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Maple Leaves

*JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN*

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EDITORIAL

As I sit to write this editorial for the “spring” issue, the persistent snow outside reminds me that winter is not quite over yet – at least in Scotland. A business trip to Calgary in mid January also served to remind me just how cold the winters are across most of Canada. The temperature there peaked at just above minus 20 deg C during my stay and further east across Alberta and Saskatchewan was a good deal colder still. Those members based here in the UK may love Canadian stamps but I think we will stick to our own winters!

Members will be interested to learn of two additional Canadian stamp shows being granted national status on a trial basis. These are the STAMPEX show planned for Toronto in October 2005 and the NOVAPEX show in Dartmouth N.S. in September 2006. When final approval is granted, the number of

national shows across Canada will have grown to seven (from only three in 1997). Clearly our hobby is not quite in the state of demise some sections of the media would suggest. More details on these two shows can be obtained from the RPSC or from your editor on request.

There should be a number of enclosures with this issue. First of these is a copy of the latest Member's Handbook Part 1. We offer our thanks to John Wright and Colin Lewis for their work in producing the update. I would add the usual request to all members to check their details and advise John of any updates or errors a.s.a.p. This will allow us to keep the records and the all important mailing lists up to date. Also enclosed are the booking forms relating to the Society convention in Renfrew this coming September. Please note the

31st July deadline for booking at the reduced package rates for the hotel and get your booking in early to John Hillson. I would also encourage more members to submit entries to the convention exhibition. Speaking as one who entered for the very first time last year, I can confirm that it is not too daunting and offers the chance to learn a lot about exhibiting your stamps and covers in a "friendly" environment. The entry form for exhibits is enclosed and should be returned to Les Taylor by 8th September. I would also remind members that the deadline for sending in lots for sale in the Convention Auction to Colin Lewis is 15th May. Don't worry if you miss this deadline as, with two auctions per year now, lots can be sent in at any time of year and are entered into the next available sale.

Thankfully there were not too many errors and typos in my first effort as

editor but I must own up to one rather important typesetting error in the Society News pages of the January issue. This concerns the news of the lapel badges to be issued for members with continuous long service. Members waiting anxiously for the "gilt" badge will, I regret, have to wait a while longer as these come only after 50+ years service not 25 as incorrectly shown. However, those of us with 25+ years do receive a very nice "silver" lapel badge; my apologies to John Wright for the error. Having seen the finished article I can only imagine that long serving members will be very happy with the gift, regardless of its' hue.

Lastly, an important "advance" notice to our Canadian and USA members. Some of you may be aware that Wayne Curtis was involved in a

Continued on page 79

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"WITHOUT THOUGHT OF SELF"

The Yellow Peril

Stamp and Coin Photos by Rob Lunn



Stamps issued to commemorate the centennial of Bethune's birth in March 1990.

The idea of doing this story was conceived when Dr. Vlasta Hajek of the then Queen Elizabeth Hospital, Toronto, who after reading about nurse Edith Cavell in "Close Encounters" (ML 238, June 1992) asked if I would be writing a doctor story. Although the suggestion was made over ten years ago, I did not overcome the inertia state of my mind until the summer of 2002. The occasion was an inspiring visit to the Norman Bethune Museum at Gravenhurst.

The life of Dr. Bethune is so overwhelmingly eventful that it is difficult to write about him in the limited space of our Journal. The following is but a glimpse of this doctor's selfless dedication to the people.

Henry Norman Bethune was born on 3 March, 1890 in Gravenhurst, Ontario. His father Malcolm Bethune was a Presbyterian minister; his mother, Elizabeth Ann Goodwin was a

missionary. Malcolm had met Elizabeth in Hawaii. He was deeply impressed by her commitment to missionary work and he returned to Canada to become a minister himself. Ann followed and they were married. They had three children: Janet Louise, Henry Norman and Malcolm Goodwin.

Norman finished high school in 1907. He worked for a while as a lumberjack. In 1909 he took a teaching job at a rural school. When the school year ended, he enrolled in the University of Toronto. In 1911, Bethune interrupted his schooling to work as a labour-teacher for the Reading Camp Association where he was assigned to a lumber camp in Georgian Bay. There, he worked as a lumberjack by day and in the evenings taught Canadian immigrants the three R's. After a short while, he resumed his medical studies.

When World War I broke out in 1914, Bethune enlisted in the Royal Canadian Army Medical Corps. While



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serving as a stretcher-bearer he was wounded in Ypres, France. He was shipped to England to heal. After three months he was sent back to Canada to finish his medical studies. In December 1916, Bethune attained his medical degree and the following September he joined the Royal Navy, serving as a Lieutenant-Surgeon aboard H.M.S. Pegasus and doing active duty in the North Sea. In 1919 Bethune was discharged from the navy. He stayed in London to study paediatrics. By January 1922 Bethune was elected a fellow of the Royal College of Surgeons of Edinburgh.



Bethune's formal British Royal Navy portrait, 1917.

(Photo from "BETHUNE" Environment Canada Parks Service)

In 1923, Bethune married Frances Campbell Penny – a gorgeous Scottish doll, and set off on a wild six-month honeymoon in Europe. In less than a year Bethune was broke. Hoping to find easy money and success, Bethune took Frances to Canada. He found neither in his homeland. Undaunted, in 1924

Bethune moved to Detroit, Michigan where he set up his one and only practice.

His business was not brisk and rich patients did not flock to him for treatment. Through his work, Bethune noticed that the patients who needed his help were those who could not pay for it. His generosity led him to treat those patients for free. In desperation, he took a part-time job teaching medical students how to write prescriptions. In teaching, Bethune discovered that he had a gift for it.

As to his personal life Bethune was torn between dreams of success and his belief in service to others. He was also concerned about the gap between medical service for the rich and the poor but he could not do anything about it.

Frustrated, Norman began to drink, often suffering bouts of rage and bitterness. His behaviour frightened Frances. She left him in the fall of 1925. Norman tried to lose himself in work but he did not have the energy he once had. His fatigue was diagnosed as pulmonary tuberculosis. Norman headed to the Calydor sanatorium, near Gravenhurst. In December 1926, Bethune transferred to the Trudeau Sanatorium at Sarnac Lake, New York.

One day, while wading through volumes of medical literature in Trudeau's excellent library, Bethune chanced across an article on a treatment called artificial pneumothorax or AP. It was a simple treatment... a hollow needle was inserted between the patient's ribs into the chest cavity, just outside the diseased lung. Air was then pumped into the chest through the needle. The pressure from the air collapsed the lung, forcing it to stop working. With one lung at rest, the tuberculosis was contained. This gave the infection a better chance to heal than did simple bed rest.

Excited about this treatment, Bethune demanded that artificial pneumothorax be given to him. On 27 October, 1927, AP was performed on him. By 10 December, his left lung was stable and his right lung had healed.

April 1928, just after his 38th birthday, he joined the staff of Montreal's Royal Victoria Hospital. There, Bethune worked under Dr. Edward Archibald, the leading pioneer of thoracic surgery. Filled with excitement about his future, he wired Frances asking her to marry him a second time. She accepted.

As assistant surgeon in thoracic surgery, Bethune proved himself a genius with mechanical inventions. His most famous invention was the Bethune Rib Shears. It is still used today. Another important invention was a lightweight version of the equipment used in artificial pneumothorax. Because of its improvement, within a decade 50 percent of the sanatorium patients were receiving artificial pneumothorax; at the time of his own treatment, AP was used only on five percent of all patients.

The inequality of the medical system continued to haunt Bethune. It galled him to know that the poor and the rich could not be looked after under the same medical system. He began to think about ways to change the system. Bethune's unrelenting drive to improve the situation bothered many complacent people. They bristled at Bethune's unceasing questions. The medical staff's apathy irritated Bethune and drove him to speak more forcefully. Finally, in 1932, Archibald sacked him. At 42 Bethune, an internationally known surgeon, was unemployed. On top of all this, Frances who had remarried him was about to divorce him again. Even after he left Royal Victoria Hospital, Bethune pursued his concerns for poor

people. He operated a free clinic on Saturdays. He always loved children and he ran a free art school in his apartment.

Although Dr. Archibald would not work with Bethune he acknowledged Bethune's contributions to the hospital and his surgical skills. When a job opened at the French Hospital du Sacré Coeur, outside Montreal, Archibald immediately recommended Bethune, who was hired as chief of the department of pulmonary surgery and bronchoscopy in January 1933. At the Hospital Sacré Coeur, Bethune not only introduced person-to-person blood transfusion but he led Sacré Coeur to become one of the first hospitals in Montreal to set up its own blood bank.

In 1935, Dr. Norman Bethune was elected a member of the council of the American Association of Thoracic Surgery. In August he was invited to attend the International Physiological Congress in the Soviet Union. While there he studied the hospitals for tuberculosis and learned that the Soviet health care system delivered equal care to all of its people. Bethune was so impressed that he returned to Montreal, determined to improve the Canadian medical system. He and a group of friends formed the Montreal Group of the Security of the People's Health. Its aim was to reconstruct medical care for Canadians. In the summer of 1936, the group presented its plan to the Government. The proposal was flatly rejected. Bethune gave up. Greatly discouraged, he set off in search of a cause in the Spanish Civil War. It began on 18 July 1936 when fascist rebels (Nationalists) led by General Francisco Franco set out to overthrow Spain's government. Franco was backed by Adolf Hitler in Germany and Benito Mussolini in Italy. The Nationalists, who were opposed by the Republicans or

Loyalists, eventually won.

