5 Dec, 1868



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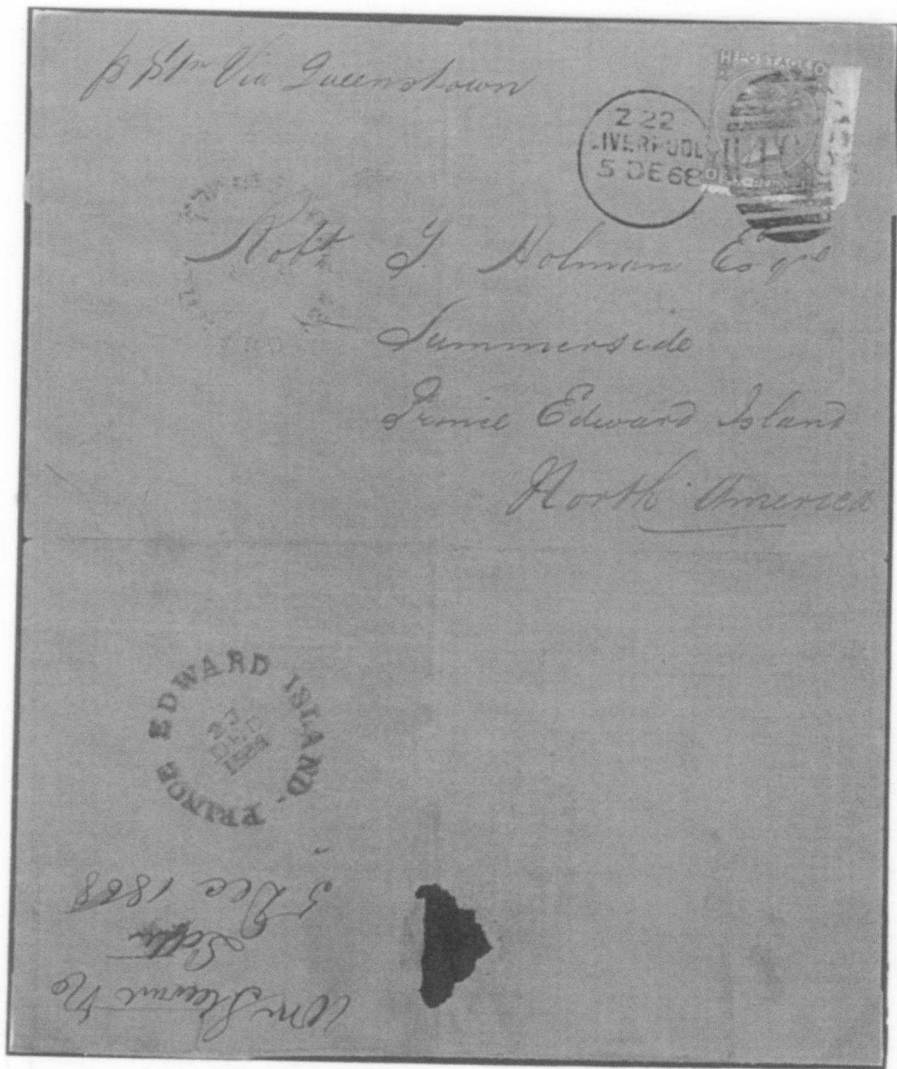
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Lehr P6 postmark used as a receiving mark.

from Liverpool to Summerside. The letter is franked 6d sterling (i.e. 9d colonial currency), this being the transatlantic rate for Canadian packets via Halifax from 1854 until 1870.

This P6 mark along with the P7 device and the P5a described in the

previous article were the 'workhorses' as far as datestamps were concerned in the Charlottetown Post Office during the 1860s; on outgoing mail they are usually found used alongside the P114 (numeral 13), P134 (10 bar) and P136 (8 bar) obliterators.

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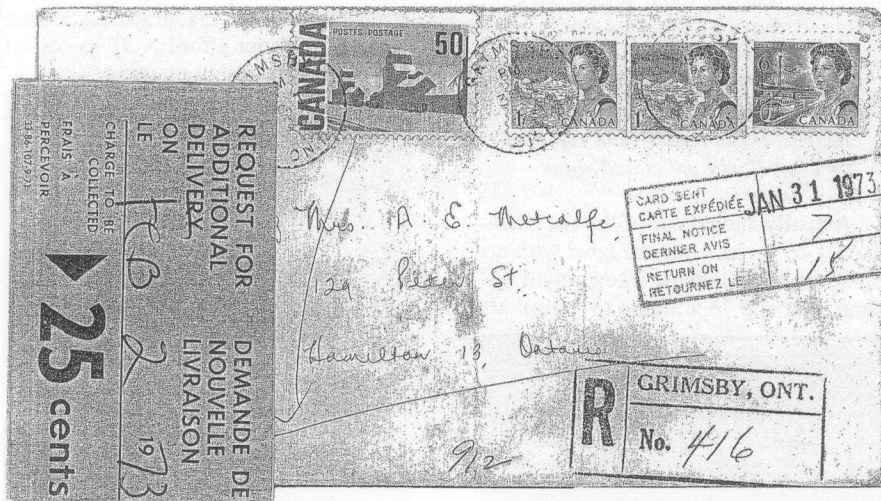
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ANOTHER TITILLATING SIDELINE!

The Yellow Peril

Illustrations by Sue



The red adhesive on a registered cover with a bilingual three-section handstamp.

A couple of years ago, while walking past a dealer's stand at a nearby post card show, I caught sight of a slightly larger-than-stamp size red adhesive on a cover. My instant gut feeling was that the red adhesive had to be either one of those rare Prisoner of War franks or an Estevan semi-official air stamp. Never ever having seen an 'Estevan', other than on the special Estevan first flight cover, and hoping that it would be the latter, I asked to see the item. It was neither!

What I saw was red '25 cents Request for Additional Delivery' label on a registered letter that was sent from Grimsby to Hamilton on 30 January, 1973. Although it arrived in Hamilton the same day, it was undeliverable. The next day the Hamilton Post Office sent a Delivery Notice card to the addressee, informing her of a registered article. In

accordance with the instructions on the card, Mrs. Metcalfe, the addressee, phoned the post office to request redelivery of the letter. Apparently, upon receipt of the request, the postal clerk affixed a Request for Additional Delivery label to the cover and passed it to the letter carrier the next day. On 2 February, a postman delivered the letter and collected 25 cents. (Postage due stamps should have been added to the cover.)

As the price was within a pensioner's budget, I purchased the cover and immediately launched an investigation into it. Much to my dismay, the only information I found was this listing in the postal stationery catalogue⁽¹⁾:

All pink with gum.

RAD 1 25¢ 33-86-107 (9-67)

2 25¢ 33-86-107-5-69

- 3 25¢ 33-86-107-9-71
- 4 50¢ 33-086-107 (7-76)
- 5 75¢ 33-086-107 (4-79)
(curved 7 and angled back of 5 in 75 cents)
- 6 75¢ 33-086-107 (7-79)
(straight 7 and straight back of 5 in 75 cents)

NOTE: These labels were replaced by a label with no stated value.

Actually, the colour of the six labels (RAD1-6) is red. Only the label with no figure of value is pink. They are all the same size: app 76 x 50mm (3 x 2in).



A Prisoner of War Frank.



