

MAPLE LEAVES

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EDITORIAL

We open this issue with belated congratulations to past-President, Colin Lewis, who won the coveted Pratt Award for 2004 earlier this year. The award is given annually for the best article on Newfoundland philately in any journal and is awarded by the Collectors Club of Chicago. Colin won the award for his article on Newfoundland – Oporto mail 1810 – 1865, published in *Topics* and was far too modest to let your editor know in time for the last issue; however, all such things reach my desk eventually. Well done, Colin.

Those members who reveal their e mail addresses in our Handbook will be aware that we tried an experiment of sending out an “e-copy” of the July Maple Leaves in *pdf* format. This was done, in addition to sending the normal hard copy by mail, to try and counteract the recent problems we have experienced

with very slow delivery of overseas surface mail. We are continuing to look at other options to speed up the surface mail delivery but in the meantime if any of our overseas members would like to receive this additional service (free of charge) please let me know by e mail and I will add you to the mailing list. My thanks also to the UK members who partook in the trial to give me a reasonable sample mailing list. We will not provide this as an ongoing service within the UK as hard copies usually arrive within 7 days of the mail out.

In addition to the above, and with the proviso of your editor and auction manager being able to master the technology, we will either be posting future society auction catalogues on the society website or making these available by e mail to overseas members. This will, hopefully, give our overseas

members more time to study (and bid for) the goodies on offer. This will apply for the 2006 auctions. Again please let me know if you would like to receive these by e mail.

The annual reminder regarding subscription renewals is inserted with this issue. Prompt payments will keep your treasurer happy and earn a significant discount on normal rates so please make sure your payments are in by 1st January to either Les Taylor in the UK or Leigh Hogg in Canada.

This issue contains an extra "editorial" in the form of a short piece entitled "Things That Annoy Us". Whilst it is not our policy to make "political" style comment in Maple Leaves, this is included as a bit of fun to try and find out the things that irritate our normally well mannered members. So please fell free to let me know your "pet hates" relating to our chosen hobby.

If we get enough different ones, I will print them in a future issue. I now sit back in anticipation of a deluge of letters complaining about exhibition judges and editors!

Members should make a note of the date of the Society display to the Royal Philatelic Society in London. This will take place on Thursday April 27th 2006. More details in the next issue.

Last but not least, I am pleased to report that Maple Leaves has been awarded a Silver Medal in the 9th National Philatelic Literature Exhibition held in Palmerston North, New Zealand in June. Our congratulations should be directed to assistant (and past) editor, David Sessions as the bulk of the material submitted was produced in his time as editor. Well done, David and proof, if it was needed, that Maple Leaves really does reach around the globe.

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PRINCE EDWARD ISLAND PENCE LETTERS TO THE UNITED KINGDOM

George B. Arfken and Charles G. Firby

The best source of information of Prince Edward Island's postal activity during its pence era, 1861 - 1871, is Lehr's book [1]. As Lehr points out, postal information is scarce. The following table lists the letter rates to the United Kingdom

Table 1. Letter Rates to the United Kingdom

Date	Rate per 1/2oz.	Reference
Jan. 1, 1861	9d	[1, 21]
June 15, 1870*	4½d	[1,20]
Jan. 1, 1872	6c/**	[1,22]
July 1, 1873 Prince Edward Island joined Canada		

* Lehr indicated that this date is uncertain.

** The rate was 8c/ for Cunard packets out of New York.

Postal activity in P.E.I. ran several years behind that of its two neighbouring Maritime provinces. Its first stamps, 2d, 3d and 6d pence stamps, perf 9, went on sale in January 1861 [1,41]. Later printings with perforations running from 11 to 12 added the 1d, 4d and 9d denominations. The 9d paid the postage to the U.K., to Newfoundland and also to the U.S. West Coast. The earliest



Figure 1. Posted in Charlottetown February 14, 1861. Carried on the Cunard Canada out of Halifax, February 22, 1861 and to Queenstown, March 2. Received in Chepstow, England on March 4, 1861. Courtesy of Warren S. Wilkinson.



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recorded use of the 9d is September 30, 1862 on the cover of Figure 2 below.

Through 1867, letters from the Maritime provinces to the U.K. were carried on Cunard steamers that stopped at Halifax fortnightly on their way from Boston to Liverpool. Starting with the eastbound Cunard Niagara leaving Boston April 18, 1860, eastbound Cunard steamers would offload mail at Queenstown, Ireland instead of carrying it to Liverpool. The mail would continue by rail and, if addressed to England, Scotland or Wales, by packet across the Irish Sea [2]. So, the Liverpool dates for the arrival of the steamer are only marginally relevant. We give the Queenstown dates. The authors have used both the Arnell sailing tables [3] and the Hubbard - Winter sailing tables [4]. For Figure 1, the Halifax date came from [3, 302], the Queenstown date from [4, 45].

January 1, 1861, 9d per 1/2 oz.

The earliest recorded pence-franked P.E.I. cover to the U.K., shown in Figure 1, was franked with a yellow green 6d and a blue 3d. Both stamps are from the first printing, perf 9.

Printed in 1862 to pay the 9d rate to the U.K., the 9d violet, perf 11-12, is shown on the cover of Figure 2.

The next cover, Figure 3, shows one more way of paying the required 9d: three 2d rose and one 3d blue. The 2d rose is from the first printing, perf 9. This was late use of the 2d, almost as late as Lehr's November 20, 1866 [1, 43]. The 3d blue is from a later printing, perf 11 - 12.

Figure 4 shows a cover franked with a 6d blue green and a 3d blue. These stamps, perf 11 - 12, came from a later printing than the perf 9 stamps on Figure 1.

There is a special reason for



Figure 2. Mailed in Tignish September 30, 1862. Carried on the Cunard Arabia out of Halifax, October 3, 1862 and to Queenstown, October 11. Kilmarnock, Scotland October 13 transit mark. Kilwinning October 13 receiving mark. Courtesy of Warren S. Wilkinson.



Figure 3. Posted July 29, 1866. Carried on the Cunard Africa out of Halifax, August 3, 1866 and to Queenstown August 11. Received in Edinburgh, Scotland on August 13, 1866. Courtesy of Warren S. Wilkinson.



Figure 4. Mailed February 3, 1870. Carried on the Inman Etna out of Halifax, February 11 and to Queenstown, February 21. Received in London on February 22, 1870. Courtesy of Warren S. Wilkinson.

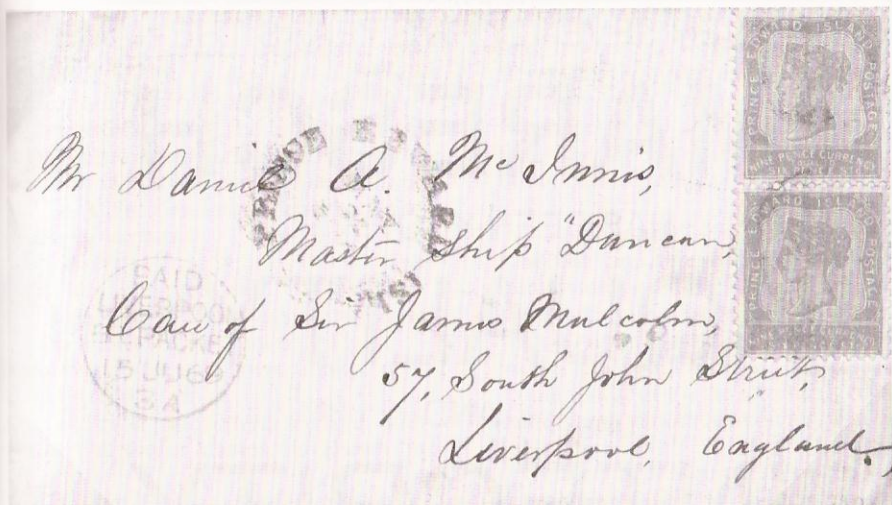


Figure 5. Posted in Charlottetown May 21, 1869. Carried on the Inman City of New York out of Halifax, June 4, 1869 and to Queenstown, June 13. Received in Liverpool June 15, 1869. Courtesy of Warren S. Wilkinson.



Figure 6. Mailed in Charlottetown March 3, 1866. Carried on the Cunard Asia out of Halifax, March 17, 1866 and to Queenstown, March 26. Received in Newbridge, Ireland March 27. Courtesy of Warren S. Wilkinson.

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showing the above cover. It was carried by an Inman steamer. Cunard had lost the contract for its Boston - Halifax - Liverpool run. Hubbard and Winter give a detailed history of the Inman Line [4, 195]. Arnell lists the Inman sailings to and from Cork (the port of Queenstown) [3, 381]. The first Inman departure from Halifax was January 1, 1868 by the *City of Antwerp*.

We interrupt the chronological presentation of these covers to show three multiple rate covers. Figure 5 shows a double rate cover franked with two 9d reddish violet.

A triple rate cover, franked with three 9d violet stamps, is shown in Figure 6.

Figure 7 shows an 8-fold rate cover. The eight 9d franking totaling 72 pence is the largest reported franking of P.E.I. pence stamps.

June 1870, 4½d.

The rate to the U.K. became 4½d in June 1870 [1, 20]. Postmaster General Owen had authorized 3d bisects in 1861.