Bethune decided to aid the Loyalists. He turned to the Committee to Aid Spanish Democracy (CASD). The Committee included citizens of many political stripes, but it was largely through the efforts of a few Canadian communists that the organization flourished. He was impressed by the communists' willingness to help in the Spanish War for democracy. Drawn to their ideas, Bethune secretly joined Canada's Communist Party.

On 24 October, 1936, Bethune departed for Spain. Arriving in Madrid on 3 November he immediately started a blood transfusion service. His idea of taking service out to the wounded would save many. The Canadian Mobile Blood Transfusion Service was the greatest contribution in military medicine to come out of the Spanish War.

In February 1937, the Loyalists suffered a major defeat at Malaga on the south coast of Spain. Bethune headed south but drove only as far as Almeria, about 100 miles from Malaga. Forty thousand refugees who were heading towards Almeria jammed the road. Rather than continuing, he decided to drive the women and children to safety.

For three days and nights, Bethune and his co-workers drove back and forth along the road to Malaga, carrying as many refugees as they could to the coastal town of Almeria. The more victims he could get to Almeria; the more would be saved. But he could not forget the horror he witnessed on the last night. When Almeria was completely filled with refugees, German and Italian Fascist airplanes deliberately bombed the centre of the town. After the raid the street was a shambles of dead and dying people.

Bethune set his blood service up so well that he was no longer necessary to its operations. On 12 April, 1937, the Spanish Ministry of War took over the transfusion unit. He returned to Canada on 18 May. At home he was greeted with a hero's welcome. The CASD sent him on a country-wide speaking tour to raise money for the Loyalists in Spain. Unhappy about hiding his membership of the Communist party, on the night of 20 July, Bethune said to his audience in Winnipeg, "I have the honour to be a Communist." CASD was displeased with him. Once again Bethune was without cause, job or money and declaring himself a Communist made



Chinese stamps issued jointly with those of Canada to commemorate Bethune's birth centenary.

him an outcast in Canada. Still, he believed there must be some place on earth where he could be of help.

That place was China. When Japan invaded China on 7 July, 1937, Bethune wanted to get to Yan'an – Mao Zedong's army headquarters. In October, Bethune went to New York to appeal to the China Aid Committee for funds. They came up with enough money to buy 5,000 dollars worth of supplies and passage for three to China – Bethune, Jean Ewen, a Canadian nurse who spoke fluent Chinese, and Charles Parson, an American doctor sent by the China Aid Committee. On 8 January, 1938 all three set sail for China. When the ship reached Shanghai, Parson, who proved to be a hopeless alcoholic, took off with the money.

Bethune and Ewen arrived in Hong Kong on 27 January. After a short delay the two boarded a train for Yan'an. About halfway there air raids forced all the passengers to evacuate. The two Canadians, led by an officer from Mao's Eighth Route Army, then formed a mule train to carry the rice and supplies. Again the Japanese attacked, killing 18 of the forty mules. The ragged group gathered and set off again, stopping frequently to treat the wounded. This was the beginning of the Bethune legend in China. On the last day of March the party arrived at Yan'an.

Bethune was shocked when he saw the army hospital. The Chinese medical staff were untrained even in the most basic methods of sanitation. Taking charge, he set up an operating table and began teaching on the spot. He wanted to run a mobile blood unit but there was no refrigeration to preserve the blood. He then thought about a mobile medical unit. But with little equipment, he had to make do with what he had or could invent. Using a mule, Bethune designed

a mule pack that opened to serve as an operating table.

Teaching the Chinese was a top priority with Bethune. To accomplish this he, with the help of all the villagers, built a 35 bed hospital in Songyan. It was completed on 15 September, 1938. Three weeks later, it was destroyed by the Japanese. The loss of the hospital proved the value of a mobile medical unit.

In less than a year after his arrival, Bethune became medical adviser to the Eighth Route Army. Even without a hospital, he taught the Chinese as much medicine as he could. He set up a relay system of teaching. The students whom Bethune taught went out and taught others. When textbooks were needed, Bethune wrote and illustrated them himself.

Wherever his mobile unit went, Bethune stayed a few days operating and teaching. Because he was unable to transport blood, he sometimes gave his own. The Chinese were astounded by this and were soon following his example of giving blood. The 'living blood bank' transported blood in the only way possible.

Of all his gifts to the Chinese, his teaching was the most important. They absorbed his saying that doctors must go to the wounded. The "barefoot doctor" movement which encouraged doctors to go among the country people sprang from Bethune's teachings.

On 28 October, Bethune nicked his finger while operating on a soldier with an infected head wound. The cut became infected and the poison raced through his body. Frail, thin and exhausted, Bethune could not offer any resistance. He died on 12 November 1939. His friends carried his body over the mountains and buried him in a valley in East Shansi.



Comrade YP with wife Betty (R) and Shuling (a vivacious Mandarin-English speaking nurse) at the tomb of Dr. Norman Bethune. 28 September 2004.

When Mao Zedong ruled China, the doctor's body was moved to Shijiazhaung – a memorial park for heroes of the Chinese Revolution. In this park stands a larger-than-life statue of Norman Bethune. Across the road stands the Norman Bethune International Peace Hospital, and a museum dedicated to telling his life history. In 1966 Chairman Mao's essay 'In Memory of Norman Bethune' became required reading for everyone in China.

In 1972 Canada established relations with the People's Republic of China. Only then did the Canadian government acknowledge Bethune as a Canadian of 'national historical significance'. The following year, the government bought

the manse in Gravenhurst where Bethune was born. The house has been restored and is now a museum tended by a full-time staff.

On 2 March, 1990 Canada and The People's Republic of China jointly issued a set of two stamps to commemorate the centennial of Bethune's birth. In Canada, the two set designs were printed by lithography in five colours plus engraving. In China, the designs were printed by photogravure plus engraving. Because of the time difference, the Chinese stamps were released a day later.

I thank Ann Allan (Don Mills Public Library), Susan Anderson (Bethune Memorial House), Susan So (member)



A snappy salute by Comrade YP—in front of the massive statue of Dr. Bethune

and Dr. Susan Tarlo (Toronto Western Hospital) for their assistance in the research.

Lastly, but not least, my profoundest thanks to Shuling Zhang whom I met

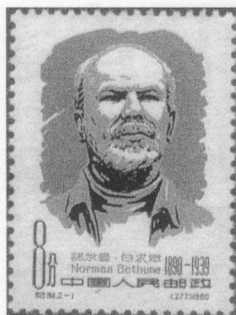
briefly in August 2003 – she was on way to the U.K. When she mentioned that she was from Beijing I replied spontaneously, “I would like to go there



Bethune operating on a soldier.



Massive statue of Norman Bethune in Shijiazhuang.



Dr. Norman Bethune (1890 - 1939)



'Bethune operating in a Buddhist temple' depicted in this stamp, is from a photograph taken in 1939. It is the most famous of Bethune in China.

Some of the Chinese stamps issued to commemorate the life of Dr. Bethune.

next year." Her parting words were, "If you do go, I'll join you in Beijing."

The words "join you" coupled with the fact that Shijiazhuang is only 250 kilometers southwest of Beijing, inspired me to think Beijing, consult doctors, explore costs and stop buying stamps. When the green light to travel

was given, I e-mailed Shuling. Her reply was encouraging. After that, it was a matter of co-ordinating the dates to meet in Beijing and the date for the train trip to Shijiazhuang. Without Shuling's help and guidance the visit to my motherland would have been an impossibility. I would be remiss if I did not

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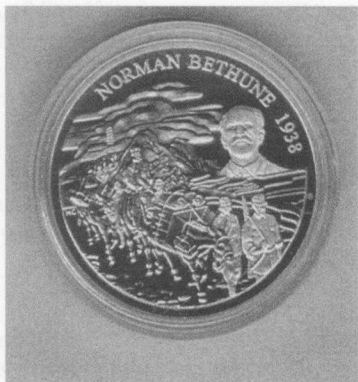
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A set of two silver coins jointly issued in 1998 by the Royal Canadian Mint and the China Gold Incorporation to commemorate the 60th Anniversary of the arrival of Dr. Norman Bethune in China in 1938.

acknowledge with heartfelt thanks the roles Shuling's sister, Shuya and her brother Bin played in making my pilgrimage very pleasant and less tiring... because Betty and I arrived in Beijing two days before Shuling, Shuya met, welcomed and drove us to our hotel. Bin, on the other hand and despite being completely preoccupied with the

New China 55th National Day celebrations, arranged and provided the transportation from the train station to the mausoleum; a most delightful luncheon at SJZ's swankiest restaurant where we were treated royally by two lovely hostesses; and a car to return Shuling, my better-half and yours truly to Beijing.

This essay is dedicated to Dr. Vlasta Hajek of the Toronto Rehabilitation Institute.