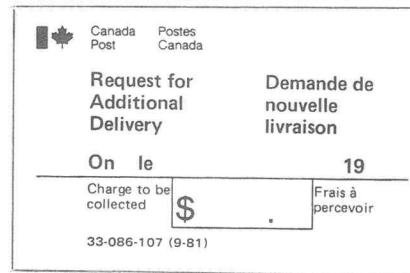
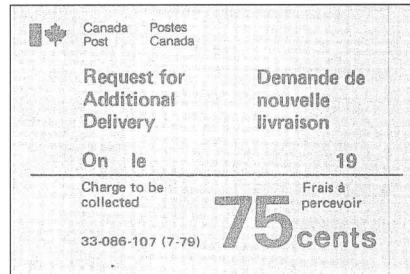
The Estevan stamp.

Comparing their catalogue values with those of the Prisoner of War franks and the Estevan stamp, I find that the total catalogue value of the entire issue of the Additional Delivery labels is the same as the lowest price Prisoner of War frank and considerably less (seven times

less) than the 'Estevan'! On cover the differences are even more startling! The entire set on seven covers is less than either a Prisoner of War or Estevan cover. With such favourable catalogue listings, I cannot afford NOT to collect and study this intriguing issue.



The 75-cent labels (curved and straight 7's; angled and straight-back 5s).



The Label without a stated figure of value - 33-086 107 (9-81).

I was completely out of sync! Their modern vintage, coupled with their modest catalogue pricings, misled me to think that these Additional Delivery labels are plentiful They are anything

but plentiful. In the past two years, after making two 3,000 kilometre trips, I found only six (four on cover - two of which I too hastily sold). It is luck not money, to be able to buy one of these red labels. Up until now, the cost in time, energy and travel to track them down far exceeds their catalogue value. Such is the challenge of philately - the chase is infinitely more exciting than the kill!

Additional Delivery in Canada applies only to urban areas where there is a carrier service. It began on 1 June, 1960 with a 25¢ fee, even though the red labels were not issued until the fall of 1967. Initially Additional Delivery applied to parcel post and cash on delivery parcels. Shortly afterwards, newspapers and periodicals, registered and deficient postage mail followed. On 1 January, 1990 this service became free.

The foregoing is only information I have gleaned. It should not be taken as

CANADA POST OFFICE	
PARCEL POST DELIVERY NOTICE	
No. _____ 19__	
M. _____	
A parcel (having C.O.D. charges of \$ _____) could not be delivered as no one was at your address to accept it.	
If you present this notice at the _____ wicket of the Post Office at _____ you may pick up the parcel.	
ADDITIONAL DELIVERY SERVICE	SEE 25 CENTS
If you desire to have the parcel taken to your address for delivery, please telephone _____.	
There is a 25 cent charge for this additional service.	
CARD 26 - 2006 - 2-3-60	

The first Parcel Post (having C.O.D. charges) Delivery Notice card, front and back. Dated 3-3-60 Fee: 25 cents.

POSTES CANADIENNES	
AVIS DE LIVRAISON DE COLIS POSTAUX	
No. _____ 19__	
M. _____	
Un colis (porté de \$ _____ de remboursement et de frais) n'a pu être livré à votre adresse, personne n'y étant pour en prendre livraison.	
Vous pouvez vous le faire remettre en présentant cet avis au guichet de _____	
de bureau de poste situé _____	
SERVICE DE LIVRAISON SUPPLÉMENTAIRE	DROIT: 25 CENTS
Si vous voulez que le colis soit de nouveau apporté et livré à votre adresse, veuillez téléphoner à _____.	
Il y a un droit de 25 cents pour ce service supplémentaire.	

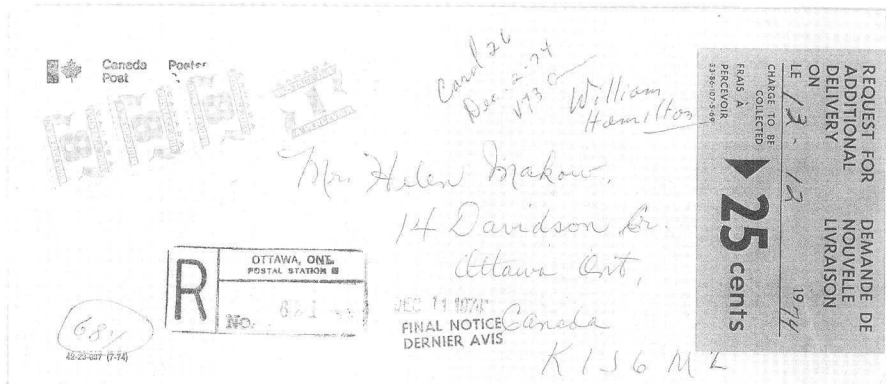
CANADA POST OFFICE - POSTES CANADIENNES					DATE
DELIVERY NOTICE - AVIS DE LIVRAISON					
TO - À					
M. _____					
REGISTERED MAIL OBJET RECOMMANDÉ	PARCEL COLIS	C.O.D. CHARGES ENVOI C.R.	INSUFFICIENTLY PREPAID OBJET INSUFFISAMMENT AFFRANCHI	NEWSPAPERS & MAGAZINES JOURNAUX ET PÉRIODIQUES	
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> \$ _____	<input type="checkbox"/>	<input type="checkbox"/>	
The article indicated above could not be delivered as no answer was received at your door and it is being held for 15 days only - At			WICKET - GUICHET		
L'objet pointé ci-dessus n'a pu vous être livré, personne chez vous n'étant venu ouvrir. Il sera à votre disposition pendant 15 jours seulement au			POST OFFICE AT - BUREAU DE POSTE SITUÉ		
Please present this card during office hours anytime after					
Veuillez présenter cet avis durant les heures de bureau n'importe quand à partir du					
			(DATE)		M _____
OR - OU					TELEPHONE
IF YOU DESIRE TO HAVE THE ARTICLE TAKEN TO YOUR ADDRESS FOR DELIVERY PLEASE TELEPHONE AT THE NUMBER INDICATED AT RIGHT					TÉLÉPHONE
SI VOUS VOULEZ QUE L'OBJET SOIT DE NOUVEAU APPORTÉ À VOTRE ADRESSE, VEUILLEZ TÉLÉPHONER AU NUMÉRO INDICÉ À DROITE					
THIS ADDITIONAL SERVICE COSTS 25 CENTS PER ITEM CETTE NOUVELLE LIVRAISON COÛTE 25c PAR OBJET					33-82-027 Card 26
33-86-174(1-68)					

A Delivery Notice card for Registered Mail, Parcel, C.O.D. charges, Insufficiently Prepaid and Newspapers and Magazines dated 1-68. Fee: 25 cents per item. (Courtesy Andrew Chung).

gospel as it is based on very limited experience. There is, however, a light at the end of the tunnel - a book on the subject is in the works. I am more than grateful to members Andrew Chung and Dr. Earle L. Covert for their help in drafting these notes.

Reference:

(1) Covert, Earle E., and Walton, William G., Webb's Postal Stationery Catalogue of Canada and Newfoundland - 7th edition. Saskatoon, Saskatchewan: Saskatoon Stamp Centre, 2001.



A 25-cent Additional Delivery label and postage due stamps for the same amount on a registered letter. Only one in 25 additional delivery covers bears postage due stamps or a postage due meter tape (my estimate).