At this time, 3d bisects could be used to send newspapers to Newfoundland and Bermuda. Here was another chance to use 3d bisects. The 4½d could be paid very nicely with a 3d and a 3d bisect. Sadly, we do not know of any 3d, 3d bisect covers paying the 4½d rate to the U.K.

Until a new 4½d stamp became available (and even after the new 4½d stamp was available), bisects were used to pay this rate. Figure 8 shows a cover with the new rate paid with a bisected 9d violet. This bisect uses the UR corner. A similar cover using the LL corner of the same stamp may be seen on the web site [5].

The cover of Figure 9 shows the 4½d rate paid with two 2d rose and a bisected 1d.

Faced with a 4½d rate, P.E.I. did what Nova Scotia and New Brunswick failed to do when they were faced with a 7½d rate. Nova Scotia and New Brunswick continued to rely on bisects [6]. P.E.I. issued a new stamp. This stamp (Scott No. 10) is quite different in appearance and style from any of the other P.E.I. stamps. The other P.E.I.



Figure 7. Posted in Charlottetown December 10, 1869. Carried on the Inman *City of Antwerp* out of Halifax, December 17, 1869 and to Queenstown, December 25. Received in Wakefield, England December 27, 1869. Courtesy of Warren S. Wilkinson.

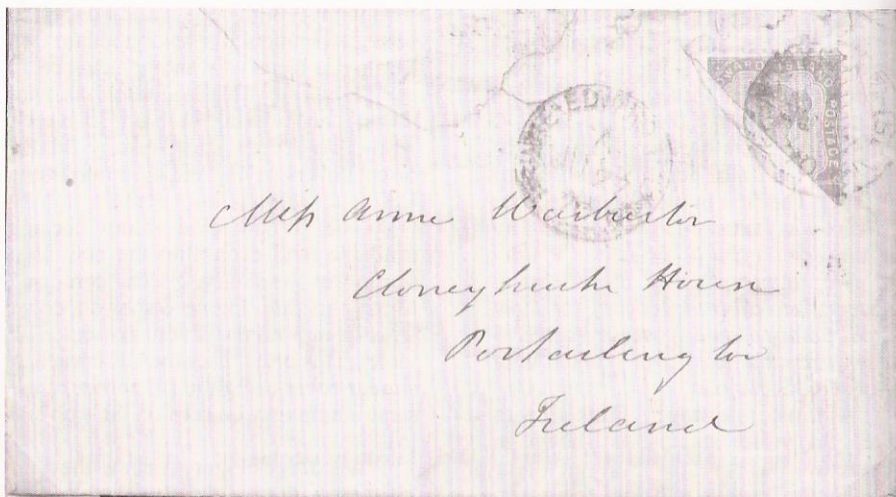


Figure 8. Posted in Charlottetown June 27, 1870. Carried on the Inman Etna out of Halifax, July 1, 1870 and to Queenstown, July 11. Addressed to Portarlington, Ireland. Courtesy of Warren S. Wilkinson.



Figure 9. Mailed in Princetown, December 14, 1870. Carried on the Inman City of Cork out of Halifax, December 30, 1870 and to Queenstown January 10. Received in Lughnacloy, Ireland January 10, 1871. Courtesy of Warren S. Wilkinson.

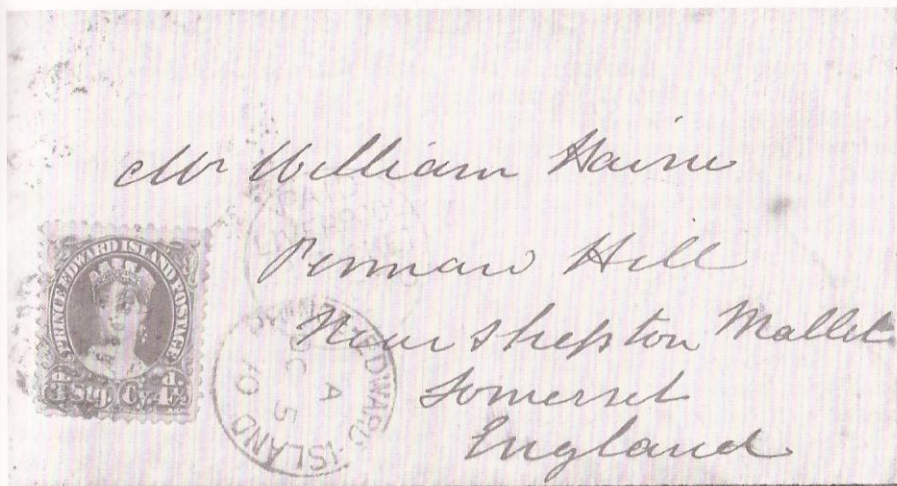


Figure 10. A mourning cover October 5, 1870. Carried on the Inman City of Baltimore out of Halifax, October 7, 1870 and to Queenstown, October 17. Liverpool transit October 17, Bath transit October 18. Courtesy of Warren S. Wilkinson.



Figure 11. From Charlottetown December 28, 1871 Carried on the Allan Caspian out of Halifax, January 6, 1872 and to Queenstown, January 14. Liverpool transit January 16. Addressed to Edinburgh, Scotland. Courtesy of Warren S. Wilkinson.

stamps were printed by Charles D. Whiting of London, England. This new 4½d cy stamp was printed by Canada's stamp printer, the British American Bank Note Co. The new stamp carried both sterling and currency values, 3d stg and 4½d cy analogous to the Canadian green Victoria stamp with 6d stg and 7½d cy. A block of 36 of the P.E.I. 4½d is shown in color in *Gems of Canadian Philately* [7, 256]. Figure 10 shows early use of this new stamp on a mourning cover.

The next cover, Figure 11, had this same 4½d stamp but the cover was carried from Halifax to the U.K. by a different shipping line, the Allan Line. The Allan Line took over the Halifax - Queenstown route in mid 1871 starting with the July 29 departure from Halifax of the *Peruvian* [3, 383]. The cover was posted during the last 4 days of the P.E.I. pence era. P.E.I. started using cents on January 1, 1872.

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[2] Duckworth, H.E. & H.W. *The Large Queen Stamps of Canada and their Use, 1868 - 1872*, Toronto, 1986.

[3] Arnell J.C. *Atlantic Mails*, Ottawa, 1980.

[4] Hubbard, Walter and Richard F. Winter *North Atlantic Mail Sailings, 1840-75*, U.S. Philatelic Classics Society, Inc., 1988.

[5] The web address for the Wilkinson collections of 1. Canada Pence Era Postal History, 2. Nova Scotia Pence Era Postal History, 3. New Brunswick Pence Era Postal History, 4. Prince Edward Island Postal History and 5. British Columbia and Vancouver Island Postal History is <http://www.seans.firbyauctions.com/>.

[6] Arfken, George B. and Charles G. Firby *The Pence Covers of Nova Scotia and New Brunswick, 1851 - 1860*. Vincent Graves Greene Philatelic Research Foundation, Toronto. In press.

[7] Firby, Charles G. *Gems of Canadian Philately*, Charles G. Firby Publications, 1996.

MAPLE LEAVES FOR SALE!

If anyone is looking for a reasonably complete run of old Maple Leaves, member Ian Gregory has some for sale. The lot comprises some 175 issues from whole number 7 through 283 with gaps. Also included are year books, indices and auction catalogues.

First offer of £250 plus shipping will secure.

Full details are available from Ian who can be contacted on 01292 316773 or by email at gregory@intaymet.com

POSTAGE RATES ON LETTERS TO AND FROM CANADA 1840-1851 (PART 2)

Malcolm Montgomery



Figure 8: A letter dated 4th December 1842, 'via Boston', paid 1s, British inland and packet. Carried to the United States on the 'Britannia' it was charged 20%^c, 2c ship letter fee and 18%^c inland postage. In Canada it was charged 1s 6d Currency: 1s 1d United States postage, ½d exchange surcharge and 4%^d inland postage.

Currency: Another rating anomaly which sometimes causes confusion is the result of fluctuations in the value of British North American 'Currency' against Sterling. An 1844 table prepared for the Canadian Legislative Assembly²⁵ indicates refinements at this time:

Sterling		Rates Heretofore Charged	Altered to		
s	d	s	d	s	d
0	10	0	11	0	11½
1	0	1	2	1	1½
1	10	2	1	2	0½
2	4	2	7	2	7½
2	6	2	9	2	9½

Table 5: Sterling/Currency Conversions.

Closed Mails through the United States: Throughout this period, although the British packets visited Boston, the default route for British North American mails was via Halifax, Nova Scotia. It is worth bearing in mind, however, that diplomatic dispatches were carried from Canada through the United States in closed bags directly to Boston and there is some evidence that private correspondence was also carried on this route, which was shorter, quicker and, in winter, more reliable. Pressure to change the default route bore fruit with the conclusion of an agreement with the United States, on 14th February 1845:²⁶

'... the Mails to and from Canada will in future be landed and embarked at



Figure 9: An unpaid letter dated 2nd December 1844 from London, England to Montreal, Canada; weighing over $\frac{1}{2}$ oz, but under 1oz, it has been rated ' $\frac{2}{4}$ ' - in Canada this has been converted to ' $\frac{2}{7\frac{1}{2}}$ ' Currency.