Although my better-half did not approve of my making such a long trip, she nevertheless accompanied me to ensure I behaved and took my medication. I am grateful that she did.

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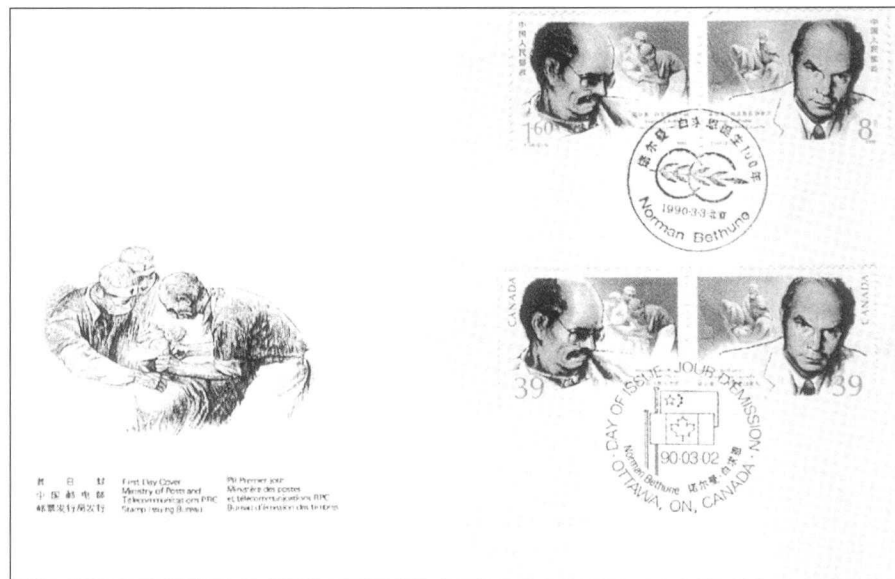
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A First Day Cover of the joint 1990 Canada/China stamp issue

NEWFOUNDLAND VIGNETTES (7) 1911 CORONATION ISSUE

Dean Mario

The coronation of King George V on 19 June, 1911, was a cause for celebration in the British Empire and, naturally, in Newfoundland. Postal officials were equally thrilled because the new set of stamps issued for the occasion was extremely popular with members of the public, collectors, and dealers. Arguably it is one of the most colourful sets prepared by the island nation.

This registered cover to a well-known Birmingham stamp dealer, postmarked 16 September, 1911, features the full set (at 75¢ face), including several royal faces never before portrayed on Newfoundland stamps. It bears oval registry receiver markings from Liverpool (30 Sept.) and Birmingham (1 Oct.).



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THE STORY BEHIND THE COVER(2)

Graham Searle

Those members who have met me, know that I am normally far more interested in covers that have stamps on them but I made an exception to the rule when I was tempted to buy this one.

I have to admit that the initial temptation came from the presence on the reverse of a fine strike of the boxed DOVER SHIP LETTER cancel (nothing to do with BNA and one of those collecting side lines that we all seem to have!).

When I got the cover home, however, I realised what an interesting tale it had to tell.

I know that many of us bemoan the speed, cost and reliability of the current postal services (and despite occasional British news articles suggesting all such things work better on the continent of Europe - don't believe a word of it). Well, the next time we are poised to

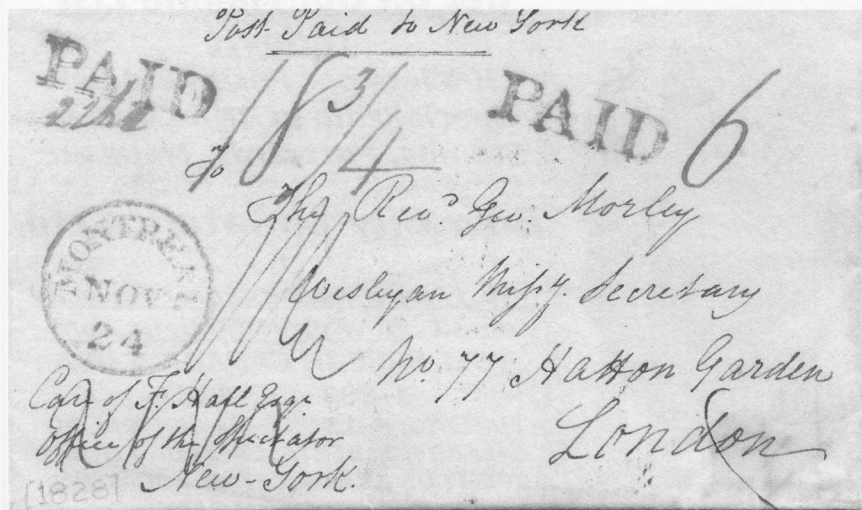
complain, we should pause to imagine the frustrations involved in transatlantic correspondence back in the 1820s. No phones, faxes or e-mails to fall back on in those days!

The would be correspondent in 1828 not only required deep pockets but also a formidable knowledge of several up-to-date shipping line schedules.

The cover in question was posted from Montreal on 24 November 1828 to the Wesleyan Missionary Society in London, England.

Back in 1828, the main route for mail passing between North America and the UK was the Falmouth packet, which sailed monthly between Falmouth in Cornwall and Bermuda, stopping off en route in Halifax, Nova Scotia.

In late November, however, the normal routes from Montreal to Halifax via the St Lawrence Seaway or overland,



would have been closed to the mails by the onset of winter. The letter was thus routed south to New York, care of a friend, one Fred Hall Esq. at the office of the 'Spectator' magazine. Mr Hall kindly arranged for onward transfer of the letter to Boston where it sailed on the 'Lady Ogle', on 29 November, bound for Halifax. The letter arrived in Halifax three days later and was transferred to the 'Lady Wellington' which left the following day, 3 December, bound for Falmouth. On arrival in Falmouth, the letter was transferred to a third ship for fast transit to Dover where it finally reached English soil and acquired the Ship Letter mark that first caught my eye.

The letter arrived in London on 22 December, less than a month after dispatch from Montreal; not too bad considering the complex logistics involved.

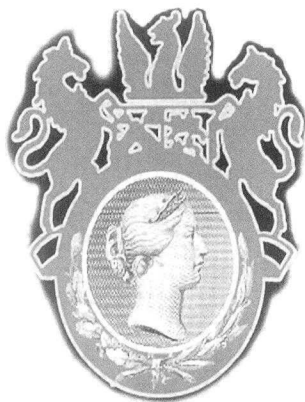
As to the cost, well the sender paid the postage through to New York at a cost of 6 pence sterling and 18¾ cents

US; these being the rates from Montreal to the border and then on to New York respectively. The transit to Boston was by favour and the transatlantic voyage from there to the UK was charged at 1s/2d sterling collect. An overall cost equivalent to around 19 pence in decimal sterling or close to 12 pounds and 50 pence if you allow for inflation from 1828 to day. (Ref 1)

Given that the average modern day letter from Canada to the UK sent with the full benefits of mechanized sorting and airmail takes a mere two weeks to arrive at a cost of \$1.25 (around 50 pence sterling) maybe things have advanced more than we imagine. Not only that but we don't need to remember the shipping schedules either.

Reference

1: *House of Commons Library Research Paper 02/44 dated 11 July 2002, entitled "Inflation: the value of the pound 1750-2001"*



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A WARTIME MAIL TO LABRADOR

Phil Grey

Most of us tend to take the daily mail service for granted (or worse still do a lot of moaning about the quality of the service). This engaging little story from one of our veteran members, Phil Grey, reminds us that getting the mail through in some parts of Canada has not always been that easy. Ed.

In 1943, I was in the R.A.F. and found myself "on loan" to the Royal Canadian Air Force. Why the R.C.A.F. would want to borrow me, I cannot imagine but there I was and based at Gander in Newfoundland.

Gander was then, and still is, an important airfield and was served by the narrow gauge railway which, three times a week, ran a service from St Johns in the east through to Port aux Basques where there was a sea connection to North Sydney at the top end of Nova Scotia. From Gander there was an important air link with Goose Bay in Labrador and both of these airfields were very busy as re-fuelling stops for aircraft crossing the Atlantic on delivery to Europe for war service.

The flight between Gander and Goose Bay was an interesting experience for an Englishman. I first flew this route in May 1943 in a Douglas "Digby" aircraft which was a cargo version of the well known DC3 (Dakota). It was unheated with no insulation (bare aluminium rivets!) so it was very cold and we were grateful for our fur lined flying boots and jackets. This was a mail run and the mail bags were roped against the side of the middle of the aeroplane. The Captain was an R.C.A.F. Flight Lieutenant who seemed to regard the mail as even more

important than the five nursing sisters who were travelling to take up duties at the R.C.A.F. hospital at Goose Bay. They were left sitting on the mail bags – hardly an acceptable way to travel by peacetime standards!

Our route took us over the sea to Belle Isle at the North West point of Newfoundland. The surface was covered with shifting ice-floes and the estuaries along the north coast were packed with floating timber brought from the forests down to the frozen rivers and creeks and boomed into place to await the timber ships after the ice had cleared. Several icebergs protruded from the floes. Two huge ones happened to be on our course and as we flew over them we could see that they were connected under the surface of the clear blue water.