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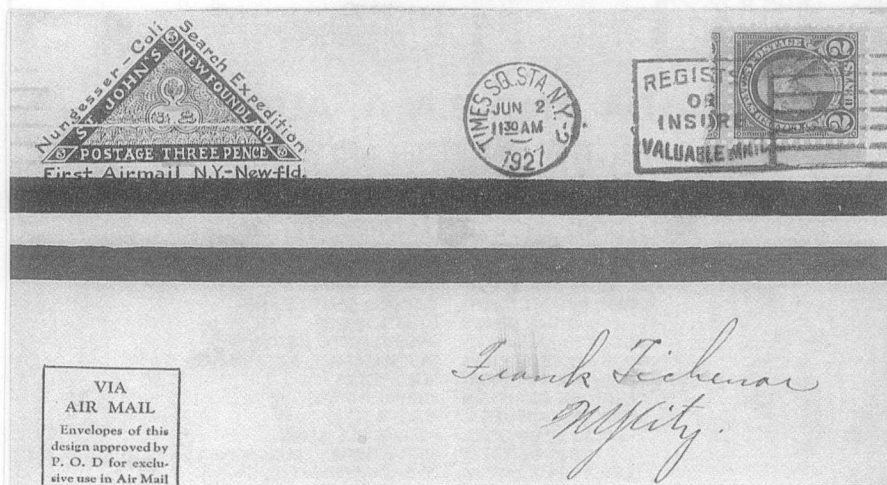
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It would help the Society considerably if Canadian and US members pay in \$CAN / US via Wayne Curtis as we are liable to a bank handling charge of £6. Please make your cheque payable to Wayne, his address is PO Box 74 Stn A, Toronto, Canada M5W 1A2.

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

NEWFOUNDLAND VIGNETTES (6) NUNGESSER-COLI SEARCH

Dean Mario



Collectors of airmail flights are familiar with the above related Newfoundland event. On 8 May, 1927, Captains Charles Nungesser and Charles Coli, two French aviators, attempted to fly from Paris, France, to New York, USA, via Newfoundland. Unfortunately they were lost at sea and a search expedition, sponsored by the American magazine 'Aviation Digest', was organised.

Floyd Bennett flew to Newfoundland from New York City on 2 June but his search proved unsuccessful. He carried

an unofficial supply of special-cacheted mail (bearing a facsimile of the 1857 3d green triangular stamp); one of which is illustrated here.

References:

W. S. Boggs, *The Postage Stamps and Postal History of Newfoundland* (Quarterman Pub., 1975), p.146.

R. E. R. Dalwick, C. H. C. Harmer, *Newfoundland Air Mails, 1919-1939* (H. R. Harmer, 1953), p.94.

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BRITISH COLUMBIA POSTAL HISTORY	PENCE ISSUES
CENTENNIAL (1967) ISSUE	PERFINs (PRIVATE)
CINDERELLA MATERIAL	PLATE BLOCKS
DEAD LETTER OFFICE	POSTAGE DUE ISSUES
DISASTER COVERS	POSTAL HISTORY COLLECTIONS & LARGE LOTS
DUPLEX CANCELLATIONS	POSTAL STATIONERY
EDWARD VII ISSUE	PRE CANCELS
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FANCY NUMERAL & SPECIALTY CANCELLATIONS	PROOFS
1859 FIRST CENTS ISSUE	QUEBEC POSTAL HISTORY
FIRST DAY COVERS	QUEBEC TRICENTENARY
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FOREIGN COVERS	RATE COVERS
FORGERIES	REGISTERED COVERS
INTERNATIONAL MACHINE CANCELLATIONS	REGISTRATION STAMPS
JUBILEE ISSUE	REVENUES
LARGE QUEEN ISSUE	ROYAL TRAINS COVERS
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LITERATURE	SEMI OFFICIAL AIRMAILS
MANITOBA POSTAL HISTORY	SHIP CANCELLATIONS MARKINGS & VIEWCARDS
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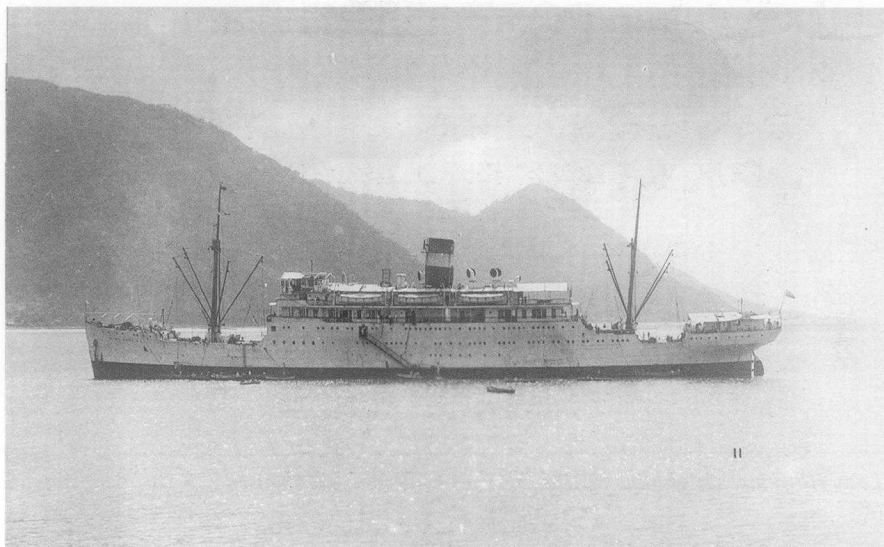
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THE LADY BOATS(2)

David F. Sessions, FRPSL, FRPSC, FCPS



Photograph of the 'Lady Hawkins'.

Lady Hawkins

Second of the Ladies to take to the water on the Eastern Route, 'Lady Hawkins' initially used the same type of 'MAILED AT SEA' hand stamp as her sister ships. However an additional hand stamp 'CANADA & WEST INDIES MAIL' appears to have been used on the maiden voyage only. The 'MAILED AT SEA' handstamp was replaced, in the latter part of 1929, by a smaller (48mm as opposed to 59mm) version in sanserif script. This mark seems to have been very short-lived, with only two reports, in December 1929, having been noted. A 45mm version was in use in 1930. Next up was a two-ring hand stamp that was in use from April 1931 until November 1937. This was followed by a slightly smaller two-ring hand stamp. It was in

use from the end of 1937, well into the war years. Oddly, as will be seen from Appendix 2, the ship was identified in the hand stamps with the prefix 'CNS', as were the Ladies 'Rodney' and 'Somers'. Both 'Lady Nelson' and 'Lady Drake' bore the prefix 'RMS'. All five ships were licensed by the postal authorities to carry mail and were entitled to use the prefix 'RMS'.

It is reported that the ship's name was removed from the hand stamp in 1940 for security reasons. This may be so but a cover in the author's collection shows it to be still in place on 20 December 1940.

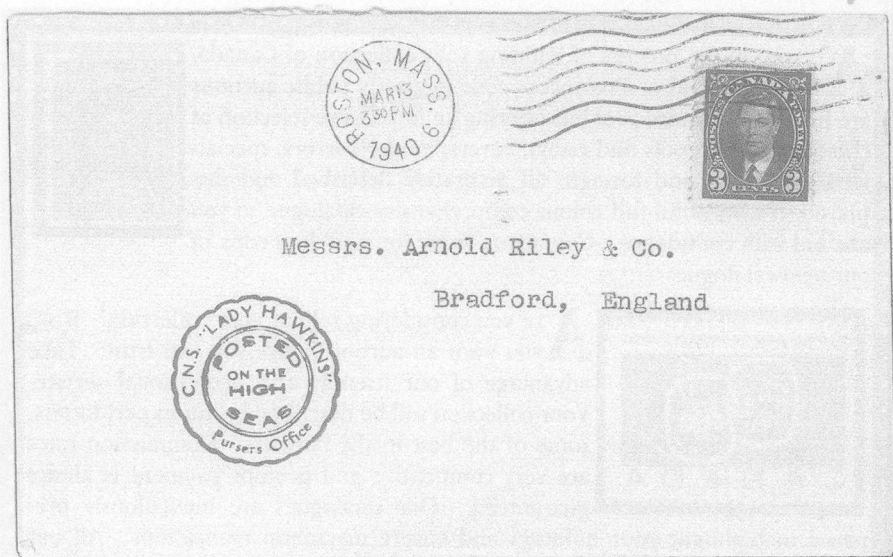
The 'Lady Hawkins' was torpedoed by the German submarine U-66 in the night of 19 January 1942, some 180 miles east of Cape Hatteras, en route to Bermuda. The U-66 was under the



'Lady Hawkins' staight line MAILED AT SEA (59mm), 27 August 1929



'Lady Hawkins' two-ring circular handstamp 18 May 1933.
Cover also carries Trinidad Paquebot handstamp.