Boston instead of Halifax (as heretofore) - and will be conveyed between Montreal and Boston in charge of a British Officer appointed by the Postmaster General. All Letters and Newspapers, therefore, addressed to Europe, will be forwarded from Montreal via Boston, *unless specially directed to be sent by some other route.*

The first Letters from England by the new Channel will come by the Steamer of the 4th April next, (from Liverpool,) and the first transmissions hence will be for the Packet leaving Boston the 1st of May.

No additional Postage will be charged upon Letters to and from Canada in consequence of the transit rate which is to be paid to the United States Post Office.'

The cost of transmitting the mails to Canada through the United States (approximately 2d for each letter) was to be found from within the existing 1s 2d Sterling postage, however there was some cost saving to the service providers, as the SS 'Unicorn' feeder

service to Quebec was discontinued, and the Chief Post Office in Canada moved to Montreal. Mails for the Maritime Provinces were still landed at Halifax.

The 'Postal War' of 1847-49 and the Anglo/United States Postal Treaty of 1848: The disagreement between the United Kingdom and the United States in 1847 following a protectionist additional charge of 1s on letters carried by United States packets is explained in detail elsewhere²⁷ and need not be repeated. The effect on Canadian mails was two-fold: a few 'out-of-course' letters, principally between Nova Scotia and the United States, became subject to the United States 'retaliatory rate'²⁸. More seriously, once the initial negotiations to resolve the dispute had failed, the United States abrogated the closed mail agreement with consequent delays to letters which had once again to be routed via Halifax.

'The Postmaster General of the United States having given a Notice for *determining the agreement* under which the Correspondence between Great

Britain and Canada has been conveyed in closed Mails through the Territories of the United States, *as well as all other Agreements subsisting between the Post Offices of the two Countries*; the Mails to and from Canada will henceforth be landed and embarked at Halifax, *Nova Scotia*, instead of at *Boston* as at present.²⁹

The first such mail to leave Canada was on SS 'Cambria', leaving Halifax on 3rd November; the first to arrive in Canada was from the 4th November 1847 sailing of the SS 'Acadia'; the letters were off-loaded at Halifax and arrived at Quebec on 24th November, having taken 5 days and 12 hours to complete the journey, the Canadian post office surveyor noting that the roads '*... between Halifax and Quebec were in bad condition for travelling*'.³⁰

The settlement and restoration of normal service was achieved in 1848

with an Anglo/United States Postal Treaty³¹ which not only re-established the closed mails through the United States, but set in place a new rating structure for mails between the two countries if an all-up ½oz letter rate of 1s/24c, comprising: British inland postage 1½d/3c; sea postage 8d/16c; and United States inland postage 2½d/5c. Canada became, indirectly, a beneficiary of this treaty, albeit by a somewhat circuitous route. The Post Office recognised that they were in effect giving preferential treatment to the citizens of a foreign power - a letter to the United States would now be charged 1s, including inland postage, while one to the British Colonies would continue to be charged 1s 2d. A compensatory reduction of the rate to Canada and to the Maritime Provinces, arranged on the same basis as letters to the United States was agreed and

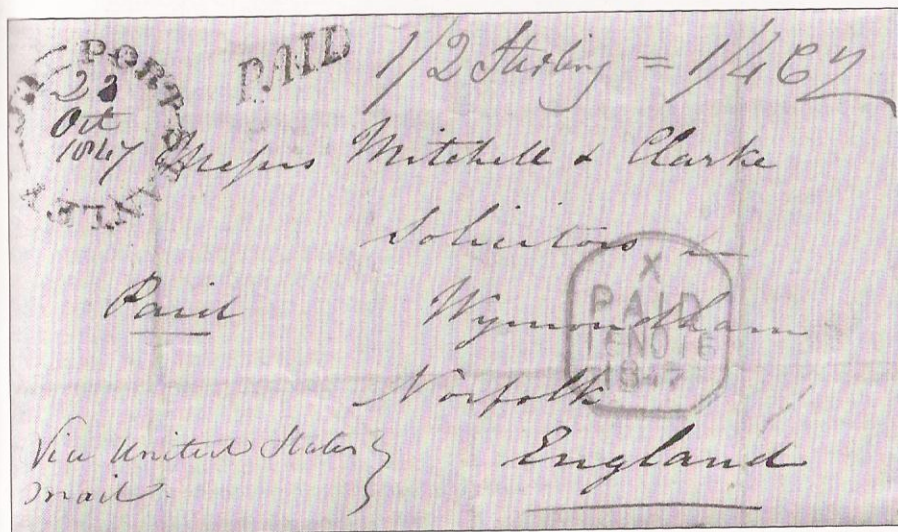
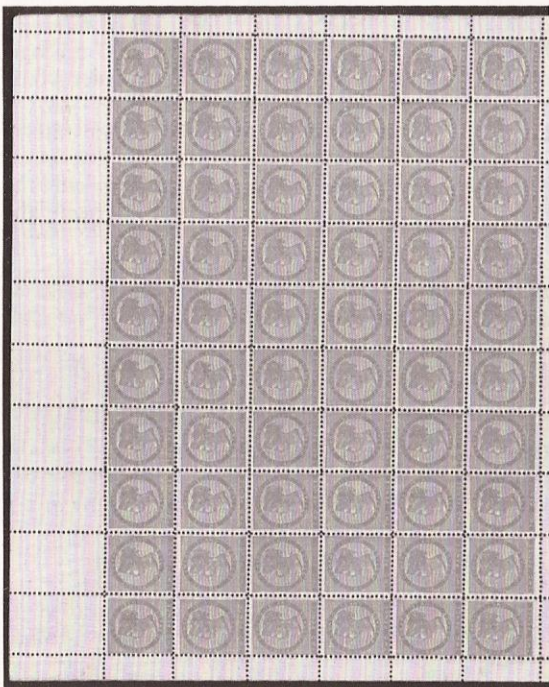


Figure 10: A letter dated 23rd October 1847 from Port Stanley, Upper Canada optimistically directed 'via United States Mail' that was in practice directed via Halifax, Nova Scotia, a victim of the 'Postal War'.

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promulgated, and advice given to the DPMGs in British North America. An immediate consequence was a notice published by DPMG Stayner in Montreal on 2nd April 1849:³²

'I have to instruct you that on and after the 15th instant, Letters to and from the United Kingdom, will be chargeable with a uniform rate of 11½d Sterling, or 1s. 1d. Currency, when not exceeding half an ounce. A Letter weighing above half an ounce, and not exceeding one ounce, will be liable to two rates of Postage; and so on, according to the scale at present in operation. The payment of this Postage will be optional with the sender. You will understand that after the 15th instant, an unpaid Letter for Great Britain or Ireland, under half ounce in weight, is to be rated thus, '11½d.', in large figures and in black ink. A Paid Letter thus, '11½d. = 1s. 1d.', in large figures, and in red ink.'

However, this proved to be premature, for discussions were still ongoing in London:³³

'... the inconvenience which may arise from the want of any means of paying by stamps the exact amounts of the new rates: - 9½d and 11½d, and I beg leave to inform Your Lordship that Mr. Stile considers the objection to these rates which comprise fractional parts of a penny, so great that he strongly recommends an immediate application being made to the Treasury to change them to 10d and 1s/-. The greater simplicity of these sums would be in itself a great advantage, but the main consideration is that only stamped letters can be posted at a large number of Offices throughout the Country and that the postage upon all late letters posted at Country Offices must also be paid by stamps. As in the absence of any stamps of the value of a halfpenny it is impossible to comply exactly with the

regulations of the department in the cases alluded to...The class of letters which will thus be made subject to a rate of one shilling instead of 11½d (and 10d instead of 9½d) will be those only which are landed or embarked at Halifax. The great bulk of the letters those to and from Canada - will in a few weeks be sent by way of the United States and will be liable to a combined rate 1s/2d as at present viz:

9½d British Sea and Inland Rate
2½d United States transit Rate
2 d Colonial Inland Rate
1/2d total

This numerous class of letters will consequently be excepted. It is right that I should inform Your Lordship that the question whether the rate to Halifax should not be made tenpence instead of 9½d for the sake of simplicity was proposed to the Chancellor of the Exchequer by Mr. Page on one of the occasions when Mr. Page waited upon Sir Charles Wood in my absence, but Sir Charles then decided that it would be necessary to fix the precise rate for letters conveyed between the United Kingdom and Halifax that was chargeable under the Convention for letters conveyed between the United Kingdom and the United States - the difficulties, however, likely to arise from the fractional part of the penny were not then foreseen.'