On Belle Isle there was a radio station which provided the beam which guided us from Gander and on to Goose Bay over terrain comprising small lakes and endless sparse pine forest. Belle Isle was little more than a huge rock and a large iceberg had become jammed against it. We were close enough to be able to speak to them by radio and their description of their freezing dilemma was far from polite.

Unlike the airfield at Gander, Goose Bay had the reputation of being fog free. There was often a fine display of the Aurora Borealis which was bright enough for cross country ski-walking at night.

Goose Bay had an excellent airfield on a sandy plateau on the south side of Lake Melville which was open to the sea at Hamilton Inlet. On the far side of this lake was the Hudson Bay Company post at North-West River to which one could

walk, preferably on skis, during the winter; the snow covered ice being some 18 inches thick. The ice also provided the pastime of salt water fishing. One could sit on a box in a fur lined outfit and boots and pull out a few smelts which would freeze rigid immediately on contact with the air and stay that way, often curved, until supplied to the cook-house where they would start flapping again!

Skis were the best way to get around otherwise one could break through the snow crust and sink up to the waist. The alternative was rather awkward snowshoes which looked vaguely like tennis rackets strapped to ones' boots.

A small building on the camp was the sauna hut, a corner of which contained a bricked in bank of large smooth stones which was fired from the outside with logs. Buckets of water were thrown over the stones to produce steamy humidity many degrees above blood temperature and one sat around naked perspiring mightily. Some people

would, as a bravado, step outside and roll in the snow, not realising that snow at temperatures several degrees below zero is much like very coarse sand!

North of Goose Bay there was a series of radio units described locally as the "Doo Line" (D.E.W. meaning "Distant Early Warning"). These were set up against the Russians who were not far away at such polar latitudes. The light aircraft were used to take mail and supplies up to these isolated stations and pick up return mail "for home". On the one occasion that I flew one of these missions, they were under a blanket of fog drifting in from the ice-covered sea so they lit flares which glowed through and we were able to drop the mail and supplies on small parachutes which we carried for the purpose. Unfortunately the homeward mail had to wait for the next flight!

I can think of better places to live than Labrador (England perhaps!) but the Eskimos seemed happy enough.

Canadian Philatelic Society of Great Britain

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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.

FROM THE ARCHIVES (3)

R.B.Winmill

In this instalment we first feature a very important departmental order issued in 1832, relating to rates on letters containing multiple sheets and the enforcement of them. This problem was

not remedied completely until rate changes and methods of assessment were altered on January 5th 1844. Thereafter, rates were based on weight rather than the number of sheets.

CAUTION:

General Post-Office.

DEPT. ORDER. QUEBEC, 2d January, 1832.

IT appearing that the interests of the *Post-Office Department* suffer very materially either from the want of proper pains being exercised at some Offices to ascertain the number of pieces of paper in a letter (when it is more than single) or from an imperfect understanding of the Regulations for rating—double and treble letters being very frequently found rated as *single*, and *packets* weighing an ounce or upwards, as double or treble letters.—The Deputy Post Master General finds it necessary to call the notice of Post Masters to this very important object, requesting them to bestow the utmost attention to it as an essential point of a Post Master's duty, and to see that their Clerks and Assistants (where such are employed) exercise similar care, and that they fully understand the Regulations for rating.

To assist in this desirable object, it is deemed advisable to republish in a form that may be readily comprehended, the Rules for rating letters and packets of letters, as laid down by Law.—With this view the following instructions are now promulgated, and it is hoped they will have the effect of preventing in a great measure, if not entirely, the mistakes complained of.

One piece of paper (*not weighing an ounce*) is a single letter.—*See Note No. 1.*

A double letter consists of two pieces of paper (*not weighing an ounce*) and is to be rated with double postage.

A treble letter consists of three pieces of paper (*not weighing an ounce*) and is to be rated with treble postage.—*See Note No. 2.*

A packet is composed of several pieces of paper weighing an ounce, *Avairdupois*, or more, and is to be rated by weight in proportion of one letter for every quarter of an ounce. Thus, a packet of an ounce weight is liable for four times the postage of a single letter.

A packet of 1 ounce---for 5 letters.
A packet of 1½ ounce---for 6 letters, &c., &c.

It may sometimes be difficult to discover whether a letter is single, double or treble but after a little experience, a Post Master will generally be able to decide the question by feeling the letter or holding it up to the light.

NOTE 1.—A letter, though it consist of but one piece of paper, or two or three pieces, is liable to be charged by weight, if it weigh an ounce or upwards.

NOTE 2.—No packet is to be rated with more than treble letter postage, if it weigh less than an ounce, although it may consist of more than three pieces of paper.

NOTE 3.—It is as much a Post Master's duty to see that the letters which he receives per Mail are properly rated, as that those are properly rated which he mails himself, and it is incumbent upon him to correct any errors which he may detect, whether against the Post-Office, or against Individuals.—*See Articles 7 and 8 in Book of Instructions.*

NOTE 4.—Article XII, in the Book of Instructions, is not intended to apply to newspapers sent by the Post in the customary way.

T. A. STAYNER,
D. P. M. G.

To the Post-Master at

or The above Regulations are to be stuck up in every Post Office, in a conspicuous situation.
T. A. S.

This Post Office Circular 79 from 1839, deals with the carelessness in use of red and black ink and poor impressions of

date stamps — a nice example of a general “ticking off” from the Deputy Post Master General.

CIRCULAR. 79

GENERAL POST OFFICE,

QUEBEC, 2d December 1839.

MANY Postmasters appear totally to disregard the rule laid down in Article 34 of the printed instructions for marking letters—as they use *red* or *black* ink indiscriminately for rating either *paid* or *unpaid* postage. Their attention is now pointedly called to the regulation—and they are desired to mark *paid* letters with *red* ink, and unpaid with *black* ink.

At several offices too, great carelessness is shewn in stamping the letters:—very often the impression is so obscure that the name cannot be traced, and this neglect of a very necessary duty, most frequently occurs at the smaller offices—where no excuse from hurry of business can possibly exist.

T. A. STAYNER,

D. P. M. Gl.



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In 1843, the following instructions were sent out to all post offices regarding

missent and re-directed mail.

INSTRUCTIONS

For the disposal of Dead, Missent, and Re-directed Letters, and for obtaining credit for Overcharges.

Article 1st.—Missent and Re-directed Letters.

WHEN Letters or Newspapers may happen to be missent to your Office, you must write the words "*Missent to*" in red ink, on the front of each, and affix your Office Stamp immediately after:—Such Letters or Newspapers must then be carefully forwarded to their destination by the very first Post. Re-directed Letters must in like manner be stamped and forwarded by the first Post to their respective destinations.

If any Postage has been charged upon you for these Letters, whether they have been missent to your office or are re-directed, you will fold them in a Form No. 2, in which you will insert the amount of such Postage as your claim, and you will copy this amount into the Monthly Missent Letter Account No. 3, according to the date under the head of the particular Town to which you transmit the Letters.

Letters when re-directed are liable to a fresh rate of Postage for the further distance they have to be conveyed.—This additional Postage therefore you must affix on the Letter, adding it to the charge already due, and you will place your initials to the advanced rate.

If such missent and mis-directed Letters are addressed for the delivery of any of the offices with which you correspond,—you must in addition to the Form No. 2, send an ordinary Letter Bill with them, and charge your corresponding Postmaster therein, with the whole Postage due on such missent and re-directed Letters.

If the said Letters are for the delivery of a Town with which you do not correspond you are to send them as Forward Letters, without a Letter Bill, but of course accompanied by a Form No. 2, to your corresponding Forward Town in the direction of their destination, as in the case of Prepaid Letters. You are, of course, to claim in the Form No. 2, whenever used, only the original Postage which has been charged upon you.

In the event of Letters being charged upon you which ought to have been sent as 'Forward,' the amount is not to be deducted from the Letter Bill, by inserting so much less on the 'Received' side—but the Letters so charged are to be sent forward in a Form No. 2, entering the Postage under the proper head, and claiming the amount in the Monthly Missent Letter Account No. 3.

You must compare the Forms No. 2, received from other offices, with the Letters that accompany them, and if the amount claimed is correct, you will insert it in the appointed place, and affix your signature to the Forms, which are to be sorted—those received from each Town tied up separately according to their dates, and the whole to be sent to the Deputy Postmaster General, for the Accountant's Office, at the end of each month, allowing time for the receipt by you, of the Forms No. 2, bearing date the last day of the month from all your corresponding Offices.

But when the sum claimed in the Form No. 2, does not agree with the amount of the Letters received, you will insert the correct sum in the proper place in the Form, which must then be signed, not only by yourself, but by your Assistant (if you have one) and must be transmitted by the first Post to the Accountant with such observations as may appear necessary under the space "For observations."

The following instructions are very important to the student of Canadian Postal History. They date from 1843 and

relate to the introduction of the "forwarding system", the matter of Dead letters and Over-charges and allowances.

Relating to the Introduction of the "Forward System."

No. 1.—LETTERS of all classes, whether Paid or Unpaid, whether sent to Corresponding Offices for delivery, or sent as "*Forward Letters*," are to be rated, as heretofore, with the full postage-rate to the place of destination.

