



Maple Leaves

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

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EDITORIAL

YOUR SOCIETY NEEDS YOU!!

Finding volunteers amongst the membership to undertake the day to day work is the bane of most Philatelic Societies and ours is no exception. Only since I became a part of the Committee some years ago, when taking on the Editor's role, did I begin to realise the time and effort that the 'few' contribute to the 'many'. Of course, the reality is that many members do not have the time to spare, in busy working lives, to contribute in this way but it is also true that we if all sit back happy for others to do the job then no-one will be there to run the Society for us in the future and, quite simply, the Society will die.

We experienced just this problem a year or two back when our Treasurer stood down after many years in office. In the end we were rescued by a volunteer from outside the Society who agreed to take the job on at no cost. This is hardly a recipe for future well-being.

More recently we have advertised for someone to come forward and, over time, take over the Auction Managers job from Colin Lewis. Colin has done an outstanding job over the last few years and the auction is now a major source of income for the Society. Without it, all of our fees would be a lot higher, our membership would be a lot lower and we would not enjoy the benefits to both seller and buyer that the auctions bring. However, Colin realises that he cannot continue to do the job for ever and a younger member needs to gradually take over the reins.

These are not full time jobs. Nor do they require any special skills beyond the reach of most members. They do require some time and commitment and, most of all, a desire to 'put something back'.





If you feel that you can help the Society, in any capacity large or small, please contact our Secretary, John Wright. Similarly, if you would like more information on what the Auction Managers job involves to better judge if you can contribute, please contact either John or Colin Lewis who will be happy to provide more information.

TOM E. ALMOND F.C.P.S. 1942-2011

It is with great sadness that we record the passing of another stalwart of the Society, but, on a personal note, I recall with great joy the privilege of having enjoyed Tom's company during the last thirty years. We first met as 'junior' members at London Section meetings in the early 1980's and in 1989 we travelled together to Hamilton, Ontario, to attend our first BNAPEX. Freda and I later enjoyed Tom and Jean's hospitality on many occasions, including weekend trips to Guernsey when he was working there.

Tom graduated from City University in 1965 with a Bachelor's Degree in Applied Mathematics and spent his professional career in the computing industry, progressing from being a programmer and computer analyst to become a self-employed consultant covering both hardware and software systems. He met Jean in 1961 when both were working at International Computers and Tabulators on ICT's first transistorized computer. They married in 1964 and together with the older two of their three children won a popular television quiz show 'Ask the Family' in 1981.

Tom's particular interests in Canadian philately included the Admiral Issue (being colour-blind he enlisted Jean's assistance when it came to shades of green and red!), Squared-Circle cancels, Royal Trains and Flag cancels. He was editor of 'The Flag Pole', journal of the BNAPS Flag Cancel Study Group, from 1988-92 and again from 1999-2001. He was even more active with



the CPS of GB, serving as Assistant Treasurer, Handbooks Manager, Auctioneer, President (1984/85) and Secretary (1992 -97), and was honoured with Fellowship of the Society in 1996.

Tom had a keen sense of humour, a prerequisite for being a long-time supporter of Watford Football Club, and was generous to a fault. Sadly, he was diagnosed with Alzheimer's Disease in 2000, and attended his last Convention in 2005. Above all, Tom was a family man; he is survived by Jean, Lisa, Graham and Sarah, to whom we extend our heartfelt condolences.

Brian T Stalker F.C.P.S.



POSTCARD RATES IN THE ADMIRAL ERA

John Watson

The intention of this article is to bring together and illustrate the known information concerning the postcard rates during the Admiral era. Once again I have used as my bible Alan Steinhart's book *The Admiral Era: A Rate Study 1912-1928*, and most of the Post Office rules and guidelines mentioned in the article are printed in full in Steinhart's book. I also wish to include the less obvious rates and services applied to postcards and the treatment of unpaid or part paid postcards.

Part 1 Postcard Rates.

At the beginning of the Admiral period the postage for postcards was 1 cent to Canada, USA and Mexico, and 2 cents to the rest of the world. The postage could be paid by using stamps on a private postcard or by using one of the official postal stationery postcards, including privately printed cards such as those used by various railway companies. There was also a special UPU postcard paying the 2 cent rate (fig 1) but there was no objection from the Post Office to the public uprating the domestic 1 cent postal stationery card with 1 cent postage. This is illustrated in fig 2 with a card to the UK. The card in fig 3, on the other hand, is illegal as the additional postage is made up with a cut out from another postal stationery card. Nevertheless it managed to get through the system without penalty. As Canadian postage stamps and postal stationery remain valid from the date of issue, one can find many examples of old Edward VII stock being used up during the early Admiral period such as the card shown in fig 4.



Fig 1 UPU post card rated at 2 cents, used here to Japan.



Fig 2 1 cent Admiral postcard uprated by the addition of a 1 cent stamp for use to England.



Fig 3 Illegal use of a post card 'cut-out' to uprate a 1 cent post card for use to Denmark. Despite the illegal combination, the card passed through the post normally.

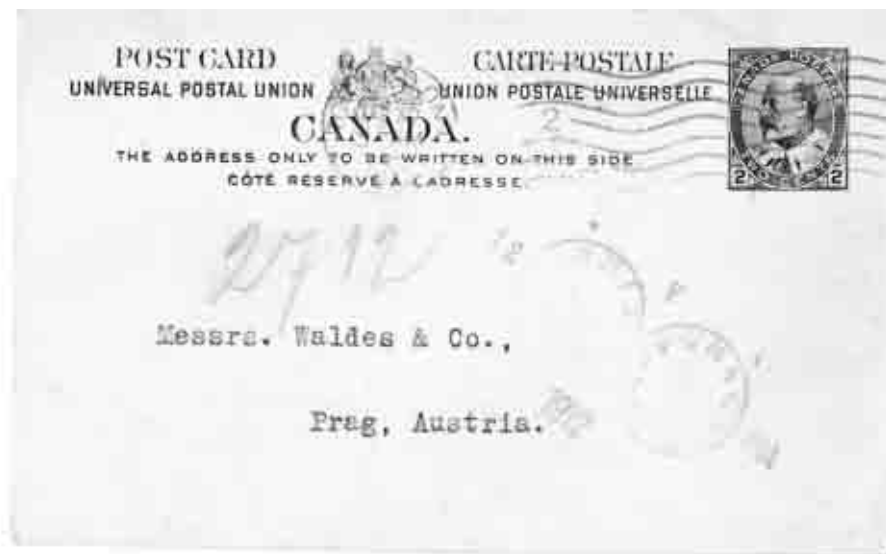


Fig 4. Edward VII UPU post card used during the Admiral period.