A draft Treasury Warrant was hastily prepared and submitted to Maybury for approval; it was noted that there might be some difficulty in obtaining agreement in North America, since the proposed reductions would already have been circulated and the constitutional question of the right of the Imperial Parliament to tax the Colony might be raised, although nothing had been said when the rates were lowered. He approved the change on 24th March 1849, with a rather curt reminder:

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*'Whatever is done must be arranged before the 15th to allow the warrant which comes into operation on that day to be repealed.'*³⁴ The Warrant gave rates of 1s 2d via the United States, 1s via Halifax, Nova Scotia, which latter route came to be known as the 'all-British' route.³⁵ A corrected notice³⁶ was circulated:

'AFTER the 14th Instant, the Mails to and from Canada will be forwarded through the United States, and all Letters and Newspapers for Canada will be transmitted in such Mails, unless specially directed to be sent by some other route. Letters for Canada will be chargeable with postage at the rate of 1s 2d, the half-ounce, as at present; and Newspapers will be liable to a postage of one Penny each to be paid on delivery.

Letters and Newspapers for any other part of British North America, may also be forwarded via the United States, *if specially addressed*; but the rule will be to forward them via Halifax, as heretofore. From the period above mentioned, the reduction of postage, authorised by the Treasury Warrant of the 3rd Instant, will take place on Letters transmitted by British Packet between the United Kingdom and New Brunswick, Prince Edward Island, and Nova Scotia (the Port of Halifax excepted) as well as on such Letters for Canada as may be specially addressed to be sent via Halifax. On all these letters there will be charged a uniform rate of *one shilling* when not exceeding half an ounce in weight, 2s when above half an ounce and not exceeding one ounce in weight, and so on, according to the scale of weight at present in operation for charging Inland Letters. Letters for Halifax, N.S., and for Newfoundland, will also be liable to the rate of one shilling, as at present.'

The corresponding instruction in Canada was issued on 25th April 1849,

too late to prevent some letters from being incorrectly charged.³⁷ It contained the Currency equivalents for the Sterling rates:

'Letters for Great Britain or Ireland sent by this Route, will be subject to a uniform charge of 1s 2d Sterling, (or 1s 4d Currency,) the half ounce, as at present ... Letters for Great Britain and Ireland will be sent *via* Halifax, if specially so addressed, but not otherwise, - Letters by this Route will be subject to a charge of 1s Sterling, (or 1s 1½d Currency, the half ounce, and so on in proportion for a greater weight according to the established scale).'

Once again, remedial action was necessary on letters that might have been undercharged in Canada:

'...letters may therefore be expected to arrive in this Country by one if not by two Mails charged at the lower rates first mentioned. I have accordingly to request Your Lordships Authority for directing the Postmasters of Liverpool and W. Bokenham to pass without further charge any paid letters so arriving from British North America on which only 9½d or 11½d may have been taken but to increase to the uniform charge of one shilling the rates marked upon such unpaid letters as may be received taxed at a lower rate.'³⁸

Up until this point, British North American postal affairs were under the control of the Postmaster General; all surplus income was remitted to London and there was no requirement for accountancy procedures between the provinces and the mother country. However, this was to change with the devolution of control of postal affairs in 1851 and, as each provincial office assumed control of its own affairs, a complex system of accountancy and accountancy marks was adopted.



Figure 11: An unpaid letter from Clarenceville, Lower Canada, dated 24th April 1849, addressed to Liverpool. It was charged 11½d (Sterling), subsequently re-rated a shilling on arrival in England (*Allan Steinhart collection*).

Acknowledgements: In addition to references in the footnotes, I have leaned heavily on notes provided by Alan Steinhart from the Canadian Post Office Archives; these were supplemented by notes I provided to him from the British Post Office Archives;

Jack Arnell used much of the combined material in a book 'Postal Rates and Routes - Mails Between British North America and Great Britain', published by the author in 1997 and 1998; in each case, the respective archives are owed a deep debt of gratitude.

References:

- 25 Legislative Assembly Records, Canada, 1844-1845, Appendix 1.
- 26 Canadian Post Office Circular, 29th March 1845.
- 27 G.E. Hargest, *History of the Letter Post Communication Between the United States and Europe*, Quartermain, 1975
- 28 'The Reprisal Act', *United States, 9 Statutes at Large*, 241-242, in Hargest, 1975, p25.
- 29 Post Office Instruction No. 27 October 1847 (notice of abrogation served on 16th August 1847, effective 3 months later).
- 30 J.C.Arnell, *Atlantic Mails*, National Postal Museum, Ottawa, 1980, p.153
- 31 Signed 15th December 1848 in London, ratified 26th January 1849. Articles for 'carrying into execution the Postal Convention' were signed at Washington on 14th May 1849, effective 14th May 1849 'so far as they are not already in force, shall come into operation on 1st July next'
- 32 Canadian Post Office Circular, 2nd April 1849
- 33 Post Office Archives, Packet Book (1849) page 147/152 (No: 524Z)
- 34 Post Office Archives. Packet Book 66/34, page 163/164 (No: 540Z)
- 35 Post Office Archives, Packet Book 66/34, page 182/183 (No: 552Z); the Warrant's dispatch is recorded on 8th April 1849.
- 36 Post Office Instruction No. 14, 1849, cancelling Instruction No. 27, 1847.
- 37 Canadian Post Office Instruction, 25th April 1849.
- 38 Post Office Archives, Packet Book (1849), 23rd April 1849, pages 293/294 and Instruction #14, 1849, cancelling #27, 1847.

The Yellow Peril



Fig 1 1970 Canada stamp issued to honour Louis Riel. Metis leader of the Red River and Northwest Rebellions, who was hanged as a traitor by the Canadian Government.

I know where and from whom I bought my Riel essays but for the life of me I cannot remember precisely when. I do know, however, that it had to be some time between 1949 and 1953 when I was stationed in Manitoba. At that point in time I had been a serviceman for not quite two years and I was not yet accustomed to army chow nor had I met anyone who could make me forget "old flames". In such awkward circumstances I would naturally take advantage of any and every weekend training flight to the West Coast. Being employed near the flight line I would get wind of most

planned trips before the word got around. It was on one of these navigational trips to Vancouver that I bought my first Riel essay from a squared circle collector.

It was during the mid-seventies when I bought my second Riel from an out of town dealer during a show in Toronto. I say the seventies because that was an unforgettable period in philatelic marketing when selling stamps was flourishing like there was no tomorrow. Literally, anything that was not nailed down got sold (or stolen!)

Unlike the Vancouver Riel, this second effort was sold to me as a forgery. Apart from the slight difference in the thickness and the ivory tint of the paper, it was difficult to tell whether the forgery was genuine or the genuine, a forgery. The thing that I went by was the lower purchase price. Because I was enjoying the forgery more than the real Riel, I salted the forgery away and (foolishly) sold the real McCoy (the Vancouver Riel) to a prominent Western Canada dealer who, I suspect, sold it to the Canada Postal Museum.

Since then, at least two more Riel essays have come on the market and sold by two Toronto auction firms – several years apart. The colour of both these essays were green. Whether it was two stamps sold at different times or the same stamp sold twice, I cannot say.

Although it was most comforting to know that I had the Riel essay, I looked at the item only twice in twenty-two years. The first time was in 1990 when I was drafting "Fakes and Forgeries" and the second occasion was in 1997 when I loaned my prize to our versatile editor at Harold's Gate. Thanks to

member Wayne Curtis who hand-delivered the stamp back to me, the forgery is now back in my album. That was the extent of my activities associated with this item.

Even though loaning my stamps to anyone, for any reason, is a violation of the eleventh commandment ("never loan thy stamps") I sinned in this instant because it was a worthwhile gesture and for the betterment of philately as well. Mr. Sessions took and enlarged these pictures to a size where I could make easy comparisons of the real and fake Riels.

My curiosity in the Riel essay was unexpectedly aroused in the spring of 1998 when I visited the Winnipeg Stamp Society Exhibition on the weekend of May 3rd/ 4th. By early Sunday afternoon I had seen the displays and completed two rounds of the bourse tables. Rather than check the dealers a third time and end up buying more

material, just for the sake of buying, I decided to look up a sergeant friend who was recently transferred in from Canadian Forces Base Gaagetown, N.B. His name was not, at that time, listed in the phone directory but the Base Provost tracked him down for me. As luck would have it, my buddy whom I had not seen in twelve years was not only at home but he answered the telephone as well. Within an hour we were enjoying a couple of beers in the hotel lounge.

After a most succulent dinner with his family, my host drove me back to the hotel – taking the scenic route to show me various parts of the city that I had not seen. The two sights that impressed me were "La Musee de Saint Boniface" and the "Place Louis Riel" (an all suite hotel). Seeing these two landmarks within minutes of each other rang a bell. As soon as I arrived home I looked up this passage on page 136 of Jarrett's 1929 book:-



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FORGERY

GENUINE



Fig 2 Comparison of genuine and forged Riel essays

Printing	PHOTO-LITHO	ENGRAVED
Colour	Deep red – looks over-inked	Lighter red, almost orange red
Details	Crude and blurred almost solid colour	Fine engraving lines
Design size	19.5 x 23 mm	19.5 x 23.2 mm
Paper	Thicker, new appearance jumbo margins	Medium thickness

An essay for a stamp of the intended new "Republic" was prepared by a member of Louis Riel's Cabinet and is now, we understand, in the possession of the Catholic Hierarchy, St. Boniface, Man. Engraved but never issued.

Plate proofs on India Proof Paper.