'Lady Hawkins' scalloped circular handstamp 13 March 1940

command of Korvetten Kapitän Richard Zapp. By coincidence, Captain Achilles, who led the attack on the 'Lady Nelson', made three patrols on U-66 under Zapp before being given command of his own U-boat the U-161. The U-66 was sunk on 6 May 1944, west of Cape Verde Islands, by aircraft from the US escort carrier USS Block Island.

Three lifeboats were launched from the 'Lady Hawkins' but only one reached safety, under the guidance of Chief Officer Percy Kelly. It initially carried 53 passengers and 23 crew, though only designed for a maximum of 63 persons. The lifeboat was adrift for five days, during which time four men and one woman died. The survivors were finally rescued by the 'SS Coamo', a Puerto Rican ship. Chief Officer Kelly was awarded the MBE and Lloyds War Medal for bravery at sea in commanding the lifeboat. Of the 'Lady Hawkins' passengers and crew, 250 died.



In part one we mentioned the post war handstamps of the 'Lady Nelson'. These are illustrated here. Above is the 1950 version, below the 1952. Note the different spacing at 3 and 9 o'clock.



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There's a Moose Loose

Collectors of modern errors and varieties will be interested to hear of a dramatic error on the new \$5 Moose definitive. Gary Lyon reports the purchase of two

blocks with all of the engraved colours missing, the result is a complete lack of Moose! As we went to press these eight stamps are the only ones reported.

Illustrations courtesy of Gary Lyon

Continued from page 315

Research Section of the National Postal Museum, *Mail Arrangements for Prisoners of War and Internees Held In Canada During W.W.II* (1982) 33:6 CAN. PHIL. 345.

L.W. Sharpe, *Prisoner-of-War Franks of Canada*, (1960) Vol. 26 American Philatelic Congress Book p87-90.

July 1940 Supplement at p13, the *Postal Guide and the Post Office Weekly Bulletin* No. 1007 (22 July 1940).

Unitrade Specialized Catalogue of Canadian Stamps, 1999 ed. (Toronto: Unitrade Press, 1998).

Yellow Peril, *Prisoner of War Free Frank Labels*, (1985) Vol. 19, No. 10 Maple Leaves Journal of the Canadian Philatelic Society of Great Britain p271.

References

1. Article 38 of 'The Convention Relative to the Treatment of Prisoners of War'.
2. Lloyd Sharpe states, "they are all said to be the work of the King's Printer. I believe, however, they were actually the work of 'Le Droit' of Ottawa. I know for certain the 1946 printing was done by Le Droit." - see L.W. Sharpe, 'Prisoner-of-

War Franks of Canada' (1960) Vol. 26 American Philatelic Congress Book p89.
3. Robert A. Lee auction 2 March 2004.

Forthcoming Events

2004

Oct 28-30 Philatex, Horticultural Hall, London

Nov 20/21 ABPS National Philatelic Competition, Basildon

Dec 3-5 Monaco, Phil.

2005

Feb 23-27 Stampex, Islington, London

Feb 24-26 Philatex, Horticultural Hall, London

Apr 21-24 Sydney, Australia

Apr 30-May 1 ORAPEX, RA Centre, Ottawa, Canada

May 10-15 Brno 2005, Czech Republic

May 27-29 ROYAL 2005 ROYALE, London, Ontario

Jun 2 Naposta 2005, Hanover, Germany

Jun 25 Midpex, Coventry

Sep 2-4 BNAPEX, Fantasyland Hotel, Edmonton, AB, Canada

Sep 14-18 Stampex, Islington, London

Sep 21-24 CPS Convention, Renfrew

2006

May 27-Jun 3 Washington 2006

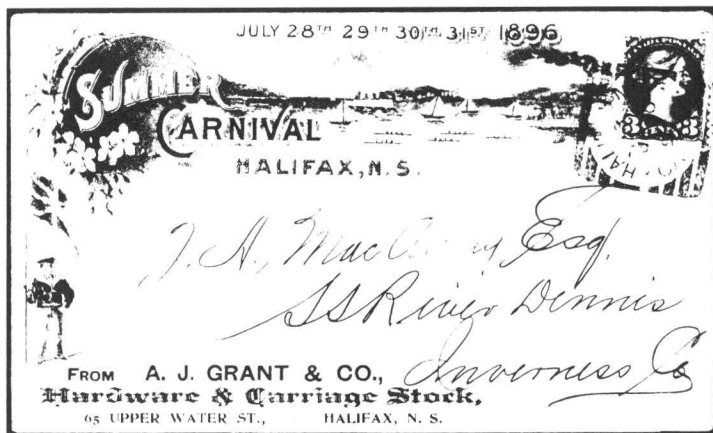
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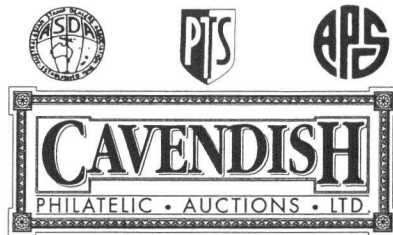
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FROM THE ARCHIVES (2)

R. B. Winmill

Departmental order 18, the first presented in this instalment, related to the sealing of mail packages. At the time these instructions were received, not all official seals were yet available for distribution, presumably they were

received later at Quebec and distributed. The second circular presented related once again to newspaper postage; it also dealt with adverse climate conditions as they affected postal services. Finally, department order 20 dealt with the

DEPARTMENT ORDER, No. 18.

General Post Office,

Quebec, 27th Nov. 1830.

A supply of Official Seals, for sealing Mail Packages, having been received from the General Post Office London; for the use of the several Offices in the Canadas, they are now distributed, and each Post Master will acknowledge the reception of *that* for his Office, upon the within printed Receipt which he will inclose to the D. P. M. Genl. by return of Post.

The D. P. M. General finds it necessary to avail himself of the present opportunity to to animadvert upon the slovenly and insufficient manner in which some Postmasters continue to put up their mails, notwithstanding the cautions on that head heretofore bestowed; bad wax and flimsy Wrappers are often employed, and the packages in consequence of the friction to which they are exposed in the Portmanteaux, are broken open, and the letters scattered and injured. It being however a matter of primary importance that the Mail Packages should be effectually secured against all ordinary risques, and made up in a business like manner, those seals have been procured, and it is hoped and expected, for the credit of the Department, that more attention will be paid to this point of duty in future, and that good wax and sufficient wrappers will be used, and a fair impression of the seal be affixed upon each mail, whether inclosed in Paper, or in a Canvas bag

Strong Twine should also be used to bind the Packages when they are heavy, in addition to the wax—more particularly when they are to go a long distance, or when the Roads are bad—the tighter the Packages are bound the better.