There is also a lot of philatelic inspired material using Victorian postage.

On 15th April 1915 War Tax of 1 cent was introduced on various classes of post including domestic postcards and postcards to Mexico and the USA, making the postcard rate to all countries 2 cents. We now start to see a huge increase in the number of domestic postcard items using a combination of postal stationery and stamps. In fact, I have speculated elsewhere (The Admiral's Log – BNAPS study group newsletter vol.9, no. 1 April 2005) that there are in excess of 250 different combinations of the varieties of 1 cent adhesive (such as coils, shades, etc.) and 1 cent regular issue postal stationery cards theoretically possible to be used to pay the 2 cent postcard rate. The 2 cent Pictorial postcards could also now be used as domestic cards. (see fig 5)

Note that the War Tax did not apply to UPU postcards, nor to postcards for Britain and Empire countries (even though it did apply to letters to Britain and the Empire). This aspect of the War Tax regulations seems to have caused all sorts of confusion for the public and the postal authorities alike. Many cards can be found overpaid 1 cent, as in fig 6; indeed these overpaid cards seem to be almost more common than correctly franked ones. They can also be found wrongly rated for postage due, especially by the British postal authorities (see fig 7).

There were two further changes to the postcard rates during the Admiral period. Firstly, on 1st October 1921 the postcard rate rose to 6 cents for cards sent to UPU countries, excluding Britain, the Empire, USA and Mexico. This was a huge increase and was only



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Fig 5 One of the many privately printed railway company postcards used here internally in Canada after the imposition of War Tax.



Fig 6 Postcard to Australia mailed a month after the imposition of War Tax and incorrectly franked at 3 cents. The War Tax did not apply on postcard to Empire destinations.



Fig 7 Postcard to the UK correctly franked with 2 cents stamp but charged incorrectly for War Tax on arrival in the UK

4 cents below the prevailing UPU letter rate. As a consequence postcard use to UPU countries declined, and 6 cent postcards are quite scarce. There was no 6 cent Admiral stamp available (and none was ever issued) so most 6 cent postcards are multiple frankings or combinations of stamps and postal stationery cards. There was, however, a card issued which was the 2 cent UPU postcard overprinted 6 cents. (fig 8). Secondly, this 6 cent rate was reduced on 1st October 1925 to 4 cents. This rate had a fairly short life within the Admiral period, yet 4 cent postcards, while scarce, are more abundant than 6 cent cards (see fig 9). The 4 cent rate lasted until 1st July 1930 when it was reduced again to 3 cents. Although not within the Admiral period, some interesting Admiral material can be found showing this rate (see figs 10 and 11). The 3 cent carmine in illustration 11 is perforated 12 x 8 and was issued on 24th June 1931 in preparation for the re-introduction of War Tax on 1st July 1931 because there was no 3 cent Arch issue at that time. Incidentally, this practice of putting the stamp on the view side of the postcard was not encouraged by the post office but equally was not prohibited. It seems to have evolved out of the postcard collecting hobby where collectors from different countries exchanged cards. Putting the stamp on the view side meant that the view and country of origin could be seen at the same time.

Part 2. Other Services and Rates as applied to Postcards

Postcards could be sent free by those government departments which had free franking privileges. Fig 12 shows such a card from the Rail and Canals Dept. to the USA. There

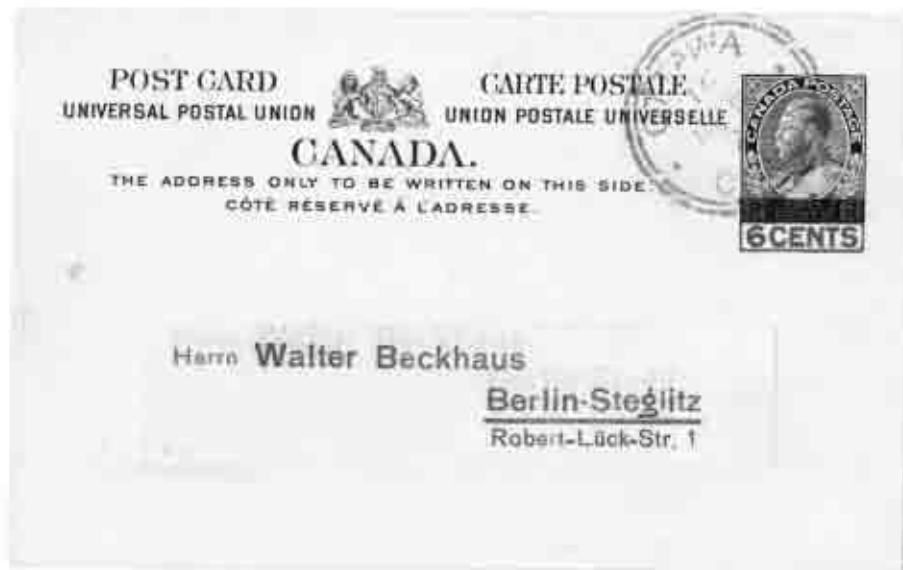


Fig 8 6 cents UPU postcard used to Germany.

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Fig 9 4 cents UPU postcard rate on a card to Romania, mailed in July 1928.



Fig 10 Example of the 3 cent UPU postcard rate which came into effect in July 1930.



Fig 11 Compound perf 3 cent Admiral used on the picture side of a postcard in August 1931.

were two other instances of free-rated postcards, both related to the First World War. Soldiers and other personnel on active service abroad were allowed by the Canadian government to mail home free. Fig 13 is a card from a nurse serving in Egypt. It is hand annotated “on active service” and was sent free of charge to sender or addressee. The stamp was applied in Canada by the Canadian Post Office (to avoid having to treat the card as unpaid mail under UPU regulations). From 28th July 1917 an agreement was reached with the British government allowing free delivery of Canadian service personnel mail from Britain and France. This must have been extended to other areas, as fig 14 shows a postcard marked ‘OAS free post from 102 BAC Italy’ in 1919. The second instance of free mail was to Prisoners of War. Fig 15 shows such a card on which both postage and unnecessary War Tax has been paid. The stamp has been obliterated with a large circular “Post Free P. C. Passed by Censor”. Mail from Prisoners of War to Canada was also free.