Quoting the above paragraph and enclosing a photocopy of the essay, on May 18th I wrote to the museum to inquire if it had the essay and ask for any information pertaining to it. On the morning of August 12th, Dr. Philippe R. Maillot, Administrator, rang to tell me that he could find no trace of such an essay despite a lengthy and thorough search. Dr. Maillot, however, did unearth and read this exciting paragraph (from "The Life of Louis Riel in Pictures") to me:-(see fig 4 overleaf)

In a telephone interview with Dr. Charlebois, the gifted author told me that his copy of the Riel essay is also red. Based on his examination of the essay, he is of the opinion that these essays were printed from a single

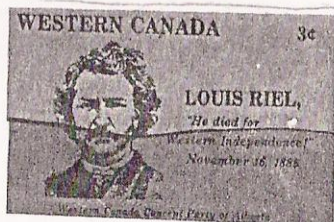


Fig 3 "He died for Western Independence" November 18th, 1885. Louis Riel on a 1981 3cent red, blue and black Western Canada Independence "stamp"



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LARGE QUEEN ISSUE	ROYAL TRAINS COVERS
LEGISLATIVE MARKINGS	SASKATCHEWAN POSTAL HISTORY
LITERATURE	SEMI OFFICIAL AIRMAILS
MANITOBA POSTAL HISTORY	SHIP CANCELLATIONS MARKINGS & VIEWCARDS
MAP (1898) ISSUE	SLOGAN CANCELLATIONS
MAPLE LEAF ISSUE	SMALL QUEEN ISSUE
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A.G. Bannatyne, Postmaster of the Provisional Government of the Métis, 1869-70, 1875, Manitoba Archives



The Provisional Government assured communications by safeguarding the mails and newspapers.

Although no written records remain that the Provisional Government of the Métis was preparing to issue its own stamps, in the opinion of Canadian philatelists, these preliminary stamps or 'essays' were prepared by a member of Riel's Cabinet in 1870, probably Bannatyne, who was the Postmaster.

There are five specimens known to be in existence, two are black and one red. The stamp contains a vignette of, 'Liberty,' with the oval inscription, "Canadian Republic," in English and French. There is no indication of value or denomination.

It is about the size of the present non-commemorative Canadian postage stamp, Author's private collection

Fig 4 Excerpt from page 60 of "The Life of Louis Riel in Pictures" (by Dr Peter Charlebois) as read and sent to me by Dr. Maillot

subject plate. Producing one stamp at a time could be the reason for its' scarcity. Moreover, the engraving of the plate was on wood; done either in the United States or in Quebec but most likely in the U.S.

Dr. Peter A. Charlebois is a former anaesthetist with the Scarborough

General Hospital; now a pain management specialist in private practice. He authored "The Life of Louis Riel" and in 1975, the revised "The Life of Louis Riel in Pictures". Both texts are excellent and well worth reading.



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combination of stamps. Single usages of any values other than 1c & 2c and these are still of interest if they carry nice clear postmarks of smaller Newfoundland towns. On this issue I'm a collector, not a dealer, so you don't have to be kind on pricing - Kind is you offering me the opportunity to acquire some neat items that will enhance the collection. Contact John Jamieson at Saskatoon Stamp Centre (see phone/fax numbers below) or email directly at ssc.john@saskatoonstamp.com

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INVALIDATED USAGE OF UPRATED DOMESTIC POSTCARDS

L.D. (Mac) McConnell

From 1890 the use of domestic 1 cent postcards was allowed to international destinations provided that a 1 cent adhesive stamp was added to bring the payment up to the 2 cents UPU rate. This was covered by an entry in the January 1890 Postal Guide

2 c UPU Postcard Rate.

The Department will not, however, refuse to forward (to UPU destinations) domestic (1c) postcards to which an additional 1c stamp has been affixed.

Examples of such usage are not particularly difficult to find. They can form the basis of an interesting sideline collection.

There were some important restrictions placed on the concession by the UPU itself. The first was size, which had been laid down when postcards were first allowed by the 1878 Paris Convention.

Article XV

Detail and Order,

1878 Convention

2. Postcards cannot exceed the following dimensions:

Length	14 centimetres
Width	9 centimetres

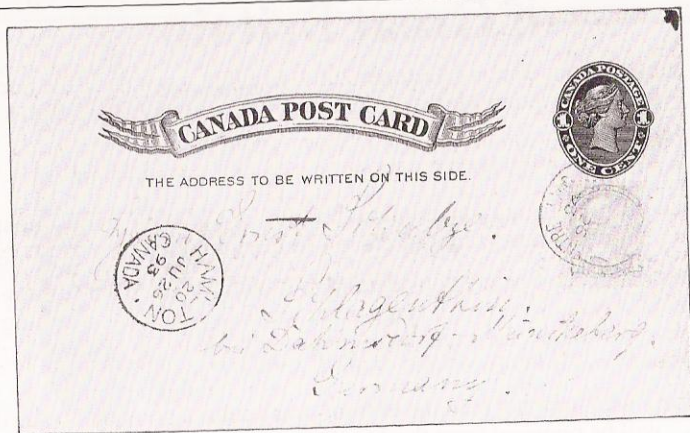


Fig 1. Oversize P13 card accepted without penalty

A second restriction concerned additions and alterations to the postcard. It had been covered by pre-UPU Canadian regulations as long ago as 1871 and continued into the UPU era. In the 1893 Postal Guide this read:-

1. If anything is attached, or if it is altered in any way, the card ceases to be mailable as a postcard, but it may be treated as an insufficiently paid letter.

This remained the rule until the Washington Congress of 1897 when an address label, not exceeding 2 centimetres by 5, was permitted to be pasted to the address side of the card. Two valuable sources of information on these regulations are to be found in references (1) and (2).

How the postal authorities interpreted these regulations is well illustrated by two postcards from different writers, each sent to Germany in 1893 and 1894 respectively. By coincidence both were posted at Niagara Falls Centre and passed through the Hamilton Exchange Office.

The first card (fig 1) is a Webb type P13 with a Ju 26/93 postmark on the 1 cent Small Queen stamp. The Hamilton date stamp is for the same day. Now a P13 card is 6 inches by 3 $\frac{3}{8}$ inches (152 x 92 mm) and thus clearly beyond the 140 x 90mm size restriction. However, it has been accepted by the Canadian PO without penalty for a UPU destination. Furthermore, the German PO has also accepted and delivered it. Arfken (2) observes that "several examples of this oversize postcard mailed to overseas destinations are known. No examples of a P13 card being sent overseas, charged with letter postage, have been recorded". Do readers of *Maple Leaves* know any better?

The second card (fig 2) was posted MY 7/94. This time a type P14 card was used. Since the P14 is 5 $\frac{1}{2}$ x 3 $\frac{3}{8}$ inches (140 x 86mm) it is within the size restriction and acceptable. However, it has been marked at the Exchange office with a UPU T mark and

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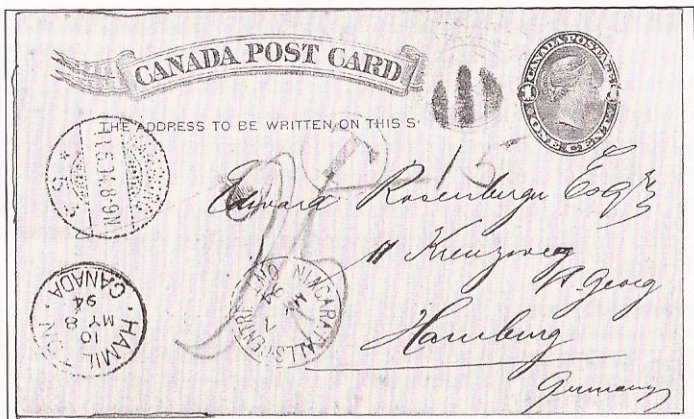


Fig 2. Penalised smaller P14 card

a blue crayon 15 (centimes) to indicate postage due as a short paid letter. In Germany, this 15c tax is doubled and, because of the strength of the Mark, charged 25 (pfennig) on delivery. The reason for this is to be found on the reverse of the card (fig 3). The sender had cut out from an illustrated brochure a small picture of the Niagara Falls. Although this was pasted securely to the card it blatantly contravened the regulation, hence the penalty.

References:-

1. The Postal History of the Post Card in Canada 1871–1911 A. Steinhart, Toronto 1979
2. Canada and the Universal Postal Union George B. Arfken, Toronto 1992

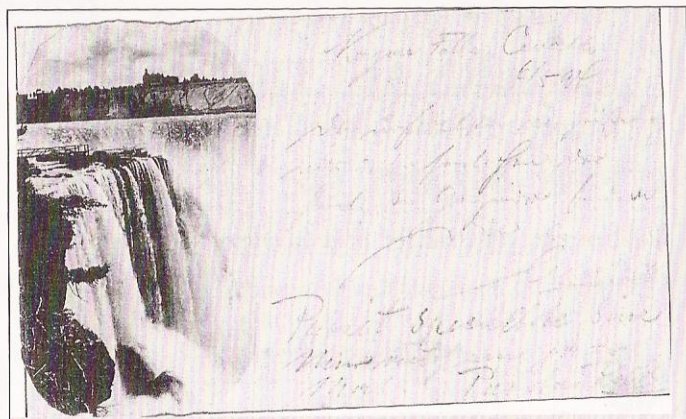


Fig 3. Small pasted addition on reverse of Fig 2 caused infringement and penalty

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LETTERS TO THE EDITOR

Trevor Pickering

FANCY CANCEL

Could any member help on the identification of the postmark cancelling the 12½ cent Large Queen on the cover below *Fig 1*. It is struck in greenish-blue and matches the March 1869 c.d.s. of Caistorville U.C. The postmark is a fancy shield containing what appears to be five rows of letters. Five of the letters in this shield like pattern are visible and appear to read LK/GOS in two of the central lines, although this may not be correct.