No. 2.—An Unpaid Letter, is not, in the course of transmission, to be charged against any Office, but the one to which it may finally be sent for actual delivery. Thus, a letter sent to a Forward Town, *not for the delivery of that Town*, but to be thence sent to the place of destination, is not to be charged or included in a Letter Bill against the said Forward Town, for it is *the Postmaster at the Forward Town* who is to charge the letter upon the Office of its final destination—Example: An Unpaid letter, posted at Cornwall, addressed to Three Rivers (*which is not a Corresponding Town with Cornwall*) should be sent by the Postmaster of Cornwall to Montreal, as his Forward Town for Three Rivers—but he is not to charge the Postage in any way against Montreal; the letter is to be rated 9d., that being the Postage-rate from Cornwall to Three Rivers, and then sent, without a letter bill, in an Envelope, addressed to Montreal—this letter will then be taken up by the Montreal Office, (*which does correspond with the Three Rivers Office*) and charged against the Postmaster of Three Rivers, in the Montreal Letter Bill for that place.

No. 3.—A correction is to be made in the new "Dead-Letter Instructions," Art. 2, as follows:—Letters, addressed to Persons Deceased, are to be sent to the General Post-Office, with the first *Return*, not with the first *Post*—for example, a letter received by a Postmaster, on the 20th October, addressed to a person Deceased, is to be sent in with his Dead-Letter Return of the 1st November.

No. 4.—Postmasters are requested, to send in, to the General Post-Office, immediately after the 6th October, any of the undermentioned blanks remaining in their possession, as they have been superseded by the new Forms, distributed with Department Order of the 20th September:—

Abstracts, Account Currents, Monthly Sheets, Letter Bills,	} Excepting so many as may be required to make out the Return for the Quarter, ending 5th October.
---	---

No. 5.—Unpaid letters, for Great Britain and Ireland and for those British Colonies and Foreign Countries, to which letters may be sent Unpaid, are to be sent, as before, to the Quebec Office, as "*Forward Letters*," that is, the Postage is not to be charged against Quebec, nor is a regular Letter Bill to be sent with them, though a note of the number of letters and amount of the Postage should accompany the Packet.

Paid Letters, for Great Britain and Ireland, for British Colonies and Foreign Countries, are to be included, by Postmasters, in their Mails for their corresponding Forward Towns in the direction of Quebec, as directed in the Circulation Book.

No. 6.—In directing that the new System should commence on the 6th October, it is to be clearly understood, that whilst all Mails, dated on or after the 6th October, are to come under the operation of the new Instructions, the letter Bills, dated prior to the 6th October, form part of the October Quarter's Accounts, and must be treated according to the old plan, though they will not reach the Receiving-Postmasters until after the commencement of the Forward System.

T. A. STAYNER,

Dr. P. M. G.

General Post-Office,
Quebec, 5th October, 1843. }

(2)

In the Monthly Dead and Missent Letter Account No. 3, you are to insert alphabetically those only of your corresponding Towns, to which you may have sent Forms No. 2, during the Month. After adding together the respective Columns, the total is to be entered in the Quarterly Dead and Missent Letter Account, but the No. 3 Form is to be sent to the Deputy Post Master General, for the Accountant's Office—with the No. 2 Forms received from other Offices, at the end of each Month.

Article 2.—Dead Letters.

When Letters or Newspapers reach you addressed to persons who cannot be found or of whom you know nothing, you must advertize them in a List posted upon your Office door or some other public place, for so long a time as the letters are allowed to remain; but the Letters themselves are not to be exposed.

When Letters or newspapers have remained in your Office the periods undermentioned and every effort to deliver them has failed, you will write in red ink on the front of each the true reason of its non-delivery, and stamp them, and you will then transmit them in a Form No. 4, in the proper printed cover supplied to you for the purpose, to the Deputy Post Master General for the Accountant's Office, by the first Post after the 1st and 15th of each month, claiming only the amount of Postage which has been charged upon you and entering the No. 4 in the Quarterly Dead Letter Account.

If a Newspaper is printed in your Town or neighborhood, you may also publish your unclaimed letters in it, on the 1st of each month, provided the Printer will give them three insertions for a penny each letter, or 8s. 4d. for a hundred names; observing that you are not to incur this expense for advertising a letter more than once during the period it remains in your Office, and each month's advertised List will therefore consist of such letters only as have reached you since the advertisement of the preceding month.

The Return No. 4, is to include all Dead Letters whether received from other Offices or put into your own Office or within your delivery. Should there be no undelivered letters returnable upon the 1st or 15th of any month, the blank Form No. 4, must nevertheless be signed and enclosed in the proper covers at the prescribed periods.

Letters addressed to Persons	{	Deceased, are to be sent up with the first No. 4 return.	{	
		If "Refused" or gone away		Are to be kept until first No. 4 Return after the expiration of one week.
		not known where.		
		If "not known" or "not to be found" or at the Post Office till called for.		

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In directing that Letters addressed to unknown persons, &c.—are to be kept three months, it is to be understood that this period is to count from the date of the receipt of the letter at your Office, that such a letter should be added to the Advertized List, within the first month after its arrival at the office, so that it may appear in such List for at least two months before it is sent to the Dead Letter Office ; that as above directed a Dead Letter is to be sent in with the first No. 4 Return transmitted after the expiration of the three months, and then if these instructions are punctually observed no Dead Letter can remain in a Post Office for a longer period than three months and a half.

Letters addressed to the United States, or places abroad, requiring the previous payment of the Provincial Postage, but put into your Office "*unpaid*" must be stamped with your Official stamp and written upon "*Postage not paid,*" and be sent under cover to the Deputy Post Master General by the very next Post.

Letters put into your office *without any address* you will send under cover to the Deputy Post Master General by the first Post.

3

Article 3.—Over-charges and Allowances.

When application is made for the return of Postage on Letters stated to have been over-charged, you must satisfy yourself by a cursory view of the contents of each, that the demand is just, before you grant the allowance ; when you will obtain the covers, if they can be spared, and have them signed by the Parties *to whom they are addressed*, in proof of the claim being *made by them*, and write upon each "Single," "Double," &c., (as the case may be) "*Allowed* _____" (inserting the sum in figures.) But if the covers cannot be spared, you will correct the tax upon each Letter, in red ink, and write upon it how much you have allowed, and obtain the Parties' Signature to the regular printed Receipts for the money returned, claiming the amount in the Form No. 4, which must be accompanied by the Vouchers.

Letters which have been opened or drawn out at the ends, must be paid for, and no sealed, or unsealed, printed or other Circular Letters, shall be delivered to any person until the Postage has been paid ; and no Postage can be returned on any that may be *refused after delivery*, on pretence of being anonymous, without a special reference to the Deputy Post Master General.

Should a Letter, intended for one party be delivered to another of the same name, (which you must do your utmost to prevent) and should it be opened by the wrong party, the reason why, and by whom opened, must be assigned on it. If the right owner cannot be found, you will state so on the Letter.

You are strictly prohibited opening, or permitting to be opened, or *delivering back to the writer, or to any other person, on any pretence whatever*, any Letter put into your Office.

The Quarterly Dead Letter Account is to be transmitted to the Deputy Postmaster General, for the Accountant's Office, by the first Post after the 1st days of January, April, July, and October, and is to contain the Aggregate claims on the Forms No. 3, and No. 4.

T. A. STAYNER,
Dy. P. Mr. Genl.

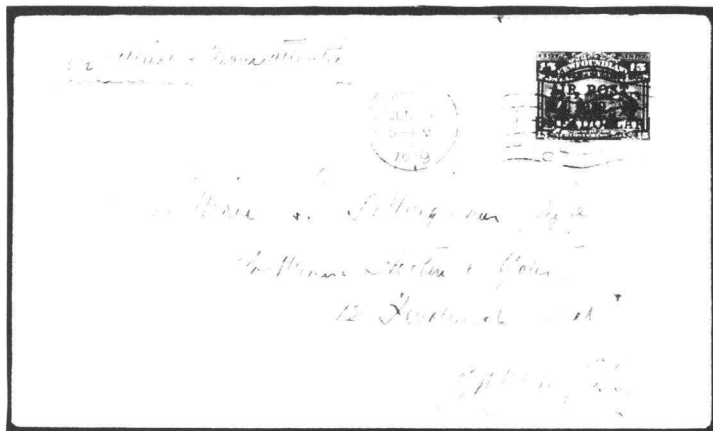
Gen. Post Office,
Quebec, 20th Sept. 1843.

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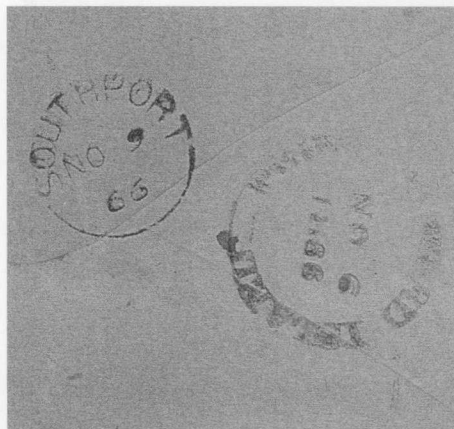
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PRINCE EDWARD ISLAND PHILATELY(14)

Martyn Cusworth

Continuing our survey of postmarks introduced during the adhesive stamp period brings us to the puzzling affair of the Southport town cancel referred to as P91. The thing which really brought it to my attention recently was when I was looking at the cover lot no. 98 in the Eastern Auctions sale of 26 June 2004. This sale covered the PEI collection of Merv Quarles and in the above cover lot was a Southport strike dated 31 August 1866. Lehr's book mentions three examples – two in Aug 1866 and a strike in 1868 reported by Tomlinson.