Redirection of postcards was subject to the same rules as other first class mail. That is to say that a postcard could be redirected within or to any UPU country, so long as the rate was the same to both destinations. Fig 16 shows a card paid 2 cents Empire Rate to Bahamas, redirected to the USA (also 2 cents). Should a card be redirected to a destination with a higher rate of postage, then the difference should be paid by the forwarder.

Postcards mailed on a vessel at sea could be franked with the postage of the country under whose flag the ship was sailing but, if the ship was in port, postage had to be paid



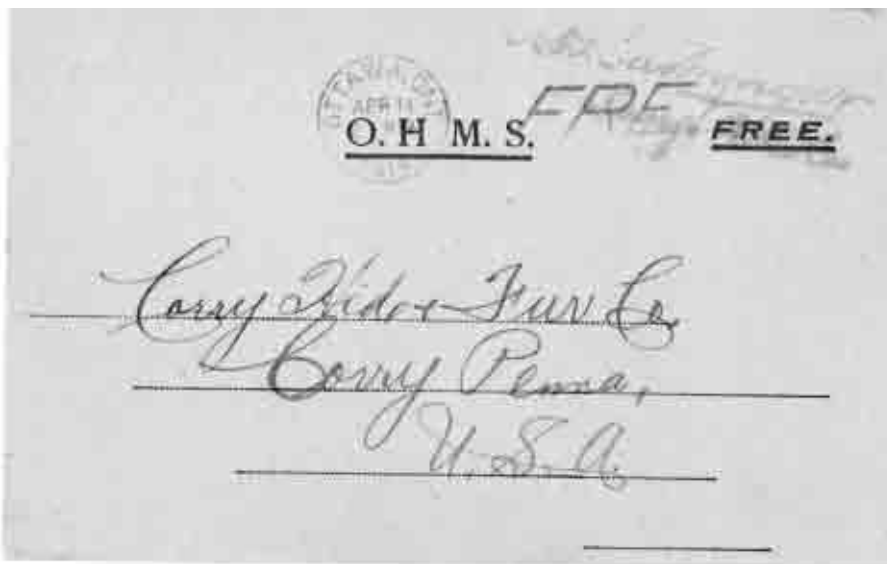


Fig 12 Free rated postcard from a Government department.

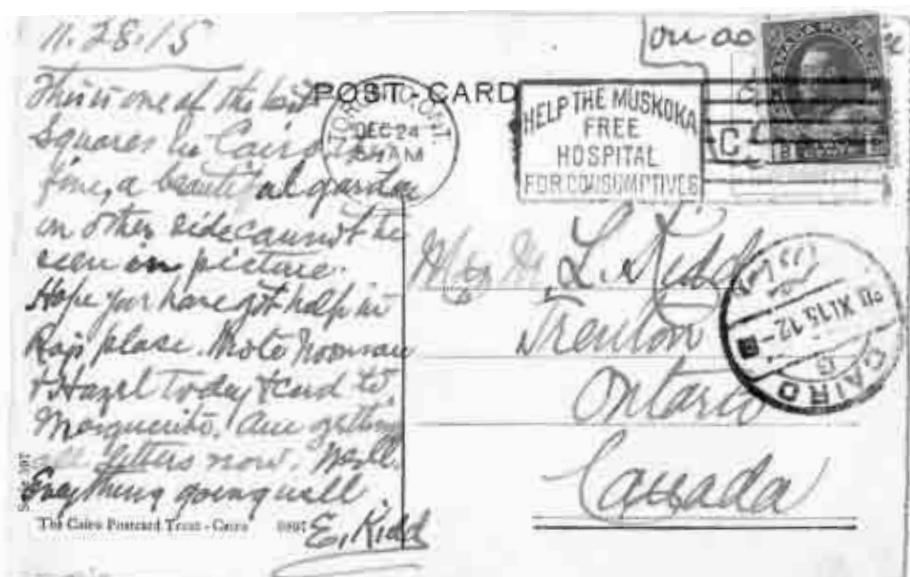


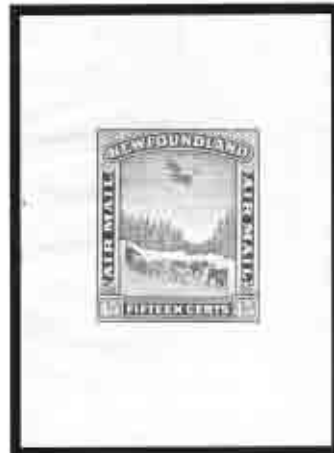
Fig 13 Card sent free from a nurse on active service in Egypt. The 2 cent stamp was added by the Post Office on arrival in Canada.



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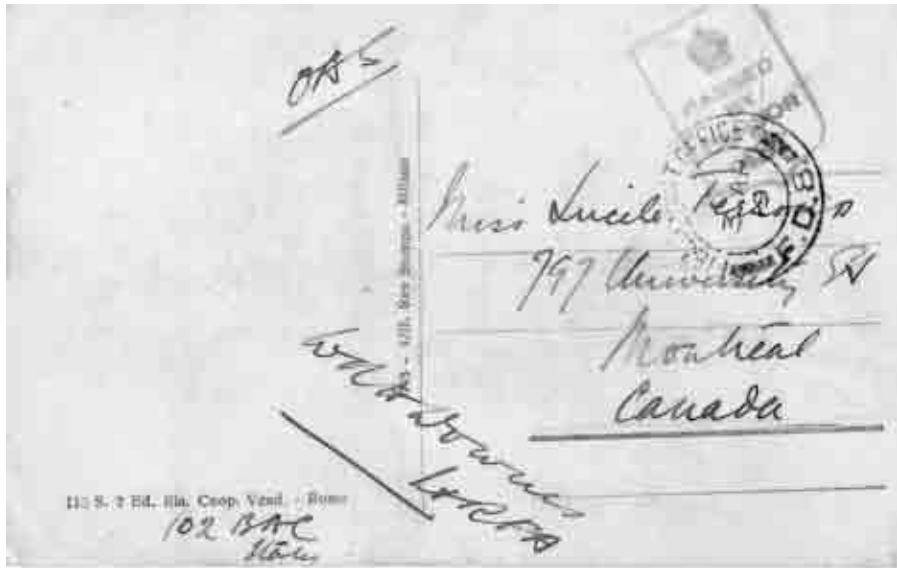


Fig 14 Example of a free rate postcard from Canadian forces overseas.



Fig 15 Prisoner of War card which could have been mailed free but was sent on a 2 cent postcard with the addition of 1 cent War Tax which was also not required.