Derrick Avery

POSTAGE DUE QUERY

Digging in my "to be looked into" box, I came across the cover overleaf *Fig 2*. This is a 7 cent airmail cover to England, with a faint postmark of Spring Coulee, Alberta, De 12 1947 and a circular postage due hand stamp T138 centimes. The air mail rate to the UK at this time was 15 cents per ¼ ounce (from 1 November 1946). To me, it would appear that the letter has been rated at the previous all up rate of 30 cents with the difference of 23 cents converted at 6 centimes per 1 cent. I look forward to members comments and suggestions.

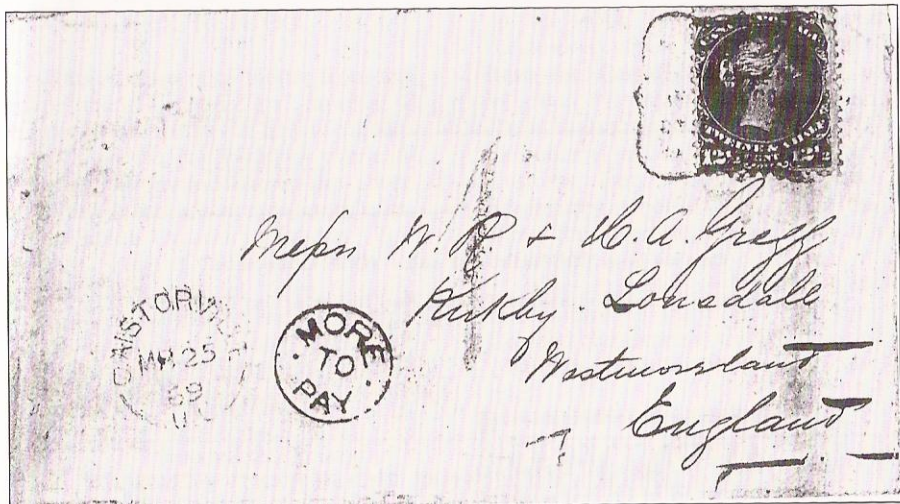


Fig 1.

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Fig 2.

Graham Searle

CANADIAN EXPRESS CO.

This is more of a "Letter from the Editor" than "To the Editor", however, I wonder if our readers can help to explain the rate on the cover shown overleaf. The first illustration shows the cover front which reveals a registered letter from Clinton Ontario to Boston USA dated 22 August 1912. The cover is franked by a strip of three 5 cents Admirals. A normal registered letter to the USA in this period would have cost 7 cents, so why the 15 cents franking? It is possible that the letter was very heavy

and required postage for the 5 times rate but this seems unlikely. The clue may lie on the back of the cover (second illustration) which shows some stickers from the Canadian Express Co. and indicates "Express Charges Prepaid". There is also a customs label indicating the contents may be "Supposed Liable to Customs Duty" (although a boxed handstamp at bottom left of the front shows the cover was passed free of duty in Boston).

Can any member provide further information on the Canadian Express Co. and the express service involved? Also can anyone explain the 15 cents rate?

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Fig 3.

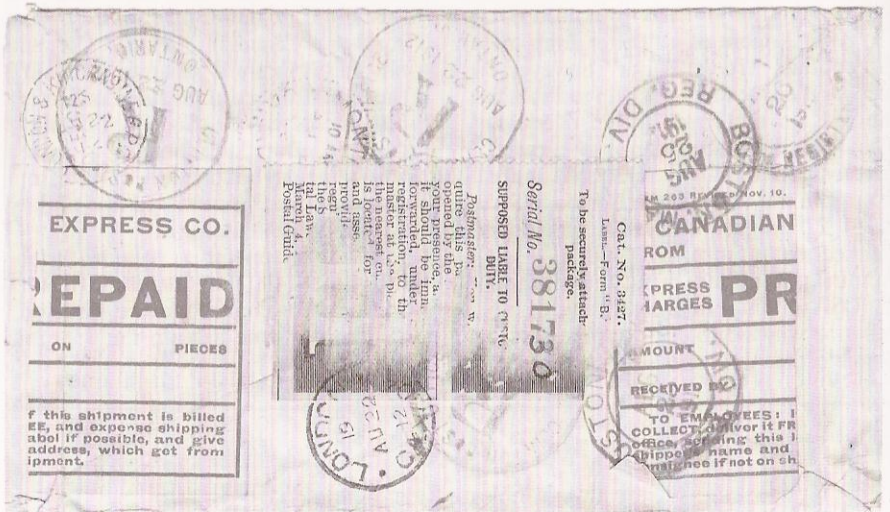


Fig 4.

THINGS THAT ANNOY US

Graham Searle

By and large, CPSGB members are a fairly mild mannered lot and little about our chosen hobby annoys us. Every so often, however, something comes along that really irritates. So to get them off my chest, here are my current top three pet “hates”, maybe other members would like to suggest some others?

Whilst two of these pet “hates” relate to dealers and auctioneers, may I note up front that the vast majority of those who provide us such services do so in an exemplary way and are “not guilty” – hopefully those who are will recognise themselves. if they take the time to read this piece!

1. The condition grading problem:-

There was a time, not so long ago, when stamps could be described as “very good, fine or very fine”. Most of our catalogues go to some pains to show examples of what these terms mean to try and introduce some consistency in descriptions.

In the last ten years, however, I note a continuing trend to talk up the quality of stamps being offered. This is, no doubt, in part due to the trend amongst many collectors to strive for the best available quality. If the stamp is not described as at least “very fine” some of us will apparently not even look further. The result is that almost no stamps offered today are simply “very good”. Most are “very fine” at least (although photo scans often reveal a remarkable similarity to the “very good” or “fine” pictures in those catalogues). With so many “very fine” stamps around dealers had to invent new terms to describe the really good stuff. Thus we now have “extra fine or XF”, “superb” and

“jumbo” (to describe a perforated stamp with large margins all around). I fear the day cannot be far away (indeed it has probably already arrived somewhere) when the word “mega” appears in stamp descriptions.

The result of course, is simply to degrade a perfectly good system by “upgrading” everything by one or two notches. It is also a convenient way to increase the apparent catalogue value of something you are selling. Prudent collectors will no longer buy without viewing either in person or via an internet scan. A little bit of the trust upon which our hobby depends has been chipped away.

Condition will always be a subjective thing and I guess we cannot hope to standardise these descriptions, however my own real pet annoyance is the “otherwise very fine” description; as in... “badly creased with 4 mm internal tear and thins, otherwise very fine”. Please, at least, spare us that one, guys! If it is damaged, just say so.

2. The currency problem:-

Auction houses have an understandable problem when ascribing catalogue values to stamps. Many specialist catalogues exist these days and provide the best particular listing for a country or speciality. These catalogues are, of course, priced in the currency of the originating country. For BNA collectors, auction catalogues will sensibly make use of a mixture of Stanley Gibbons, Scott, USC, Van Dam and many others. These catalogues show values or prices in \$US, \$CAN and £.

Am I the only one to notice that some of our US auction houses are somewhat tardy in pointing out that the

catalogue values they quote are in \$CAN whilst their bidding is in \$US? (Yes, I know it is in the small print somewhere, but.....). They do not have similar problems when they quote catalogue prices in £ (maybe because the £ is worth 75% more than the \$US?). With a 30% + currency difference these days the difference really is quite large. Experienced collectors will not be fooled as they generally know what they are prepared to pay in any currency, but beginners may well be drawn into paying a good deal more for their stamps than they are really worth. These are the serious collectors of the future – we should look after them well!

3. Those new issues:-

I know this is beating an old drum and that Canada Post is hardly the worst offender on the globe but do we really need all the new issue stamps that have

poured out of its' machine in the last decade?

The statistics are quite frightening. It took Canada 132 years to produce its' first 1000 stamps (by the USC listing) and 21 years to produce the next 1000. We can only trust that extrapolation does not continue at the same rate. In the ten years from 1991 to 2000, Canada Post issued 710 new stamps and this excludes the mass of booklet panes and definitive varieties; not to mention the errors and printers waste that seem to increasingly find their way out of the Security Printers (sic) back doors. The year 2000 was, so far, the low point in this orgy of new issues with 105 new stamps (one every 3½ days!). Since then, Canada Post have thankfully reduced their output somewhat although still manage to average more than one new stamp a week.

CONTINUED ON PAGE 176

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BOOK REVIEWS

Summer 2005 has seen a continuation of the recent spate of new books on BNA philately. Reviews of five new volumes and one earlier volume we missed are given below. Specific contacts for acquiring the books are given in each case but readers may wish to first try the Society Handbooks Manager, Derrick Scoot (details on panel on page 174) who has some of these titles available for sale.