This device measures 21mm diameter and is characterized by the absence of the name of the island at the base. As was the case with the P7 PEI mark, this mark has also only been reported struck on the backs of the envelopes and the database (up-dated recently on this) threw up five reported strikes. Here is a nice strike of this mark on the back of a 9 Nov 1866 cover from Charlottetown to Southport in the author's collection.



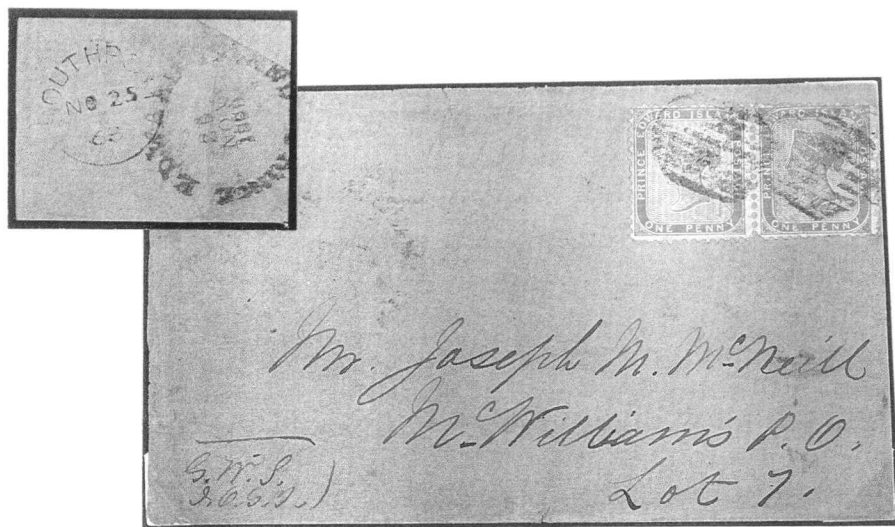
I can also show overleaf a 30 Oct 1866 cover (formerly in Saint/Murray colln.) from Charlottetown to Southport and a 25th Nov 1868 letter from Southport to McWilliams' Post Office Lot 7 (struck Southport on the reverse-author's colln):

In summary we now have recorded five covers with this mark which can be listed chronologically as follows:

1. 31 August 1866 Quarles colln. Sold at Eastern Auctions 26 June 2004 (buyer unknown)
2. 30 October 1866 (photo overleaf) which was in Saint/Murray colln. (unknown whereabouts)
3. 9 Nov 1866 currently in Cusworth colln.
4. 25 August 1868 currently in Salmon colln, (formerly in Carr colln)
5. 25 Nov 1868 currently in Cusworth colln. (Photo overleaf)

We do not know if the 1868 cover mentioned by Lehr was No. 4 or 5 or indeed another lost cover. He mentions two Aug. 1866 covers, one of which is probably cover no. 1 and the other one appears to have gone missing. So we could have around seven covers known in total, making this a scarce mark. The span of usage runs from 31 Aug 1866 to 25 Nov 1868 at the moment.

This intriguing mark prompted Douglas Murray to suggest I made a trip to the London Post Office archives at Mount Pleasant a couple of years ago. After a whole morning combing through the proof books of postmarks I could NOT find this particular mark. The town of Southport in Lancashire had no mark exactly like this either. It remains something of an enigma and we do not know why we have so few reported strikes.



So there we are! Would all readers please check their PEI covers and see if

they possess a strike of this mark and report to the writer or to Mike Salmon.

Readers should note that Martyn's collection of P.E.I. was sold by Firby Auctions on 26 March 2005. Covers 3 and 5 will, therefore, by now have new homes. Ed.

BOOK REVIEWS

BNAPS continues to do the Canadian philatelic community a big favour with the issue of five new publications. Two are reproductions of award winning exhibits, one produces a fine record of an outstanding collection that does not lend itself to the confines of competitive philately, the fourth is a pictorial handbook and the fifth a comprehensive handbook of TPO cancellations

All are standard size 8.5" x 11" on good quality paper, spiral bound and with plasticised covers. The illustrations are high quality computer scans which give a slightly more lifelike impression than the earlier photocopies.

Copies can be obtained from Ian Kimmerly Stamps, 112, Sparks Street, Ottawa, ON, Canada, K1P 5B6 at the prices stated; BNAPS members receive a 40% discount from the retail price. Shipping costs are: 10% of retail price within Canada; 15% to USA and 20% elsewhere. GST is payable for Canadian orders, no PST applies. Telephone orders: (613) 235-9119; e-mail kimmerly@cyberus.ca; internet: <http://www.iankimmerly.com/boutique/books.html>. UK members may wish to contact Handbooks Manager, Derrick Scoot (see advert on page 80) to check availability.

Imperial Penny Postage of 1898, Fred Fawn. BNAPS Exhibition Series No. 32, 154pp. Colour version C\$90.00, b&w C\$34.95 excl. p&p.

Members who attended the Newbury Convention in 1985 were privileged to see Fred's exhibit as it was some 20 years ago. It was a bit special then, it is extra special now, having reached gold level at International exhibition.

The whole International exhibit (128 sheets) is depicted with a few more

pages thrown in and they are supplemented by reprints of articles by Fred on various aspects of the 'Map' stamp that have appeared in 'Maple Leaves', 'Topics' and 'The Canadian Philatelist'.

The stamp itself is covered in great depth, naturally, but there will also be found illustrated within these pages a splendid array of proof material, together with letters from Sir William Mulock (PMG), the Prince of Wales (later King Edward VII), Henniker Heaton (postal reformer) and others. Most of this pioneer material is, of course, unique. Then we have examples of the use of the stamp, nearly 50 pages covering all aspects of the postal history of the 'Map' stamp.

The 'Map' stamp has provided pleasure and challenge to many collectors of Canada over the years and has spawned at least three books. Nevertheless, students of the issue, or indeed anyone with more than a passing interest, will be greatly rewarded by this latest publication. There may be some deliberation concerning the merits of the colour version over the black and white, in view of the higher cost. In this instance the colour version has to be recommended; apart from the obvious aesthetic reasons, discussion of the various colours of the oceans will not sit well with b&w illustrations.

British Columbia Hotel Covers 1880-1920, Ken Ellison. 138 pp, colour version C\$83.00, b&w C\$31.95, plus p&p.

Unlike many of the more recent BNAPS publications, this is not a reproduction of a competitive exhibit but a reproduction of pages from the author's collection. In many cases the cover(s) is accompanied by a postcard

showing the hotel in question, together with brief notes on the proprietor and occasionally the hotel rates at the time the cover was posted. This may not seem promising to the dedicated philatelist but the covers themselves have a tale to tell, while the whole is a wonderful presentation for the social historian.

I was taken, early on, by a cover on which the hotel's chief attraction seemed to be that it was brick built and fireproof. Not exactly powerful advertising perhaps, until one reads on and the list of hotels destroyed by fire grows longer. Despite the parameter incorporated in the title, there are some two dozen post 1920 hotels featured and the last few pages show 'real photo' postcards of some pre-1940 hotels not otherwise featured in the book. The book under review was, happily, the colour version and most attractive it is. However, the impoverished philatelist will be pleased to learn that no

information would be lost by acquiring the b&w version, thus saving some \$50 gross, though the aesthetic appeal will be diminished.

Although not a book that adds a great deal to the sum of philatelic knowledge, Ken is to be congratulated on presenting an evocative picture of bygone days – rooms for 50 cents a day indeed!

Early Canada Post Cards, by George Arfken. 135 pp, colour version C\$83.00 plus p&p.

Prolific philatelic author George Arfken has produced here a splendid pictorial history of the Canadian post card, from its introduction in 1871 to the end of the Edwardian era. Lavishly illustrated with some 170 pictures in colour, the book eschews the minutiae of printing flaws and plate varieties. Instead it concentrates on the gradual spread of the use of the post card from the purely domestic to the inclusion of

To Canadian Philatelic Society of Great Britain members - an invitation to join



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all UPU members (from 1878 when Canada joined). The spread gives rise to a section on unusual destinations.

Entwined in the story are notes and quotes on the various regulations governing the use of post cards, in particular the authorisation, banning and then re-authorisation of the registration service in relation to cards. Registered post cards in the period are pretty scarce and the known examples of domestic, drop letter, destination USA and Transatlantic cards are detailed and, in the main, illustrated.

Appendices include a list of earliest reported postmarks relating to various phases of the development of the post card in Canada; relative postal rates and pronouncements from the Post Office by Department Order, Memorandum or via the Postal Guides.