Fig 16 Postcard mailed to the Bahamas and redirected to the USA at no additional cost.

in the currency of the country to which the post belonged. Thus, postcards can be found with (for example) G.B. stamps with Canadian postmarks (fig 17), and postcards with Canadian stamps with (for example) British postmarks (fig 18) because mail was landed from ships, processed on land and sent into the mails for onward transmission as usual.

Though scarce, postcards could be sent by airmail and they could be registered (fig 19). In addition to Canadian postcards, Postal Stationery cards of other countries could be mailed from Canada so long as they had additional Canadian stamps added, paying the full rate. The reply halves of foreign reply paid cards could also be used with no additional postage. American reply paid cards were exempt from War Tax when it was introduced.

Part 3 Treatment Of Unpaid And Part Paid Postcards.

For the purpose of postage due there were four areas of the world: Canada, USA, the UPU countries and the non-UPU countries. The latter group generally followed the UPU countries, with a few exceptions, one of which was Morocco. Postage was compulsory to Morocco, except mail which went via French, British, German or Spanish post offices. The card in fig 20 was sent without a stamp and was received by the British Post Office, Tangier where it was marked with a 2d handstamp. It has a Meknes receiver dated 20th June on the front of the card.



Fig 17 Postcard mailed at sea showing a GB stamp cancelled by a Quebec cancel.



Fig 18 Another card mailed at sea showing the reverse combination; a Canadian stamp postmarked in Glasgow.



Fig 19 Front and back of registered postcard sent to Austria in 1914





Fig 20 Postcard to Tangier sent unpaid and marked 2d due.

As for the other three areas, the rules for unpaid or partly paid postcards in 1912 at the start of the Admiral era were as follows: cards to Canada and the USA were sent to the Dead Letter Office, were usually handstamped Returned For Postage, and were only forwarded when the missing postage was paid (at single deficiency); for UPU countries including Britain and the Empire, postcards could be forwarded marked "T" with double the deficiency indicated in centimes, although this was not always strictly adhered to. Fig 21 shows this rule applied by a railway mail clerk. As he had no tax handstamp on board the train he wrote out the amount of payment required by hand.

When War Tax was introduced and the postage on postcards to Canada, USA and Mexico increased to 2 cents, postcards were sent to the DLO marked Returned For War Tax. Fig 22 shows a card returned to the London (Ont) DLO. It has the handstamp and a London DLO oval dated 15th April 1915. A 1 cent green War Tax stamp has been added and cancelled with a London c.d.s. also dated 15th April, as well as a second free standing strike, making this a first day of War Tax postcard as well as first official day of use for the War Tax stamp.

The February 1919 Postal Guide reversed the rules for domestic postcards, so that they could now be forwarded without postage or partly paid and taxed at double the deficiency. Fig 23 shows a 1 cent Reply Paid postcard used during the War Tax period. Because of the tax this card could only be used as issued if nothing was handwritten on the card (thus making it 3rd class material at 1 cent). This card, however, has a handwritten message so should have been uprated to 2 cents. It was forwarded and charged double deficiency. Postcards to the USA continued to require full postage for forwarding and this remained the case until the end of the Admiral era.



Fig 21 Postcard sent to England in 1913 and underpaid by 1 cent. Marked T10 by the railway postal clerk and charged 1d due on arrival.

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Fig 22 Postcard mailed on the first day of War Tax, 15th April 1915.



Fig 23 Postcard sent underpaid in 1922 and charged double deficiency at 2 cents due.



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A little known short paid rule was announced in the December 1921 Postal Guide. I will quote it in full:

“Correspondence of every kind (registered or unregistered) – other than parcel post – coming from or addressed to any place outside of Canada, with the exception of the United States and Mexico, not prepaid or insufficiently prepaid is liable to a charge equal to double postage or double the amount of the deficiency to be paid by the addressee; but that charge may not be less than 30 centimes (6 cents).”

Fig 24 shows this perfectly. The 2 cent and 3 cent stamps underpay the 6 cent rate to Finland by 1 cent. It was initially rated T 50 (to make it up to 10 cents letter rate) but later correctly amended to T 30 (6 cents) even though double the deficiency was only T 10 (2 cents). This was converted in Finland to 120p. This rule was changed in the 1922 Postal Guide Supplement to exempt the British Empire (except India) from this extra payment. The 1926 Postal Guide scrapped the 30 centime minimum charge, but imposed a 10 centime minimum on all mail to or from foreign countries. (L. D. (Mac) McConnell mentioned this rate in the Spring 2001 Maple Leaves and illustrated an incoming short paid GB card rated 6 cents in Canada).

Finally one can sometimes find Admiral stamps being used as Postage Due on incoming postcards, presumably used as provisionals because the post office of destination had run out of postage due stamps. Fig 25 shows a 2 cent green Admiral on a short paid postcard of 1924 from Great Britain.



Fig 24 Example of the minimum charge of 30 centimes on an underpaid postcard to Finland.

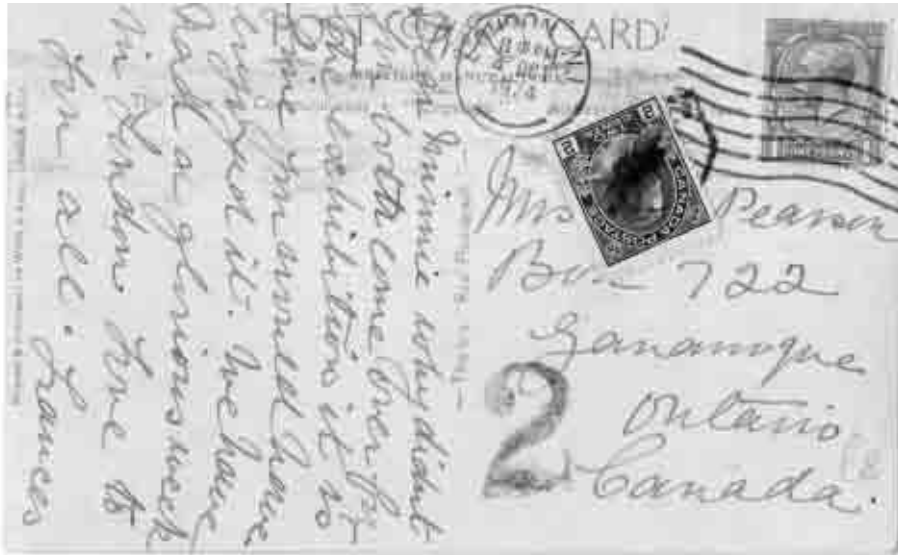


Fig 25 Admiral stamp used as a postage due to pay the 2 cents fine on an underpaid postcard from England.