If from any particular cause it should occur that a Post Master cannot obtain good sealing wax (which may occasionally happen at a remote country office) he should in such a case, make use of *Paste* to seal up his mails; in the manner that Printers do their Newspapers—as this affords better security than wafers.

T. A. STAYNER,

D. P. M. General.

DEPARTMENT ORDER, No. 19.

General Post Office,

QUEBEC, 1st DECEMBER, 1830.

No 1. The publishers of the *Albion*, and of several other American Periodicals, having recently adopted the plan of paying the United States postage on such of their papers as are circulated in the Canadas by Post, and those papers bearing on their *Envelopes* the word PAID, (which is affixed in the United States,) several Post Masters in this country have erroneously adopted the idea that the British Postage also has been paid—this however is not the case—no British Postage is, or can be paid on those papers, in the United States—Post Masters therefore are cautioned not to be deceived by the word “Paid,” which may appear on American Papers on their arrival in this country, but to recollect that such papers are still liable to the penny, British Postage—which when collected is to be credited in the Account Current, opposite the Item prepared for it.

If an American News Paper, after being read in this country, should be Mailed ~~here~~, the Postage must be paid when it is put into the Post Office—and in this case the Post Master should write on it “*British postage paid,*” which will prevent any misunderstanding on the subject.

No. 2. The bad weather and bad roads lately experienced throughout the country, have operated not only to the retardation of the Mails, but to their serious injury—the remarks upon the road Bills shewing that the packages (from the united effects of moisture and friction,) have been in many cases nearly destroyed. The Deputy Post Master General therefore considers it may be useful at this moment to apprise Post Masters that it is their duty at Seasons like the present, to bestow increased attention to the security of the Mails which they make up—by using sufficient wrappers and twine—and by binding the packages up as compactly as possible—and he begs that this injunction may be borne in mind, as by proper precaution much may be done to obviate the injuries to which the Mails are liable. Post Masters should also see that the Couriers use every means in *their* power to shield the Bags from the weather.

T. A. STAYNER,

D. P. M. G.

regulation and exchange of the American mails and improved services along the principal route from Montreal, through Kingston and York to Queenstown.

Note; The manuscript correction reading ‘in Canada’ was penned in on all copies distributed.

THE EXCHANGE PACKET MANAGERS

are always looking for more material.
Perhaps it's time you had a good turn out!

GENERAL POST OFFICE.

Quebec, 11th. December, 1830.

No. 1. A new arrangement having been concluded with the American Post Master General for regulating the Post intercourse between Upper-Canada and the United States on the Niagara Frontier, the Office at Queenstown will, from the 6th of next Month, become the distributing Office for the Correspondence with the United States, instead of Niagara.

For the accommodation of the inhabitants of Niagara and Fort Erie, it has been provided that they shall be afforded the means of a direct intercourse with the United States, the particulars of which arrangement have been specially communicated to the respective Post Masters at those Offices.

The new arrangement does not effect the Offices of Kingston and Prescott, which are still to be distributing Offices for the United States, for their respective sections of Country.

No. 2. The great increase of Population, and of the Agricultural and Commercial business of the two Provinces, having rendered necessary a corresponding extension of the Post accommodation from Montreal upwards, the Deputy Post Master General announces to the Department, that he has entered into Contracts for conveying the Mail five times a week, (instead of twice as at present) on the Grand Route between Montreal and the Niagara Frontier, and that this alteration will commence the 6th January next.

The following is the detail of the regulation, viz :

The Mails being made up the preceding evening, will be despatched from,

Montreal— <i>West</i>	} On Monday, Tuesday, Wednesday, Thursday and Friday at daybreak or earlier, and the return Mails will arrive at those places respectively, on Tuesday, Wednesday, Thursday, Friday and Saturday in the afternoon.
Kingston— <i>East and West</i>	
York— <i>East</i>	

The Mails between York and Queenstown, *passing through Hamilton, St. Catharines and the Village of St. David*, will leave York and Queenstown simultaneously at Twelve o'Clock at noon, on Monday, Tuesday, Wednesday, Thursday and Friday, and get through in 24 hours.

The immediate superintendence of the Mail Carriers on the Route from Montreal to York, is intrusted to the Post Masters of Montreal and Kingston, and the line from York to Queenstown will be under the care of the Post Master of York, and those Officers will report to the Deputy Post Master General on such points as it is necessary he should be made acquainted with.

When the plan above described of sending the Mails five times a week, shall have got fairly into operation—Post Masters who are in charge of Cross and Bye Posts, connecting with the grand Route, will please observe whether any improvement can be made in the time of despatching the Couriers who serve those Posts, and report their observations for the consideration of the Deputy Post Master General.

The Deputy Post Master General is well aware that in increasing the number of trips on the grand Route as he is now doing, he is imposing much additional labor upon the Post Masters residing on that Route, but he hopes that as the measure has become necessary, they will cheerfully afford their aid towards carrying it into effect.

T. A. STAYNER,

D. P. M. G.

ONE THING LEADS TO ANOTHER(Part 6)

L. F. Gillam, FCPS

Readers who have had the stamina (and goodness) to stay with me over five long instalments of what might well have been entitled 'the life and times of William Rennie' will have noticed that I finished part 5 on an unaccustomed note; an uncompromising assertion that he, or more precisely, his company, sold Canada's staple seed corn 'by the ton'. Here were no 'ifs' or 'buts'.

I have already acknowledged my debt to those who have provided the facts, given 'body' to what would otherwise have been very thin gruel indeed; without their help I would have been left wondering why Canada Post commemorated the lives of two botanists in July, 1981. University professors of botany, however eminent, are not cast in

the heroic mould of soldiers, explorers or even pioneer railway engineers; nor do they have the aesthetic appeal of authors, poets or painters. There must have been a special reason why John Macoun and his French-Canadian colleague should have been so honoured by the issue of special stamps (SC894/5); but what it was eluded me at the time. I was determined to find out, however, and for the first time regretted having destroyed the leaflets that Canada Post issues with its new stamps.

During the years that preceded the building of the Canadian Pacific Railway no one was more explicit than the journalist or politician (it was probably one or the other) who ventured the opinion that, if Canada's first transcontinental railway was ever built, it

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would only be two streaks of rust across the prairies, or it would not earn enough to pay for its axle grease. One who had some claim to know what he was talking about, John Pallisser, the famous explorer (SC1202), went so far as to say that building a railway north of Lake Superior, across the Canadian Shield, would be quite impossible. Others, including Henry Hind and Sir William Butler, both notable geologists, cast doubts on the fertility of much of the northern plains. Moreover the long and notoriously capricious Canadian winter would only be intensified in more northerly latitudes, making the short growing season for cereal crops (especially wheat) too daunting a prospect for knowledgeable settlers to contemplate. At its best (say at latitudes 43 to 46 degrees north in Ontario) farming was always a gamble. Most immigrants (some say as many as seven out of every ten) just used Montreal as a staging post and, after 1856, by courtesy of the Grand Trunk Railway (or the Great Western from Toronto) merely booked a seat in a 'colonial car' to Sarnia or Windsor. There, across the St Clair or Detroit rivers, somehow the grass looked greener. It always does and seldom is. That they, or their successors, in their thousands were later to find the promised land in the Canadian prairies, where it was cheaper (sometimes free) and certainly more rewarding, lay in the future when what is known to historians as the Canadian miracle transformed the second largest country in the world from a bunch of fractious, quarrelsome provinces, into a proud, self-confident and prosperous nation.

Of course this did not happen overnight; we must talk in terms of years if not decades. A start could be made with the completion of the Canadian Pacific Railway (one of the seven wonders of the modern world) between two of the finest

ice-free ports on earth, Halifax and Vancouver N.S./BC.