THE SQUARED CIRCLE CANCELLATIONS OF CANADA (Fifth Edition).

A BNAPS Handbook by the Squared Circle Study Group, edited by John S. Gordon, 327pp, 2001. Available from Derrick Scoot (CPS of GB) at £24.50 + p&p.

Collecting Canadian squared circle cancellations was already active in the 1930s, but it was not until Dr. Alfred Whitehead began writing about them in 1951 that they really became popular. Dr. Whitehead published three editions of his Handbook. In 1981 the 4th edition, edited by Hansen and Moffatt, was published. This was a very detailed, hardbound, book of nearly 500 pages. Unfortunately for the editors, some typographical errors and omissions were introduced by the printer. The authors hoped that subsequent editions would appear every four or five years, updating new information gathered by the Squared Circle Study Group. The actual interval of 20 years between 4th and 5th editions has enabled the incorporation of a great deal of new data, including many new finds, derived from members of the Study Group. The editor, Jack Gordon, has been studying Canadian squared circle, and other contemporary

cancellations, for more than 40 years. He draws on the foundation built by his predecessors, but has taken the opportunity to quantitatively discuss the relative scarcity of various time marks where more than one mark was used; to list the stamps on which each marking can be found; and to discuss (in a preliminary fashion) the various contemporary cancels.

The 5th edition Handbook is in the standard BNAPS spiral bound, 8.5" x 11" format. The reviewer has found it much easier to use for reference purposes than the 4th edition, as it readily lays flat at the required page. Most sections of the Handbook have been overhauled, whilst features of the previous edition, such as illustrations of enhanced imprints of the various hammers and tables of known years of use, are retained. Section I has 18 introductory pages about squared circle types, periods of use, the study of indicia markings and much else. The main Section II consists of 225 pages, listing data for the more than 300 hammers in use during 1893 to 1900, and beyond in some cases. Good quality illustrations of enhanced imprints of each hammer (and state thereof) are shown. Towns are listed in alphabetical order by Province or Territory. There was a wide geographical spread in the use of these types of cancel, though the length of use and the numbers of strikes still in existence vary widely – from one strike each for Fonthill, Ontario and Revelstoke, B.C. to more than 17,000 for Ottawa. The latter city, however, provides the greater challenge to the specialist collector interested in indicia variations. The two pages for Ottawa have sub-headings; Time Marks, Error Indicia, Damaged Indicia, Borrowed

Indicia, Nude Strikes, Continuity of Dated Use, On Selected Stamps, Contemporary Cancels, and several analyses of Time Marks, together with suggestions for further research. Each town/hammer is treated in a similar fashion, dependent on the number of strikes and variations in indicia alternatives. The Squared Circle Precursors of 1880 and 1892 are also listed. Appendices cover Rarity Factors; Roster Totals (overall and for selected stamps such as the 3c Jubilee and 2c 'Map') both on and off cover; check lists for Years of Use; Proof Dates; and a Check List for Varieties.

The Moffatt and Hansen 4th edition devoted 126 extremely detailed and well illustrated pages to the identification of partial strikes, separation of strikes for multi-hammer towns, etc. This feature has not been repeated in the 5th edition, though brief, helpful notes are provided wherever relevant.

Purchase of this book is essential for anyone considering taking up the collection of these very interesting cancels. Other collectors of Canadian stamps would find it an interesting addition to their library. Squared Circle specialists will, no doubt, already own it. If you have a copy of Moffatt & Hansen, keep it for additional help with difficult problems of identification. Use the latest Handbook for everything else. My copy is indispensable!

Mike Boddy.

CANADA - CAMEO DEFINITIVE ISSUES

John D. Arn, 2005, Spiral Bound, 152 pages, 8.5 x 11 - BNAPS Exhibit Series #34. ISBN: 0-919854-54-0 (Colour), 0-919854-55-9 (B&W). Published by the British North America

Philatelic Society (BNAPS). Stock # 99923.341 (Colour Version) - \$C99.50; 99923.34 (Black & White Version) - \$C35.95. Shipping is extra - Credit card orders (Visa, Mastercard) will be billed for exact amount of shipping plus \$2 per order; for payment by cheque or money order add 10% in Canada, 15% to the US, 20% overseas (overpayment of postage greater than 25 cents will be refunded in mint stamps). GST is payable for Canadian orders. No PST applies. BNAPS members receive a 40% discount from retail prices. BNAPS books are available from Ian Kimmerly Stamps, 112 Sparks Street, Ottawa, Ontario K1P 5B6, Canada; Phone: (613) 235-9119. Internet orders can be placed via <http://www.iankimmerly.com/books/>

John D. Arn's CANADA - CAMEO DEFINITIVE ISSUES is only the third exhibit of Canadian stamps or postal history from the Queen Elizabeth II era to win Gold at a National level show in Canada or the United States. At BNAPEX/BALPEX 2004 in Baltimore the exhibit received a Gold level medal from both British North America Philatelic Society (BNAPS) and American Philatelic Society (APS) judges. In doing so CANADA - CAMEO DEFINITIVE ISSUES also became the first ever Elizabethan exhibit to win BNAPS' Horace H. Harrison Grand Award.

Members wishing to see how it may be possible to win a Gold Award at National level with an exhibit of only five modern low value stamps will find this volume a real eye opener.

The five stamps of the Cameo issue, released between October 1962 and May 1963, remained in primary use only until 8 February 1967 when they were replaced by the Centennial Definitive series. The Cameo definitives were fully involved in the Winnipeg tagging experiment. This was also the early

period of use and discovery of fluorescent paper. In addition to normal sheet stamps, miniature panes, coil stamps and booklets were issued, and stamps were also over-printed for official use by Government departments. A number of varieties, some of which are extremely scarce and possibly unique, resulted. Virtually all are included in the exhibit, as are a number of unlisted items.

Commercial usage is emphasized throughout the exhibit. Domestically, besides normal first class mail, there were specialized rates for letters mailed ('dropped') to the same city or post office, printed matter and even for mailing election ballot boxes. Internationally, rate schedules were maintained for surface or air mail to the United States, the Americas, the British Empire and non-British Empire UPU Countries, with a detailed schedule of air rates for the rest of the world.

There is not a great variety of shades to be found on these stamps so members wishing to save the large price mark up on the colour edition will not lose much.

Overall an excellent book showing just what is possible with a detailed study of modern issues. The review copy is being added to the Society Library.

GS

PRINCE EDWARD ISLAND PHILATELY 1794-1873

Martyn Cusworth, 2005, Spiral Bound, 192 pages, 8.5 x 11 - BNAPS Exhibit Series #35. ISBN: 0-919854-56-7 (Colour), 0-919854-57-5 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # 99923.351 (Colour Version) - \$C120.00; 99923.35 (Black & White

Version) - \$C39.95. Other details as above.

Martyn Cusworth's PRINCE EDWARD ISLAND PHILATELY 1794-1873 is the 35th book in BNAPS' Exhibit Series. The result of nearly thirty years of collecting, started when Martyn was living and working in Montreal and continued avidly following his return to Great Britain, was first shown at BNAPEX 2001 in Ottawa where it received a Gold level medal. As it was Martyn's first exhibit at a British North America Philatelic Society show, the exhibit also received the BNAPEX Novice Award. At BNAPEX 2004 in Baltimore a modified and enhanced 144-page exhibit received a Gold level medal and the Allan L. Steinhart Reserve Grand Award. The Baltimore exhibit, with 40 pages of additional material, is shown in this book.

Until James Lehr brought it into a more prominent position in the 1980's and early 90's, Prince Edward Island was something of a backwater in British North America philately. Martyn Cusworth's exhibit reveals the philatelic development of Canada's smallest province from pre-stamp rates and markings through the stamps and postal history of the 1861 Pence issues and the short-lived 1872 Cents issues. The stamp issuing period is well represented with proofs, varieties and covers, many of which came from the Brassler, Carr, Caspary, Cornwallis, Dale-Lichtenstein, Lehr and Saint collections. In addition, an interesting assembly of incoming mail includes some attractive letters mailed from the USA, India and France to Prince Edward Island.

Martyn's collection of pre-confederation PEI was broken up earlier this year, so this book provides a perfect record of one of the best collections of this material ever assembled.

Martyn is a regular contributor to *Maple Leaves*, with an ongoing series of articles on various aspects of PEI philately. He and Mike Salmon have developed and are maintaining an Internet database of recorded PEI covers. He still collects post-confederation PEI material.

This is an essential volume for any serious PEI collector. Despite the high price of the colour version, the colour reproductions are excellent and a certain amount of information on shades of the stamps and proofs will be lost by selecting the cheaper black and white option. For those who wish to "try before they buy", the review copy, in colour, is in the Society Library.

GS

CATALOGUE OF CANADIAN DUPLEX CANCELLATIONS

This is the 3rd edition of this work, written by Stephane Cloutier, printed by the Conestoga Press, spiral bound, 228 pages approximately A4 size at \$39.95 plus postage (\$17 to UK). Available from the author, 367 Levis Avenue, Ottawa, Ontario, Canada K1L 6G6; e-mail cloutier@comnet.ca Sterling cheques for the equivalent amount can be made payable to Eugene M. Labiuk.