MAIL TO AND FROM JAPANESE POW's DURING WORLD WAR II

John Burnett, OTB

One of my many stamp and postal history collections is the postal history of Canada during WWII. I was looking through some material recently and thought two aspects of this postal history have a tale to be told and I will do that with this article.

In October 1941, as war clouds gathered in the Pacific, Canada sent the Winnipeg Grenadiers and Royal Rifles of Canada to reinforce the British Garrison at Hong Kong. This group was known as "Force C".

On 25th December, 1941, 1683 members of Force C were taken prisoner of war when the city of Hong Kong fell to the Japanese. Mail to and from these prisoners is hard to find and quite scarce for reasons we shall see.

In the European theater of operations during WWII, the Red Cross had set up lines of communications with the axis powers and was following up on monitoring POW care and treatment. Both Germany and Italy had signed the Geneva Convention of 1929 on

the proper and ethical treatment of POW's. By comparison, Japan was not a signatory to the 1929 convention. With the outbreak of hostilities in the Pacific, the Japanese Government and the Japanese Red Cross blocked all attempts by the International Red Cross to oversee the treatment of prisoners, including the delivery of their mail.

By 1942 the Japanese occupied a massive expanse of territory in the Pacific. Japan's camps held thousands of prisoners from many allied forces, many civilian internees and diplomatic personnel as well. The Red Cross tried to initiate mail service to Japanese held POW's in a similar manner to that established in Europe. The Japanese Minister of War would not agree citing "transportation difficulties", and the inability (or unwillingness) of the Japanese to assure the parties that the mail and parcels would get to their addressees. Figure 1 shows one of very few POW cards that were mailed from Japan that was to actually reach its destination in Canada. This Post card was from a POW being held at "camp 5, Niigata, near Tokyo" and is addressed to Stratford, Ontario and has been heavily handled and is quite fragile.

Looking at the card the column of printed red Japanese characters on the right reads "prisoner mail" and the characters in the boxed maroon letters reads "Tokyo Prisoner Accommodation Inspection". Across the bottom you can just see the Canadian censor office mark "examined by DB 559". The card does not carry a date but it would be safe to assume it was mailed early in the war as Japan was to lose her routes to the west quite early in the war.

I asked a friend, who is very knowledgeable of WWII postal history, just how this card would have travelled to Canada? It is quite a story!

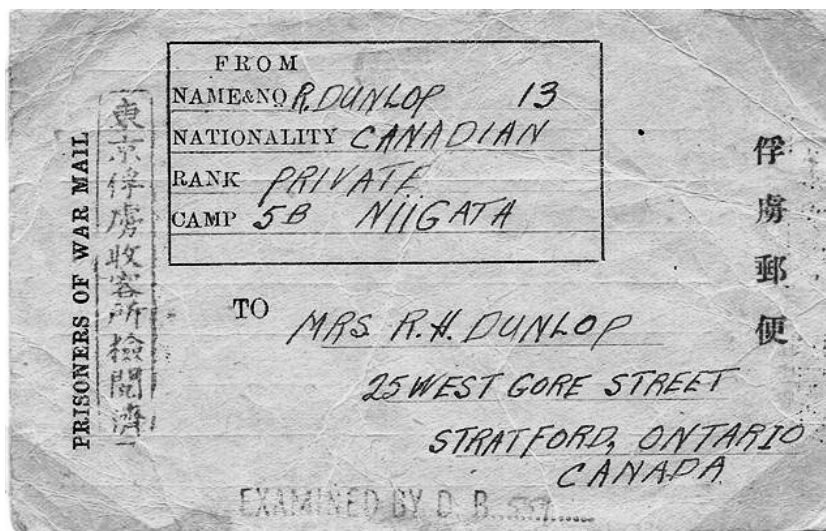


Fig 1



Mail from Japan travelled north across the Sea of Japan, through occupied Korea, and either through occupied China or north through Harbin to connect to the Trans Siberian Railway. There it travelled to the Caspian Sea, then south via ship to Teheran, Iran, then overland to Cairo, Egypt, via sea to Great Britain and finally Trans Atlantic through submarine infested waters to Canada. With a postal route like that its easy to see why very little mail actually made it to Canada.

My friend also mentioned that a lot of mail from POW's was never put in the system by the Japanese and most POW's were handed their cards when they were liberated from the camps, most just threw them away as they were homeward bound and didn't need any reminder of being a prisoner of war – another reason for the scarcity of these cards!

Another aspect of communications with POW's and internees is mail going in the other direction and the delivery was equally difficult. Many internees in Japan and the Far East were civilians, these included wives of servicemen stationed in the Far East, diplomats and their families, missionaries, and a number of non-combatants. In 1942 negotiations by the International Red Cross finally resulted in an agreement to allow a neutral ship to carry food, medicine, clothing, mail, and civilian internees to a neutral port and exchange these internees and cargo with a like group carried on a Japanese vessel or vessels.

MS Gripsholm, a passenger liner, pictured in fig 2, of the Swedish American Line (Sweden was a neutral country) was outfitted for the task. This was a mainly American operation but Canadians were given the opportunity to send mail via *Gripsholm*. To identify its peaceful mission and avoid the torpedoes of the belligerents, the ship carried large illuminated lettering on her side that spelled out “DIPLOMAT - GRIPSHOLM SVERIGE” and was also lit up by hundreds of light bulbs during the night. The ship travelled without escort and radioed its position regularly. The *Gripsholm* was guaranteed safe passage by all the warring parties.