After that as Pierre Berton, the French Canadian journalist, wrote, "Nothing could ever be the same again." But it was not only in the technological and industrial world that things were changing. These were mainly confined to means of communication or labour-saving devices in the field or factory. The Reverend Robert Bell's reaper with reciprocating knife has already been noted; but it was chiefly on the great plains of America that changes in time-honoured farming methods were necessary. It was in this sphere that the remarkable ingenuity and skill of American engineers was most apparent.

To them the farmer owed improved ploughs with steel shares, new methods of harrowing, more efficient seed drills, binders, mowers, rakes and above all the combine harvester hauled, in some cases, by teams of 30 or more horses. These inventions, coupled with the harnessing of steam power from stationary engines, enabled 100 acres or more to be worked in the time that would once have yielded one. But of what use was all this, what use were the huge grain elevators (the first mass produced buildings) that sorted, graded, cleaned and dried the grain, if the soil was not productive and the climate was so unpredictable, even hostile? For that matter what was the use of railways if the freight upon which they depended was not enough to pay their operating costs, let alone provide a modest return for those who had invested in them?

The C.P.R. was placed in such a dilemma from the very first when construction west of Winnipeg began in 1881. By the end of 1882 the line had reached Regina. To the east of Winnipeg, the line to Fort William, most of which had been constructed by the Dominion government during the Liberal Alexander

Mackenzie's régime, 1873 to 1878, was in operation by 1884. Mackenzie (another Scot) has always been outshone by his Tory opponent and suffers in comparison rather undeservedly. It was his misfortune to become Prime Minister at a time of agricultural and industrial depression when falling prices hit farmers hard, and when cheap imports from America stifled the development of Canadian industry. As a consequence unemployment was rife. For the first time many began to believe that salvation lay in Canadians joining their eager republican neighbours, at first in some kind of economic union. That this would ultimately lead to political union and the abandonment of ties with Great Britain was very much something that Uncle Sam desired.

Well of course it did not happen. The Canadian miracle partly, perhaps mainly, accounts for this. British diplomats also played their part. Human nature being

what it is, the more American politicians and newspaper editors threatened to 'kick or kiss' Canada into America's embrace, the more Canadians resisted. Not surprisingly it was only in British Columbia and Manitoba that discontent boiled over into threats to abandon Confederation and 'go it alone.'

In Manitoba the advent of the C.P.R. brought about two grievances: one, the monopolistic elevator operators who insisted on separating sound grain from that which had been frosted or blighted by one pest or another. The farmers wanted flat grain warehouse storage facilities where grain was all mixed together; everything as far as they were concerned was 'grist to the mill'. Not so to William Ogilvie, the wealthy miller who owned the elevators. Manitoban flour to him was going to be the best in the world. British bakers and Victorian housewives would love it. Such also was the attitude of the



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General Manager of the C.P.R., William Van Horne. For the foreseeable future wheat and other cereals would form the principal freight that his railway would carry, and for him the reputation of Manitoban hard wheat and the C.P.R. were identical. The second grievance of Manitoban farmers centred upon the rates which the C.P.R. charged for conveyance of their produce to eastern Canada and much of it, ultimately, to Great Britain.

Thus, in 1889, when Rennie moved to Swansea, his eyes were obviously focussed on the 'Golden West' where many of the settlers had left their small and sometimes 'worked out' farms in Ontario. They did so in the light of the 160 free acres that the C.P.R. offered in addition to as much land as they could afford to buy at a rate that was ten times cheaper than that in the Dakotas, Minnesota and other midwestern states. Many were doubtless former customers of Rennie; but as long as the occupied land was confined to a narrow strip along the C.P.R., to the extent of about ten miles on either side of the single track, and as long as the railway was forced to charge for carriage of freight by distance as well as weight, there was no conceivable way in which the prairie farmer could profitably work his land.

Once the British Columbians had been placated by the arrival of the C.P.R. in 1885, or 1886 or 1889 (depending upon what interpretation is placed upon the word 'completion') there were two compelling necessities if the future western provinces and Manitoba were to be occupied without inviting a 'take over' by the Americans. First there was the need for more railways to serve the land that had been subject to so much controversy when the route of the C.P.R. was being seriously discussed. Again the underrated Alexander Mackenzie solved the problem, or rather John Macoun did. At

Mackenzie's invitation he undertook a survey of the land between the Rockies and Lake Superior. His verdict was that land between Winnipeg and Edmonton (christened the 'Park Belt') was the most fertile in the whole of the North American continent. This was in 1876, thus confounding Doubting Thomases like Hind and Butler and, incidentally, confirming the opinion of Sandford Fleming and the Tyrell brothers. But there was one thing upon which the experts did agree: the land might well be fertile but the climate in the north inhibited any idea of successfully growing wheat.

This was no new problem. Canadians had lived with it for generations. While they did so two men, and possibly William Rennie on his experimental farm and others as well, tried to remedy the situation. One man was successful. He was the son of a wealthy pharmaceutical manufacturer who, in 1868, bought a farm and through countless experiments, during which he crossed Red Fife with hardy Russian and Ukrainian grains, gradually engendered a new strain of wheat that matured early enough in eastern Canada to defeat the onset of early autumn frosts. His name was William Saunders, but it was left to his son Charles to crown his father's work with success when, after thousands of further experiments, he developed a strain of wheat that ripened up to 53 degrees north 10 to 14 days earlier than any other known strain. It was called Marquis wheat after the Marquis of Lorne the then (1904) Governor General of Canada.

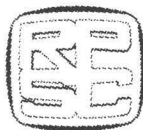
Standard time, submarine cables, the typewriter and telephone, the internal combustion engine, electric trams and electric light, all these meant change. All contributed to the Canadian miracle; but they affected the whole civilised world as well. But when Marquis wheat was introduced to the prairie provinces,

enabling Saskatchewan and Alberta, to be brought into existence in 1905 and peopling them with more than two million new immigrants from practically every known European country, that was a miracle worked by a young man called Clifford Sifton. His, 'Free Homes for Millions' banner, floating proudly in London at the time of Queen Victoria's Diamond Jubilee, started an unprecedented immigrant recruiting programme that was only halted by the Great War.

There is a school of writers today who, indulge in what is known as countervailing history. They speculate on what would have happened 'if'; if for example Napoleon had won the battle of Waterloo. There are endless possibilities here and history as a form of fiction can be turned upside down. As far as I know no one yet has speculated on what would have happened if a fire-eating American president, together with his Secretary of

State, had decided to occupy northwest Canada. Before 1885 and certainly since the end of the Civil War there were only a handful of settlers of European descent there. On the basis of occupation, Canada had little claim to the vast former territories of the Hudson's Bay Company. Even as late as 1896 there were only 1,867 homestead entries in western Canada and of these more than 400 were abandoned. Possession being nine tenths of the law there was nothing to prevent a successful American occupation. The eastern provinces would have joined the west to make one more star for 'Old Glory'. There would have been no more Canada; William Rennie or someone in his employ would not have collected those thousands of covers which eventually found their way to a Toronto stamp dealer. And with no Canada there would have been no Canadian Philatelic Society of Great Britain. Now there's a thought!

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BOOK REVIEW

Centennial Definitive Series 1967-1973 by D. Robin Harris. Card cover, 434pp 8.5"x11", spiral bound. Published by Saskatoon Stamp Centre, Saskatoon, 2000, \$39.95 plus p&p, hardbound copies available at \$59.95*

Yes, we know this review is a little late, some four years in fact, but a copy did not come our way at the critical time. However it is a most important book and we feel it warrants our belatedly bringing it to the attention of any collectors of QE11 material, particularly the Centennials, who have not had the good fortune or foresight to obtain a copy already.