This update on the two previous editions written and published by Bob Lee now lists over 6200 different hammers in use over the past 145 years. As a thrifty Scot who has been making do with the late E.A.Smythies pioneering work (the 1st edition published in June 1959), to which the author pays tribute, the rise in the number of hammers listed was quite noticeable. As is no doubt well known, duplex hammers were invented as a labour saving device whereby the post office of origin and the date would be

recorded on the envelope and the stamp obliterated in one strike, rather than the norm of having to use a separate town/date canceller and stamp 'killer' involving two operations. Such implements were expensive and in the early days were issued only to major offices, but such was their popularity that quite a number were devised locally by postmasters, surprisingly including some major offices which had officially issued hammers as well.

This clear and well written book starts with the usual acknowledgements and an introduction which is based on that in the previous edition. No rarity factors are given, partly because it was found that in trying to establish these, double counting was a recurrent problem. However it might have been possible to indicate whether or not any particular item was common, less common, scarce or rare, without necessarily having to commit to a numbered factor, and this I think would have been useful. The same section includes some explanatory notes regarding identification, unconfirmed unofficial duplex and some information regarding surviving hammers. At the end of the book there are interesting photographs of some of these.

The actual listing is in alphabetical order of Province, starting with Alberta and finishing with Saskatchewan; this followed by transportation duplexes and then unofficial duplexes. The only point that appears a little odd to your reviewer is that the list of Berri duplexes is given after Assiniboia and before British Columbia. Alphabetical purity may have been preserved but it messes up geographical integrity, and perhaps they should appear as the first of the tables, since these were the first hammers to be supplied, by Berri of England to the Canadian postal authorities in the 1860's.

However this is a minor quibble. If one collects duplex of whatever period, then this book should be in your library.

JH.

**Force 'C' - THE CANADIAN
ARMY'S HONG KONG STORY
1941-1945**

Ken Ellison, 2005, Spiral Bound, 128 pages, 8.5 x 11 - BNAPS Exhibit Series #8. ISBN: 0-919854-51-6 (Colour), 0-919854-53-2 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # 99923.81 (Colour Version) - \$C89.00; 99923.8 (Black & White Version) - \$C33.95. Other details as above.

Military postal historians, and other enthusiasts interested in a fascinating story and rare material, will be very pleased with an entirely new version of Ken V. Ellison's original 1998 Force 'C', BNAPS Exhibit Series #8 book recently reprinted by the BNAPS Publications Committee.

This new edition has been reprinted using quality computer-scanned originals (instead of earlier master photocopies), and the difference between the 1998 and 2005 versions is remarkable. New technology and printing processes have greatly improved the illustrations and now the books can be obtained in both full colour and black and white editions.

The colour review copy received, dramatically improves the quality of the postal markings on many of the covers and cards contained within the publication. In the previous edition, some markings (especially those in blue, carmine, and magenta ink) were difficult to see, but now the colour scans make them completely legible. Presumably the black and white scanned version is equal in quality. Those of us

who never experienced Ken's wonderful award-winning exhibit in person can rejoice with this new book!

All of the rare and elusive Force 'C' material has been included from the 1998 edition, but several more interesting pieces have been added. Force 'C' mail is arguably among the rarest of Canadian military postal history, given the tragic circumstances surrounding the contingent, yet Ken has managed to add several more items to enhance the story. The addition of a few poignant period photographs also adds to the exhibit book. The extra collateral material, both postal history and documents, is always welcomed and these items have greatly enhanced the exhibit series' appeal.

Although some of the book's illustrations have been reduced, the overall effect with the other pages is now more uniform and attractive. Several have been enlarged to show detail and are now better-defined. One of the noticeable improvements is the larger print in the majority of the text. This reviewer also enjoyed the addition of the author's photograph and some bio-graphical information.

There are a few minor cosmetic observations which might have improved the new reprinted version. Some of the text could have been placed above and below the illustrated material where appropriate. The use of "white space" is often repetitive with pages often appearing the same. This would have resulted in a more attractive exhibit as well. It is also somewhat curious that there is outlining on some illustrations but not around others; and some uniformity could have been maintained if all were the same. These are minor criticisms and they do not detract from the substantial improvement of this publication from the earlier version.

Collectors and students of military

HANDBOOKS FOR SALE

October 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
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Canada's Post Offices 1755-1895	FW. Campbell	£19.00
Canada Post Official First Day Covers	A. Chung, R.F. Narbonne	£14.00
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Canadian Re-Entries 1852-1953	H. Voss	£15.00
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postal history will immediately recognize the importance of this new volume. Not only is the story of Force 'C' an important one in Canada's military past during the Second World War, Ken Ellison's exhibit and treatment of the postal aspects of the Force deserves equal praise and attention. Rarely does one have the opportunity to view a "near-complete" collection of an obscure Canadian military force. This new work, therefore, is highly recommended.

Dean W. Mario

BRITISH COMMONWEALTH PACIFIC AIRLINES 1946 – 1954

Laurence Kimpton, July 2005, perfect bound A4, 64 pages, covers and 4 central pages in colour, 137 illustrations. Available from the author at 20, Greytree Crescent, Dorridge, Solihull, B93 8SL, England. Priced at £15 plus £1.80 p&p.

Orders can be e mailed to
l.j.kimpton@macunlimited.net

This book, written by one of our CPSGB members, traces the aviation and aerophilatelic history of BCPA and its rivals in developing the trans-Pacific services between Australasia and North America in the early post WWII years. Although BCPA was based in Australia, its' North American terminal was in Vancouver. The book therefore includes several illustrations of Canadian items as well as an account of Canadian Pacific Airlines rival service to BCPA. It will be of interest to all collectors of Canadian airmails as well as those who collect Australian, New Zealand and Pacific Islands airmails. As well as many illustrations of covers, the book includes vignettes, postcards, maps, ephemera and photographs relevant to the subject matter.

GS

Forthcoming Events

- | | | |
|-------------|----------------------------------------------|------------------------------------------------------------|
| 2005 | Oct 14 – 16 | National Philatelic Literature Exhibition, Toronto |
| | Oct 14 – 16 | STAMPEX, Toronto |
| | Oct 27 – 29 | Philatex, Horticultural Hall, London |
| 2006 | Feb 22 – 26 | Spring Stampex, Islington, London |
| | Apr 7 – 9 | AMERISTAMPEXPO, Toronto |
| | Apr 27 | CPSGB presentation to the Royal Philatelic Society, London |
| | May 27 – Jun 3 | Washinton 2006 |
| | July 6 – 7 | Philatelic Congress of GB, Renfrew |
| | Sept 6 – 9 | CPSGB Convention, Llandrindod Wells |
| | Sept 15 – 17 | NOVAPEX, Dartmouth N.S. |
| | Sept 20 – 24 | Stampex, Islington, London |
| | Nov 16 – 20 | Belgica 2006, Brussels |
| Nov 24 – 25 | ABPS National Philatelic Exhibition, Torquay | |
| 2007 | Feb 28 – Mar 4 | Spring Stampex, Islington, London |
| | Sept 19 – 23 | Autumn Stampex, Islington, London |
| | Oct 3 – 6 | CPSGB Convention, Beach Hotel, Worthing |
| 2008 | May 14 – 22 | Israel 2008, Tel Aviv |

AMENDMENTS TO MEMBERSHIP

to 31st August 2005

Change of Address

- 2648 BROWN, Linton J. 14 Rowan Crescent, Menstrie, Clackmannanshire, FK11 7DS,
e mail: lintonjbrown@hotmail.com
2853 TREMBLAY Dr.Michael P.O. Box 8000, 454 Mississauga Street,
Niagara on the Lake' Ontario, Canada L0S 1J0

Amendments to Detail

- 1322 MALLOTT Major R.F. add *FRPSC, AHF* and e mail: rmallott@magma.ca
1613 MOUBRAY Mrs P Jane *RDP, Hon FRPSL*; new email address: pjmourbray@ukonline.co.uk

Correctios to Address

- 1630 WALLACE, Gib, please add postal code 07712

Removed for non-payment of dues

- | | |
|---------------------|------------------|
| 2270 SISMONDO, S.F. | 2808 WATKINS, T. |
| 2398 LEMBRE, R.J. | 2850 ALLEN,H |
| 2763 REDDINGTON, S. | 2908 PATEL, A.D. |

Resigned

- 2805 HILLMER: John M.
2869 JENKINS. E.

Deceased

- 2390 POUNCY, J.
2658 GUFFOFG, Peter H.S.

New Address Required

- 2262 BOGIE, Niall H.R.

Revised Total:- 404

THINGS THAT ANNOY US

continued from page168

Most new collectors start with new issues. They are readily available and (relatively) cheap. Their choice of collecting area will be biased, to some extent, by the issuing policy of the

country concerned. Too many new issues and you send them, and their limited funds, looking elsewhere. These are potential CPSGB members of the future, so we should worry too.

If you have pet hates or annoyances, please send them to the editor. If we get enough we will run some further instalments in the future. Ed.

HAVE YOU TRIED TO ENROL A NEW MEMBER RECENTLY?