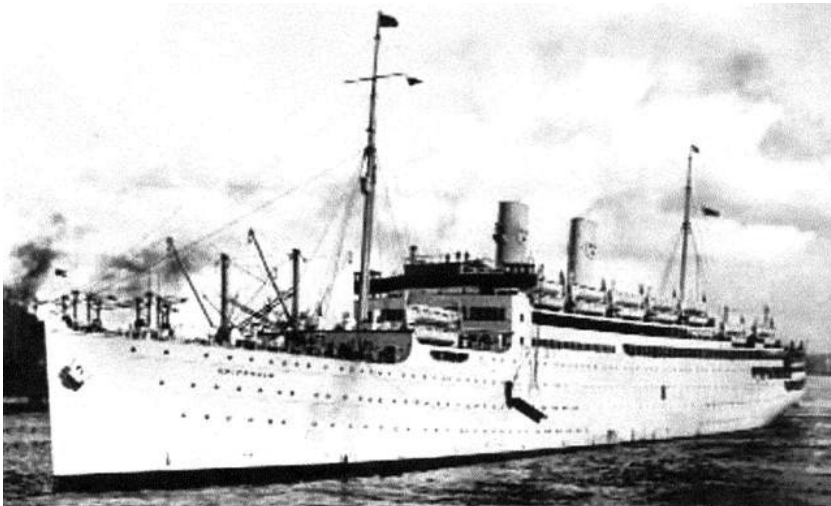


Fig 2



In June 1942, Canadian relatives of POW's were told they could send mail via *Gripsholm*. A total of three sacks were put onboard marked "Montreal to Tokyo". Also onboard were approximately 1500 Japanese internees from the United States and from the ships one stop at Rio de Janeiro. The ship sailed on its first voyage 10th June 1942 and rendezvoused with ships from Japan at the Portuguese colony of Lourenco Marques, Mozambique, on 24th July.

At the same time the *Asama Maru* departed Yokohama, calling at Hong Kong, Saigon, and Singapore, and another Japanese ship, the *Conte Verde*, left Shanghai and joined with *Asama Maru* at Singapore, these ships arrived at Lourenco Marques on 23rd July where the transfer was carried out on a one for one basis. *MS Gripsholm* sailed for New York on 29th July and arrived there on 25th August, 1942.

A true but sad story concerns the first sailing. While enroute a Japanese internee committed suicide and upon arriving at Lourenco Marques the Japanese insisted on a one for one exchange of internees. Being one short because of the suicide, an American diplomat volunteered to return so the exchange could be completed; he was never heard from again.

650 items of mail were received from Canadian POW's and questions arose as to whether any of the mail sent to POW's was ever received by them. These questions delayed a planned second sailing of *MS Gripsholm*. Figure 3 shows a cover addressed to a POW and directed to go "Via SS Gripsholm" on her second sailing. The letter originates in Salmon Arm, British Columbia and eventually made the delayed second sailing.

I have often said "if you don't understand a cover, and you can afford it, buy it!" This innocuous cover in fig 3 with the strange markings and directions was one I didn't understand (nor did the dealer) so I bought it and did some research. Once again I'm glad I took my own advice because this cover is scarce and valuable!



Fig 3



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THE TORONTO & NIPISSING RAILWAY and the INTAGLIO 'N' FANCY CANCEL – Perhaps, Maybe, Possibly it was?

Brian Stalker F.C.P.S.

Introduction: John Hillson's article in Maple Leaves April 2011 sought evidence for the belief that the intaglio 'N' (Day & Smythies # 620)¹ was used on the Toronto & Nipissing Railway and he showed a cover from Parry Harbour to Toronto with 1c and 2c Small Queen stamps cancelled by the 'N' to support his argument that the belief may be unfounded.

Supporting Evidence: Figure 1 shows a cover date-stamped TOR · & · NIP · R / No1 SOUTH DE 10 75 (Gray RY-188.01) which supports the belief that the intaglio 'N' was used as a canceller on the Toronto & Nipissing RPO. In addition, an intaglio 'N' associated with that split-ring date-stamp from 1876 was noted in an article by David McKain in the RPO Newsletter of December 1983² and Ross Gray, Editor of the RPO Newsletter, has sent me a scan showing the intaglio 'N' used in conjunction with RY-188.01 dated AU 18 76. Both Ross and I have other covers dated September 1875, September 1877 and November 1878 with the TOR · & · NIP · R split-ring (RY-188.01) used as a dispatching date-stamp but they bear other cork cancellers. Thus, the use of this particular intaglio 'N' probably was restricted to a period between late 1875 and early 1877.

Parry Sound and Parry Harbour: John commented on the manuscript '*Parry Harbor / Dec 27th 1876 NR*' annotation in-lieu of a date-stamp on his cover. I don't know the exact date when Parry Harbour post office opened but it was not listed in The Canadian Almanac for 1877³, which listed post offices in operation on 1st September 1876.

Early-day information about Parry Sound and Parry Harbour is included in a book by James Barry⁴, who stated :- '*William Beatty...became well known around Georgian*



Figure 1



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Bay after 1867, when the Beattys purchased the town-site of Parry Sound and laid out the town ...the Beatty firm planted shade trees, saw to it that a road was opened to Bracebridge, in the Muskoka district, thus providing a way into the town by land, and ran the first stages over the road. It also built the steamer 'Waubuno' ...and she was put in service between (Collingwood) and Parry Sound. Barry also explains that William Beatty, a Wesleyan Methodist, insisted on no liquor being sold or traded in Parry Sound, but that liquor was freely sold in the nearby village of Parry Harbour which sprang up in the early 1870's.

Parry Sound and Parry Harbour were not connected to the railway system until 1901. The Canada Atlantic Railway arrived at Depot Harbour, about five miles away, in 1897 and a spur-line was built to Parry Sound in 1901.

Railway Routes in December 1876: Figure 2 overleaf shows the railway routes then in operation north of Toronto. To provide a plausible(?) explanation of a possible connection with the Toronto & Nipissing Railway we must consider that and two other railway companies.

Toronto & Nipissing Railway: this 3 ft 6 inch gauge operated between Toronto and Coboconk and a branch line from Stouffville to Sutton (the Lake Simcoe Junction Railway) was under construction.

The Northern Railway (ex Ontario, Simcoe & Huron Union Railroad); this was the first steam railway built in Upper Canada and it was built to the 'Provincial Gauge' of 5 ft 6 inches. The line between Toronto and Allandale on Lake Simcoe opened in 1853. It was extended to Collingwood (1855) and further extended to Gravenhurst in 1875 by which time the Collingwood Branch had access to Meaford by leasing the North Grey Railway and a branch-line to Penetanguishene was under consideration.

Midland Railway (5 ft 6 inch gauge): by 1875 the Midland Railway was operating between Port Hope and Waubaushene, intersecting the Northern and the T & N en-route, but the township of Midland was not reached until 1879.

Steamboat services in Georgian Bay: Having introduced the railway 'cast', we digress to consider steamship services connecting Parry Sound to Collingwood and other communities within Georgian Bay and beyond. A detailed account of those services can be found in Robert Parsons' 'The Steamboat Mails of Eastern Canada'⁵, but a brief summary will suffice for our story.