It is now 25 years since the late Allan Steinhart produced 'The Postal History of the Post Card, 1871-1911', the latest offering is a most worthy update. Set these two books alongside Webb's Postal Stationery Catalogue, Horace Harrison's Postal Stationery exhibit (BNAPS Exhibit Series No. 20), Bill Pawluk's 'Postal Regulations, Rates and Usages' (BNAPS Exhibit Series No. 15) and Al Steinhart's post card collection, published in Jim Hennok's series of postal history collections (No. 3), and stationery collectors must consider themselves in Elysian Fields.

The Law Stamps of Yukon, 1902-71 – Ian McTaggart-Cowan. No. 33 in the BNAPS Exhibit Series, 104pp colour version C\$70.00, b&w C\$30.50 plus p&p.

This award winning exhibit features the two sets of Law Stamps issued for use in the Yukon courts in 1902. One was fairly short-lived; use of the Mining Court (or Gold Court) series seems to have been confined to a period of some eight years, though sale of the stamps

apparently continued up until the end of 1944, when any remaining stock was destroyed. The second series, issued for use in the Territorial Court, remained in use until 1971, thus spanning 69 years, the longest period of use of any stamp design in Canada.

The exhibit features essays, die proofs, plate proofs and issued stamps, along with cancellations and use on legal documents. The stamps themselves are not that frequently seen and use on documents even less so; one is unlikely to see such an array of material anywhere else. Several of the items are described as unique and this is almost certainly the case, though what National judges thought of the use of the word is not known; it is frowned upon in competitive circles. But how else does one describe a 'one-of-a-kind'?

The pages of the book are thinner than those of the other four and many appear to be cream, rather than white, this being the colour of the original sheets. However, reproduction and colour of displayed material is fully up to standard. The stamps are all blue (in the colour version!) and shades are not an issue so some saving can be made by opting for the black and white version, though it can never be as attractive as the colour version.

Top class exhibits of Canadian revenues are rarely seen in the UK, this publication should prove to be a real eye-opener to interested parties.

Travelling Post Office Postmarks of Newfoundland & Labrador, Brian Stalker, F.C.P.S., 115 pp, C\$ 34.95 plus p&p.

Brian Stalker's study of the TPO postmark hammers of Newfoundland and Labrador is the most comprehensive study of this subject ever published. Because the official records of the Newfoundland Post Office were destroyed shortly after Confederation in



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1949, it is not possible to create a definitive work, but this analysis draws together numerous pieces of a highly fragmented jigsaw into a nearly complete picture.

The book builds on all the previous works on the subject starting with that of the Myerson brothers of New York who published over 50 years ago their study of Newfoundland's Railway and Travelling Post Office postmarks both in B.N.A. Topics in North America and in the Journal of the TPO & Seapost Society in Great Britain. Further analysis culminated in Lewis Ludlow publishing a detailed analysis of postmark hammers in the RPO Newsletter of the Canadian Railway Post Office Study Group of BNAPS in the early 1980's and Kidd & Cockrill publishing an illustrated booklet, entitled Newfoundland Travelling Post Office Cancellations in 1987, the latter incorporating updated information from members of the TPO and Seapost Society.

Using Ludlow's hammer analysis as a starting point, this work brings together both tabulated and illustrated data. Brian Stalker has spent four years undertaking a complete review and re-assessment of previously published data and creating around 500 postmark illustrations. He has been assisted by ten members of the Canadian RPO Study Group and benefited from the extended loan of three previously unreported collections to supplement his own extensive collection, part of which was exhibited at BNAPEX 1997 in St John's Newfoundland. Several "new" finds are illustrated, including copies of proof strikes from the Canadian Postal Archives, and the period of use of many of the postmarks has been extended. In addition, this work includes an update of C.R. McGuire's work on the postmarks of the Newfoundland Post Office Mail

Assorting Office, North Sydney, Nova Scotia, an "overseas" post office, initially situated on the pier used by the mail steamer between North Sydney and Port aux Basques, Newfoundland, the starting point for mail in transit to Newfoundland.

Published as a sister volume, and in a similar format, to Ross Gray's Railway Postmarks of the Maritimes (BNAPS 2000) this volume contains a wealth of detailed data for the specialist, but the layout and illustrations make it comprehensible and of interest to the general collector.

Brian Stalker has been collecting Canadian Railway postmarks for twenty five years and this book is the result of his first post-retirement philatelic project. He is already collecting and collating material for his next major project, the people, places, mail cars and steamers behind the postmarks of Newfoundland & Labrador's Travelling Post Offices.

The review copy of this book has been added to the Society Library.

EDITORIAL *Contd from page 46*

nasty accident recently. Whilst I am glad to report that he is out of hospital and "on the mend", Wayne has decided it is time to handover the duties of collecting subscriptions from members based in North America. Wayne has been collecting subscriptions for the Society for over 21 years thereby depriving numerous banks of exorbitant charges and making our Treasurer a happy man in the process. A well earned rest and our collective thanks are therefore in order. I am happy to report that Leigh Hogg has stepped forward to volunteer for these duties from 1st July. A reminder of the address details for Leigh will appear with the subscription reminders in the July issue.

HANDBOOKS FOR SALE

January 2005

Postage & packing is extra

Squared Circle Cancellations, 5th edn.	BNAPS	£24.50
Small Queens Re-appraised	Hillson	£6.50
Canadian Booklets, Dotted Dies	Harris	£8.50
Slogan Postal Markings 1941-1953		£6.00
Slogan Postal Markings 1912-1953		£6.00
Yukon Airways	Topping	£9.00
Major Toop Canadian Military Postal History	R.F. Narbonne, C.R. McGuire	£20.00
Specimen Overprints of B.N.A.	Boyd	£13.50
Canada's Registered Mail 1802-1909	H.W. Harrison	£65.00
Canada's Post Offices 1755-1895	FW. Campbell	£19.00
Canada Post Official First Day Covers	A. Chung, R.F. Narbonne	£14.00
Air Mails of Canada 1925-1939	G. Arfken, W.R. Plomish	£19.00
Canadian Re-Entries 1852-1953	H. Voss	£15.00
Plating the Canadian Map Stamp of 1898	K.A. Kershaw	£28.00
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LETTERS TO THE EDITOR

The Yellow Peril

**Re. A CENT A POUND – MLS 292
and 294**

My statement..." What the collection did not have was an example of a 2cent map stamp properly used on a bulk newspaper mailing receipt"... needs clarification.

I had intended the words " a 2cent map stamp" to mean one map stamp by itself, i.e. single franking. I emphasise single usage as the map stamp was primarily a single franking stamp issued to pay a proper rate (the 2 cent empire rate). I regret that my oversight has caused some confusion.

The collection of map stamps that I sold, incidentally, was formed by the Reverend John S. Bain.

Richard McMahon

**Re. MISSIONAIRES OBLATS DE
MARIE IMMACULEE - ML 295**

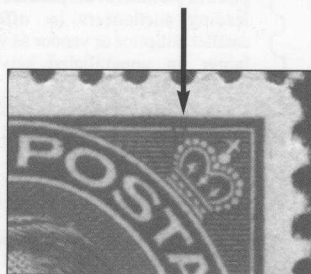
I note with interest the letter from Neil Prior. The Oblates of Mary Immaculate are a congregation of Roman Catholic Priests and are still very much in existence. They run a number of R.C. parishes in the UK and in other places including Ireland, Continental Europe and Canada. Their origins are, I believe, French.

Greg Spring

ADMIRAL VARIETIES

I have two Admiral issue stamps which appear to have unusual markings on them (see pictures below). Their locations are very precise so I have never thought of them as printing errors, or ink smears. The first is on the 1916 War Tax 2¢ + 1¢ brown (Die II, SG240, Scott MR4), and the other is on the 1922

2¢ Green (SG247, Scott 107). In both cases there are 2 fine lines crossing the outer border. On the 2¢ Green these lines fall exactly on the half way point along the left hand border (in fact exactly on either side of the 10.75mm point along the 21.5mm border). On the War Tax stamp these marks fall exactly 3mm from the right edge of the 18mm top border. They are not seen on the other copies of these stamps I have, and are not listed in my specialist catalogues as varieties. I have always assumed they were guide marks on the printing plate, or perhaps a 'code' by an engraver indicating that some work had been carried out. However Hans Reiche in Steel Engraved Constant Plate Varieties refers to guide marks as dots rather than lines but does not indicate measurements for where these can be seen. Can anyone enlighten me further?



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SOCIETY NEWS

From the President

Convention 2005 Programme.

Barring unforeseen accidents, the programme for the Society's 59th Annual Convention in the Normandy Hotel, Renfrew, is coming together nicely with five Canadian speakers lined up by our President.