The author has done great service to collectors of 'modern' Canada by producing an epic series of books on the various definitive issues between 1952 and 1996 and there is no doubt that the Centennial issue is the greatest challenge in this period. The popularity of the issue has proved helpful, of course, in that several books have already appeared over the years since the issue was superseded more than 30 years ago; these have been the bedrock upon which Robin has built and, my, has he built - over 400 pages of detailed information.

This may seem daunting but such is not the case; the bulk of the book features diverse listings and flow charts under various headings, e.g. sheets, coils, booklets, tagging. From these charts has been evolved probably the most useful single tool for collectors of the issue, namely flow charts for each value which lead to the identification of any individual stamp. The presentation of information in this way offers the collector a variety of ways in which to make sense of a collection of Centennials without dictating a specific

approach.

The tabular information is complemented by copious illustrations, including detailed drawings of the myriad minor varieties. There may be more dots than the average collector feels the need to show, but they are all logged - just take your pick!

In addition to the basic stamps, booklets and coils (including tests) are dealt with in detail, as indeed are precancels and perfins, not to mention the whole range of stationery. It was pleasing also to see that even the fakes and counterfeits got a look in, so often these are overlooked in the study of a particular issue.

Aside from the meticulously presented lists, charts and diagrams provided by the author there is, embedded in the book, a splendidly comprehensive essay, by Leo Beaudet, on the production of the Centennial issue. This should be required reading by all students of modern Canada, even though it is specifically relative to the Centennials.

Whilst the depth of the book is such that it will be appreciated by advanced collectors, the format allows a neophyte Centennial collector to dive in and choose his or her own depth - a truly difficult feat of authorship. The book is unreservedly recommended.

**At the time of writing Saskatoon S.C. had a small stock of each version, see advert for address etc. Stocks were also held by Auxano Philatelic Services Inc. but we understand that their literature stock is being/has been liquidated, there may still be a bargain to be had! Their e-mail address is: order@auxanostamps.ca*

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LETTERS TO THE EDITOR

Fred Fawn

THE 1898 MAP STAMP

It was gratifying to see two illustrations of the Map stamp in *Maple Leaves*, April 2004, pp 245 & 247. 'The Yellow Peril's' lovely mock-up and 'A CENT A POUND' article suggest that no bulk newspaper mailing receipt (in English), with Map stamp properly used, is in existence.

I beg to differ. The Map collection that I built does contain a newspaper receipt, dated 27 January, 1899, from Brantford, Ont. This item is illustrated in my book 'Imperial Penny Postage of 1898', which is available free at Toronto & Ottawa philatelic libraries as well as at the Archives. The book can also be purchased from BNAPS.

I would like to note that since the 1999 re-establishment of the Map Stamp Study group, interest in the stamp has expanded greatly on this side

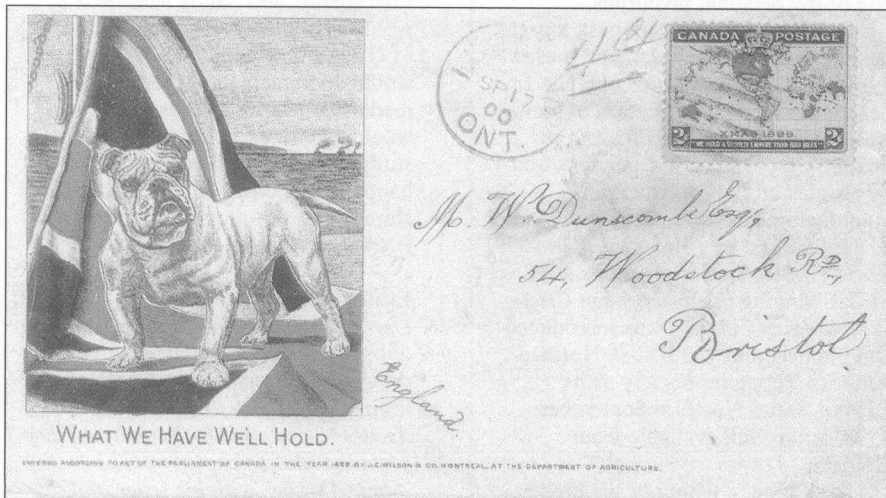
of the pond. The last few years have produced a number of very fine Map collections; some are at International level. I'm pleased to mention that members have lately authored six books on the Map.

Rob Lunn

MORE MAP STAMPS

During early March of this year I attended a weekend workshop in Toronto. As my return flight home to Fredericton was on Monday afternoon, I made a quick visit to my dealer and got 'hung' with three covers.

Getting hung with three exotic map patriotic covers is not an important enough occasion to write a letter to the Editor. In this instance however, there is some justification. One justification would be that all three covers are from the same correspondence. Moreover, cover #3 is short-paid 2¢ and rated '4 Ct'.



#3 *What We Have We'll Hold* - Postmarked 'Midland SP 17 00 ONT'

Since all the covers are addressed to the UK, my question is: Do any of our members have other map patriotic covers from this correspondence?

Phil Grey

PART CIRCLE POSTMARKS

In my collection of 'Part Circles' I have a picture postcard datestamped 'MORELL STATION/P.E.I July 31/15' addressed to Maine, U.S.A., with the Admiral 2¢ red stamp cancelled EXHIBITION (33 x 5mm) in seriffed capital letters. Morell Station was on the railway between Charlottetown and Souris. One wonders what exhibition this could have been. The picture gives no clue.

Robert Smith

PART CIRCLE POSTMARKS

With reference to Phil Grey's letter concerning Canadian broken circle postmarks, which appeared in the January 2004 issue - I can refer him to a number of items that have been published on this interesting subject - one of my personal favourites.

In the relatively recent past, a great deal of work has been done on these markings by Gray Scrimgeour. His first description and classification of them was published in the *PHSC Journal* #42, 35-36 (1985). This was followed by articles on the handstamps manufactured by D.G. Berri in #96, 2-11 (1998), and by J.H. Venning in #97, 32-36 (1999). Dr Scrimgeour's gold-medal-winning exhibit, *Broken Circle Postmarks of Canada*, was reproduced and published by the British North America Philatelic Society as its Exhibit Series No.16 in September 1999, and is still available from BNAPS.

In addition, a listing of the broken circle postmarks of one province,

Ontario Broken Circles, was published in 1999 by Bruce Graham under the auspices of the Postal History Society of Canada. This is a 240-page listing of broken circle and earlier-type postmarks of the province of Ontario only, and gives earliest and latest dates of each mark known to Graham at the time of publication. Work has been ongoing since that time to add to the data, and much new information has come to light, including many pages of new hammers and limit dates.

Leopold Beaudet

ADMIRAL STUDY GROUP

I am editor of **The Admiral's Log**, the newsletter of the Admiral Study Group of BNAPS, and I would like to obtain information about Admiral study groups that preceded the current BNAPS group. The CPS of GB had an Admiral Study Group that was active between 1964 and 1990, and perhaps longer. The group was co-ordinated by the late Jim Bacon and members included John Hannah, Dan Rosenblat, Fred Keane, and Sandy Mackie. I would like to learn more about the CPS of GB Admiral Study Group, and would appreciate any information readers of **Maple Leaves** can provide. I would also like to obtain copies of the study group newsletter, and would be happy to pay costs of reproduction and shipping and/or provide copies of the BNAPS study group newsletter.