Summer Mail: During summer months several steamers operated over Georgian Bay, Lake Huron and through to Sault Ste. Marie at the eastern end of Lake Superior; many were based at Collinwood and some called at Parry Sound. Thus some mail between Parry Sound / Parry Harbour and Toronto was carried by steamer to Collingwood and then by the Northern Railway ... however navigation was open only between May and December and it may be that navigation was closed by 27th December in 1876.

James Barry's book⁽⁴⁾ includes an 1879 advertisement for the Georgian Bay Transportation Company which describes the 'Daily Mail Service between Toronto and Parry Sound' (Fig 3). Note that Penetanguishene did not have a rail connection until 1879 so Collingwood would have been the dominant port in 1876.



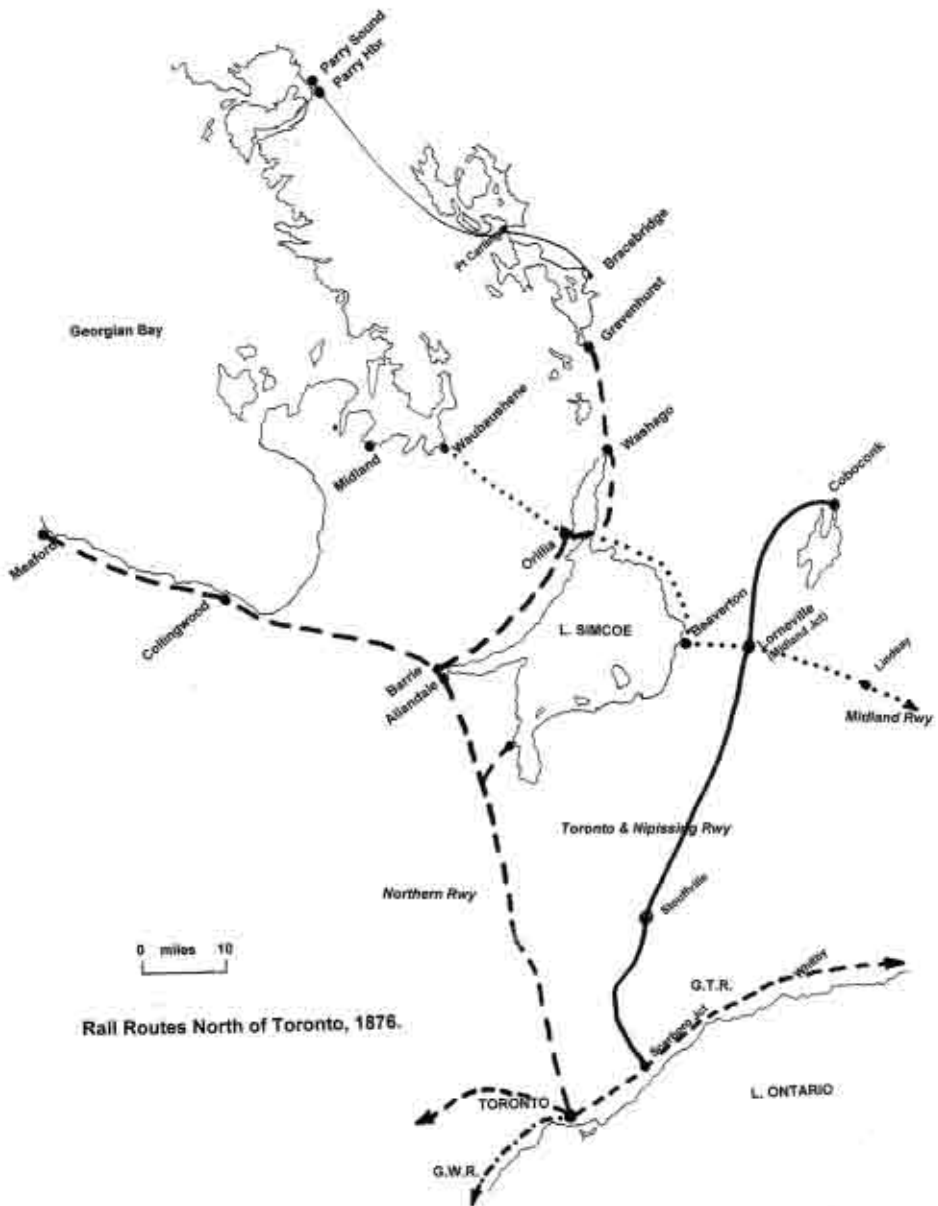


Figure 2

GEORGIAN BAY TRANSPORTATION COMPANY,
COLLINGWOOD, MEAFORD AND OWEN SOUND
 -TO-
SAULT STE. MARIE,
Manitoulin, Cockburn and St. Joseph's Islands,
 -AND-
PARRY SOUND.

The Popular Express Route to Sault Ste. Marie & Intermediate Ports
 THE SPLENDIDLY EQUIPPED NEW UPPER CABIN SWIFT STEAMERS
NORTHERN QUEEN, NORTHERN BELLE, WAUBUNO,
 Carrying Her Majesty Mails,

In connection with the Northern Railway and Hamilton & North-Western Railway, at Collingwood, and the Toronto, Grey & Bruce Railway, at Owen Sound, leave Collingwood, Meaford and Owen Sound, for Killarney, Manitowaning, Little Current, Lacloche, Mudgo Bay, Gore Bay, Spanish River, Cockburn Island, Blind River, Thessalon River, Bruce Mines, Hilton, Richards' Dock, Garden River and Sault Ste. Marie, every **WEDNESDAY AND SATURDAY.**

As follows, viz: Collingwood at 5 p.m., Meaford at 7 p.m., and Owen Sound at 10.30 p.m.
Fin: Steamers, Good Accommodation, Low Fares, No Rough Weather.

N.B. - Steamers call at all above named Ports both up and down, with the exception of Spanish River, Blind River and Thessalon River, at which only the Saturday Steamer will call going up and down, at Cockburn Island, at which only the Wednesday Steamer will call up and down.

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BETWEEN TORONTO AND PARRY SOUND,
Via Collingwood and Penetanguishene,

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 Leaving Parry Sound for Penetanguishene, every **MONDAY, WEDNESDAY and FRIDAY,** at 5 a.m., returning leave Collingwood on arrival of Morning Trains from Toronto.

Close connections made between Steamers and Northern and Hamilton & North-Western Railways, Collingwood, & Toronto, Grey & Bruce Railway, Owen Sound. Rates Low.