The order of events is planned to be as follows:-

Wednesday 21 September

- 1500hrs Delegates arrive, tea etc served in the Elm Suite
- 1700hrs Executive Committee Meeting (Board Room)
- 1815hrs Dinner – Julianas Restaurant
- 2000hrs Display by Mr Leigh Hogg “1st Celebration of Confederation”
Ladies get together to welcome new comers in the cocktail bar

Thursday 22 September

- 0900hrs Display by Mr Duncan MacDonald “Precancels”
- 1200hrs Light lunch
- 1330hrs Coach trip to the Burrell Collection, returns to hotel at 1700hrs
- 1815hrs Dinner – Julianas Restaurant
- 2000hrs Display by Mr Joe Smith – slides on the Toronto Litho Co.
Ladies postcard display – “Glasgow and Doon the Clyde” – Christine Hillson & Friend

Friday 23 September

- 0845hrs Fellows Meeting
- 0900hrs Committee Meeting
- 1015hrs Display by Mr Rob Lunn – “The Canadian Imperial Penny Postage Stamp”
- 1215hrs Light lunch
- 1330hrs Coach trip to Glengoyne Distillery, returns to hotel at 1700hrs
- 1815hrs Dinner – Julianas Restaurant
- 2000hrs Display by Mr Stan Lum “Admiral Covers”
Talk for the ladies by Mrs Sheila May “Inverary Castle”

Saturday 24 September

- 0900hrs Annual General Meeting
- 1030hrs 5 minute displays by members
- 1200hrs Society Auction – finishing by 1600hrs with a one hour lunch break to suit
- 1900hrs Sherry Reception in the Argyle Suite foyer
- 1930hrs Banquet in the Argyle Suite

Sunday 25 September

Fond farewells after breakfast.

Once again, the Society in indebted to Messrs. Bonhams for agreeing to meet the cost of the Sherry Reception on Saturday.

For those who are not familiar with it, a word on the Burrell collection may be in order. William Burrell was Glasgow's equivalent of William Randolph Hearst in his eclectic collecting. His entire collection was left to the City of Glasgow on condition that they provided a purpose-built museum to house it. It is some place as members who attended the Ayr Convention some years ago can testify. It stands in the grounds of Pollok House, an eighteenth century gentleman's residence also open to the public. That contains one of Britain's best collections of Spanish paintings and is well worth a visit by itself.

Glasgow (Abbotsinch) airport is just a mile from the Normandy Hotel, Renfrew, with courtesy transport available. Please do not get confused with Prestwick Airport (also sometimes called Glasgow). This latter is some 40 miles away and is therefore a bit of a walk!

While our President will, unfortunately, be unable to greet you personally due to the indisposition of Marion, to whom we all wish a speedy recovery, it is hoped that we will have a record turnout. The hotel is comfortable, the food first class, the staff friendly and you can all be sure of a warm Scottish welcome.

John Hillson F.C.P.S. on behalf of Bill Topping

From the Secretary

It is hoped that with this "Maple Leaves" you will receive the 2005 edition of Part 1 of the Membership Directory. Part 2 is not being reprinted this season.

Thanks to Colin Lewis the "long membership" medallions, financed by

the Smythies fund, were dispatched to all qualifying members on 15th February 2005, "gold" to those with over 50 years, "silver" to those with membership between 25 and 50 years. At the time of writing this (24th February), the Society has received 18 letters and 2 phone calls of thanks (all of course from the UK as overseas members would not have received their medallions by this time).

Annual General Meeting

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting to be held at the Normandy Hotel, Renfrew on Saturday 24th September 2005 commencing at 0900hrs. In accordance with Rule 18, nominations are sought for the President, Vice Presidents, Secretary and Treasurer. Nominations, and any proposed amendments to the Rules, should be sent to the Secretary before 24th May 2005.

Fellowship

Members of the Society are eligible for election as Fellows for, either:-

- outstanding research in the Postal History and/or Philately of British North America or;
- outstanding service in the advancement of the interests of the Society.

Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship Rule 2. Such nominations must be on a prescribed form, which is available from the Secretary, and must be submitted to the Secretary by 24th July 2005.

Founders Trophy

The Trophy, awarded only to Members of the Society, is awarded by the Judging Committee for work considered by them to be the best subject of ORIGINAL or

INTENSIVE RESEARCH in any branch of British North American Philately.

A nomination for the Award, which must be proposed and seconded, may be submitted in writing to the Secretary by 24th July 2005.

John Wright

From the Treasurer

Convention 2005 Registration Fee

As we have secured a good deal with the Normandy Hotel, I am happy to advise members that the registration fee will only be £10 this year. I would remind members that this applies to all members attending except those present only for the auction on Saturday. It does not apply to members guests.

This is an appropriate point at which to explain why we now do charge a registration fee to members attending convention. Years ago, most hotels were so anxious for business that we were usually offered a convention package which included the cost of the meeting rooms. This is no longer the case. When I was elected Hon. Treasurer again after a five year absence, I discovered that the practice had evolved whereby hotel room hire charges were being loaded on to the individual overnight charge. This to me was unfair, firstly because members generally were not aware of this hidden surcharge, second because members with spouses were paying double the amount members on their own were and, thirdly, members who did not stay in the hotel were enjoying the benefit of the meeting rooms entirely subsidised by those who were staying there. It seemed to me to be more

equitable and above board to simply make the same flat charge to all attending, whether staying in the hotel or not. This was put to the Society's Committee and it was not only approved by it but also at the subsequent A.G.M. unanimously. It should perhaps be noted that the fee rarely covers the full cost of room hire so the Society does still subsidise its conventions.

I hope this will clarify matters to all members.

John Hillson F.C.P.S.

Society Jubilee

In the October 2004 issue we announced a proposed display by the Society to the Royal PS London to mark our 60th year, in the spring of 2006. The provisional date of the show is 27 April 2006.

In making the announcement, we invited members to show a dozen sheets or so in order to present as wide a spread of BNA material as possible. CPS members who are not members of the "Royal" will be able to attend as nominated visitors.

We have had several offers of material but before we get down to the arm twisting and the planning of the show we would welcome a few more volunteers. Please write to the Assistant Editor, indicating what area you would like to cover and the extent of your material. Please remember we would like to show the Provinces as well as Canada itself and, while in the space available we would anticipate majoring on the stamps, postal history is in no way ruled out.

David Sessions. F.C.P.S., F.R.P.S.L., F.R.P.S.C.

**THE INDEX TO VOLUME 28 OF MAPLE LEAVES IS ENCLOSED
WITH THIS ISSUE.**

Our thanks go to Charles Livermore for compiling it.

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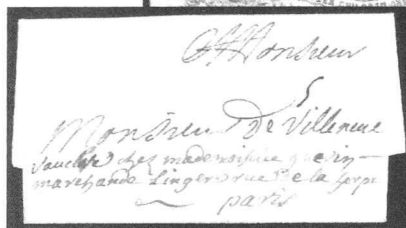
presents

The Allan L. Steinhart Collection of Prestamp and Stampless Covers
To, From and Through British North America, 1685-1865
May 27 & 28 Zurich, Switzerland

HA Harmers Auctions SA will auction the renowned Allan L. Steinhart Collection of Prestamp and Stampless Covers To, From and Through British North America, 1685-1865. This exhibit won an International Large Gold award, numerous national gold and grand awards and was often exhibited by invitation in the Court of Honour. Allan L. Steinhart was a prolific writer, researcher and Canada's leading postal history authority.



This auction is scheduled for May 27 & 28, 2005 in Zurich at Steigenberger Bellerive au Lac Utoquai 47, 8008. Contact us at 011.41.91.649.40.40 in Europe or 410.453.9784 in the U.S. for information.



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Forthcoming Events

2005

April 15 – 16 Scottish Congress, Perth
April 21 – 24 Pacific Explorer, Sydney, Australia
Apr 30 to May 1 ORAPEX, RA Centre, Ottawa, Canada
May 10 – 15 Brno 2005, Czech Republic
May 27 – 29 ROYAL 2005 ROYALE, London Ontario
Jun 2 – 5 Naposta 2005, Hanover, Germany
Jun 25 Midpex, Coventry
Jul 7 – 10 Philatelic Congress of GB, Derby
Jul 29- 30 York Racecourse, Stampfair
Sep 2 – 4 BNAPEX, Fantasyland Hotel, Edmonton, AB, Canada
Sep 14 – 18 Stampex, Islington, London
Sep 21 – 24 CPS Convention, Renfrew
Oct 14 – 16 National Philatelic Literature Exhibition, Toronto
Oct 14 – 16 STAMPEX, Toronto
Oct 27-29 Philatex, Horticultural Hall, London

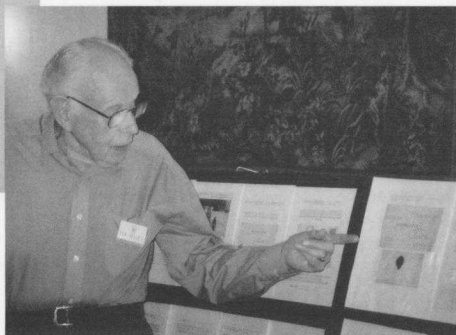
2006

Apr 7 – 9 AMERISTAMPEXPO, Toronto
May 27-Jun 3 Washington 2006
Sept 15 – 17 NOVAPEX, Dartmouth N.S.
Nov 16 – 20 Belgica 2006, Brussels
Nov 24 – 25 ABPS National Philatelic Exhibition, Torquay

Finally, as promised, in the last issue, a couple of additional photos from the Crawley Convention.



*New President, Bill Topping,
receives the Aikens Trophy.*



Len Belle pointing out one of his treasures.