Editor's Note:

Our Librarian, Brian Stalker, has been able to provide photocopies of the run of newsletters held in the Society's library. These run from 1965 to 1970. Are there any outside these dates? Leo provided sample copies of 'The Admiral's Log' with his letter and this Editor was most impressed. Any

students of the issue who are not already in touch with Leo would do well to make the effort. Postal address is in the Handbook, email address is lbeaudet@magma.ca

Mike Street

L.C.D.

I hope that the following will help answer Len Belle's 'LCD' query in ML No.292.

Although 'Letter Carrier Division' is a possible source of the abbreviation 'LCD', the most common use is 'Letter Carrier Depot'. In cities with home delivery and large numbers of staff, Letter Carriers usually report to work at depots, buildings separate from (though often adjacent to) a post office. Mail is sorted here before being put into bags and trucked to relay boxes nearer the delivery routes. In smaller places with home delivery the work is done in a separate section of the local post office. In both cases

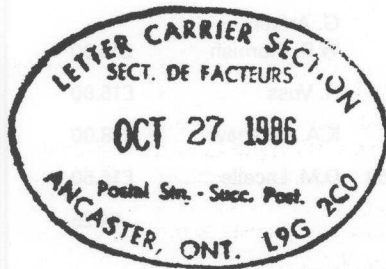


Fig.1

there is usually at least one cancellation device available for use on damaged, uncancelled and other mail requiring special treatment. These devices often include the 'LCD' abbreviation along with city/town name, facility postal code and date.

Before Ancaster became part of the city of Hamilton, Ontario, Letter

Carriers working from part of the local post office used a canceller with the words 'Letter Carrier Section/Sect. De Facteurs' as shown in Figure 1. (A later version of this device was somewhat larger overall, with bigger letters.) After the forced amalgamation of Ancaster into the city of Hamilton, the Ancaster Letter Carrier facility became one of seven Hamilton Letter Carrier Depots. Figure 2 shows a portion (the rest did not get enough ink) of the device now in use, received on a letter that had been damaged in transit.

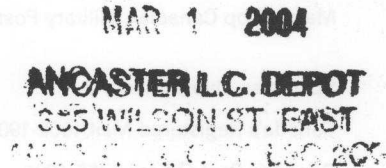


Fig.2

The Yellow Peril

HELP AT HAND

Referring to Les Taylor's and John Wright's letters in the July issue, Hechler covers are popular. It would be interesting to know if it fetched the daunting £3,000. (See below-Ed).

A partial answer to Mr Wright's query: John Spread Baldwin, who was in partnership with Jules Quesnel, was born in 1787 and died 1843. Robert Baldwin Sullivan b.1802, d.1853 was Commissioner of Crown Lands. Hope this is useful.

HECK OF A PRICE!

In the last issue, Les Taylor advised of an expensive looking cover addressed to Henry Hechler (p297). Les has since advised that the cover sold for 7,500 Euros (£5,000) plus commission!

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PALMARES

The following members, showing BNA material, were successful at recent national level shows in Canada.

Whilst our felicitations go to all our medal winning members we would particularly like to congratulate Sandy Clark and John Cooper on their Grand and Reserve Grand Awards at Royal 2004; likewise Jack Wallace and Bill Topping at PIPEX.

Royal 2004 ROYALE 28-30 May

GOLD

Sandy Clark - Early Nova Scotia Postmarks

John Cooper - Booklets Under Four Reigns

Graham McCleave - Registered Letter Stamps - Canada

'The Brigham Collection' - The Dominion of Canada: The Maple Leaves and Numerals, 1897-1902

Hendrik Burgers - Canadians in Russia: The Last Contingent of WWI

William Topping - Canadian Pacific Steamships Way Mail

Warren Wilkinson - Prince Edward Island Postal Rates, 1 January, 1860 to 1 July, 1873

SILVER

Ron Smith - Fancy Cancels on Small Queens

PIPEX 2004 11-13 June

GOLD

Jack Wallace - Colonial Vancouver Island and British Columbia

William Topping - Canadian Pacific Steamships Way Mail

VERMEIL

John Powell - Postal Stationery, Air Letter Cards and Aerogrammes used in Iraq, 1914-2003

Barry Brown - Revenues for War, World War I & II

Ron Leith - Toronto Cork Cancels 1870-1875

SILVER

John Powell - Squared Circle Cancellations, London Branch Offices

ONE FRAME - SILVER BRONZE

Bill Pawluk - The Squared Circle Postmarks of Canada - A Collecting Challenge

Our thanks go to Richard Thompson and Barry Brown for keeping us in the picture.

AMENDMENTS TO MEMBERSHIP to 20 August 2004

New members

- 2890 Latchford, David F, 3 Rugby Place, Kemptown, Brighton,
East Sussex, BN2 5JB (latchford@ntlworld.com) A Map
- 2891 Axe, Michael J, Barbizon Cottage, Marringdean Road, Billingshurst,
West Sussex RH14 9HQ A CGA CGC
- 2892 Hollander, Harold L, 5 Helgarda Ave, Hour Bay 7806, S. Africa
- 2893 Armstrong, Jim, 27 Marielle Court, Ottawa ON, Canada K2B 8P3
(armstrong6811@rogers.com) B, C, PS
- 2894 Sutherland, William, 170 Twin Island Air Park, 52112 Range Road
222, Sherwood Park, AB, Canada T8C 1H6
(sutherland@worldgate.com) CR, PH (2CR)

Change of Address

- 0750 Back, D. E., 79 Liphook Road, Lindford, Bordon, Hampshire GU35 0PG
- 2106 Parama, R, 5511 Grosvenor Square, Houston, TX 77069, USA
- 2274 De Lacey-Spencer, Rev R, The Presbytery, The Common, Southwold,
Suffolk IP18 6AH
- 2007 Eichele, M, Postfach 608, CH-4144 Arlesheim, Switzerland
- 2872 Ellwood, A, Unit B, Starr Centre, 10 Doris Ave, Gloucester,
ON, Canada K1T 3W8 (andy-ellwood@rogers.com)

Amendment to Address

- 2332 Rocheleau, M.J., CP 247, Succ Anjou, Montreal, Quebec, Canada, H1K 4G6

Change of Style

- 1897 National Library of Canada *now* Library and Archives Canada

New e-mail Address

- 1891 Powell, J. M, johnpowell@shaw.ca
- 2267 Trimble, R. E, retrimble@rogers.com
- 2388 Arfken, George B, garfken1@tampabay.rr.com
- 2045 Morin, C, cimonmorin@lac-bac.gc.ca

Correction to Postcode

- 2267 Trimble, R. E, should be L3P 5Z7

Revised Total 411

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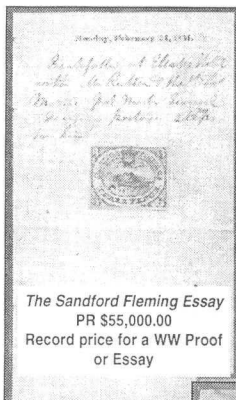
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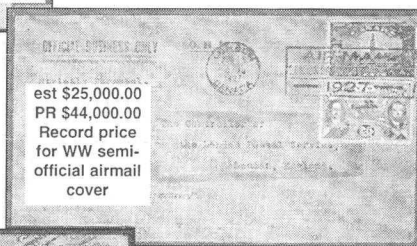
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est \$7,500.00
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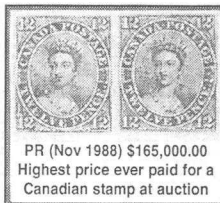
est \$25,000.00
PR \$34,500.00



est \$25,000.00
PR \$44,000.00
Record price
for WW semi-
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