For Freight and Passage, apply to **BARLOW CUMBERLAND, 35 Yonge Street, Toronto; Hamilton and Northwestern R.R., Hamilton; William Beatty, Parry Sound;** and at the Office of the Georgian Bay Transportation Company, on the approach to the Steamboat Wharf, Collingwood.

THOMAS LONG, Secretary.

Figure 3



Winter Mail: while water navigation was closed (usually Jan to April) all mail to and from Parry Sound / Parry Harbour was probably carried by courier over the 'Beatty' road to Bracebridge, then taken a few miles south to Gravenhurst, the northern extremity of the Northern Railway at that time, for onward transmission to Toronto.

As mentioned earlier, the Midland Railway crossed the Northern Railway at Orillia, and the Toronto & Nipissing Railway at Midland Junction (Lorneville). Consideration of contemporary travelling post office services and the carriage of 'sealed-bags' of mail suggests a possible connection between John's cover and the Toronto & Nipissing Railway.

Railway Travelling Post Office Services circa 1876: the following data is extracted from the Postmaster General's Report for the year ending 30th June 1875 as reported by Boggs ⁶:-

Railway Bags	Length	Daily Service by TPOs		Daily Service by
	Miles	No of TPOs	Distance	Distance
Northern	170½	2	341	267
Midland	109	1	174	230
Toronto & Nipissing	88	1	176	82

TPO Services: From the PMG's Report it can be deduced that the daily service probably was as follows;

Northern Railway: TPO 1 made a return journey between Toronto and Gravenhurst and TPO 2 made a return journey between Allandale and Meaford;

Midland Railway: the single TPO made a return trip between Port Hope and Midland Junction (Lorneville);

Toronto & Nipissing Railway: the single TPO made a return trip, Toronto and Coboconk.

Bagged-Mail Services: the mileage data suggests the following:-

Northern Railway: one return journey Toronto and Gravenhurst and one return journey Allandale and Collingwood (perhaps summer only?).

Midland Railway: one return journey Midland Junction and Waubaushene; one return journey on the Lakefield Branch; and one return journey Port Hope and Lindsay.

Toronto & Nipissing: one return journey Toronto and Uxbridge.

Timetables for each of the railway companies from 1876 would assist a fuller understanding of the interconnections between the various TPO services, but the only data to hand is a timetable from 1874 for the Toronto & Nipissing Railway, as reproduced in Omer Lavallée's 'Narrow Gauge Railways of Canada' ⁷.





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COBOCONK, LINDSAY, BEAVERTON, ORILLIA, &c.**

[April 15, 1874.]

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J. GRAHAM, Secretary & Treasurer. **J. HAOGAS, Mechanical Superintendent.**
E. WRAGG, Chief Engineer.

GOING NORTH.				GOING SOUTH.						
Mile	STATIONS.	Mail	Mixed	Exps	Mile	STATIONS.	Exps	Mixed	Mail	
	LEAVE	A.M.	P.M.	P.M.		LEAVE			A.M.	
	TORONTO	8.00		4.00		LINDSAY			11.00	
	Scarboro' Jun.	8.35		4.35			LEAVE	A.M.		
14	Agincourt	8.50		4.50		ORILLIA		5.30		
20	Unionville	9.10		5.10		BEAVERTON		6.45		
22	Markham	9.20		5.20			LEAVE	A.M.	A.M.	P.M.
23	Stouffville	9.45		5.50		COBOCONK	6.45	6.00		
34	Goodwood	10.10		6.15		Victoria Road	6.25	7.15		
41	UXBRIDGE	10.40	12.35	7.00		Kirkfield	6.35	7.50		
49	Wick	11.00	1.25	7.25		Portage Road	6.45	7.50		
53	Sunderland	11.17	2.00	7.37		Eldon	7.02	8.15		
59	Cannington	11.35	2.45	7.55		Arsyle	7.15	8.35		
63	WOODVILLE	11.50	3.10	8.07		Midland Junc.	7.25	8.55	12.30	
67	Midland Junc.	11.55	3.25	8.17		WOODVILLE	7.30	9.10	12.35	
68	Arsyle		3.45	8.25		Cannington	7.42	9.45	12.49	
71	Eldon		4.15	8.45		Sunderland	8.00	10.30	1.00	
74	Portage Road		4.35	9.00		Wick		11.00	1.25	
76	Kirkfield		4.50	9.00		UXBRIDGE		11.45	2.40	
79	Victoria Road		5.10	9.15		Goodwood		9.20	3.05	
83	COBOCONK		6.10	10.10		Stouffville		9.50	3.35	
	ARRIVE	A.M.	P.M.	P.M.		Unionville		10.10	3.55	
	BEAVERTON	12.25				Markham		10.20	4.02	
	ORILLIA	1.50				Unionville		10.40	4.20	
	ARRIVE	P.M.				Agincourt		11.00	4.35	
	LINDSAY	5.10				Scarboro' Jun		11.00	4.35	
	ARRIVE	P.M.				TORONTO		11.30	5.00	
						ARRIVE	A.M.	A.M.	P.M.	

Toronto — Connects with Grand Trunk, Great Western, Northern, and Toronto, Grey and Bruce Railways.

Scarboro' Junc. — With G. Trunk Railway for the East.

Midland Junc. — Connects with Midland Ry. for Lindsay, Peterborough, Beaverton, and Orillia.

STAGE CONNECTIONS.

MARKHAM Stage for Cedar Grove, Halford, White Vale, Bangor, Brantford, etc.

STOUFFVILLE—Stage for Clarendon, Altona, Rindwood, Glasgow, Lemonville & Ballantyne.

UXBRIDGE—Stage for Manchester, Prince Albert, Port Perry, Ipswich and Etobicoke.

SCARBORO'—Stage for Yorkton and Valentia.

CANNINGTON—Stage for Oakwood and Hanilla.

COBOCONK—Stage daily for Norland, Kinnouit, Minden, Hallowell, and Fension Falls.

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CANNINGTON—Stage for Oakwood and Hanilla.

COBOCONK—Stage daily for Norland, Kinnouit, Minden, Hallowell, and Fension Falls.

Figure 4

Of particular interest is that in 1874 the T & N 'Mail' service operated only between Toronto and Midland Junction (Lorneville), also that connecting services to Beaverton (MR) and Orillia (MR and NR) are mentioned. The PMG's Report for 1875 indicates that things had moved on during the intervening year, furthermore Gravenhurst had gained a rail connection in 1875.

Possibly ... perhaps... maybe! The inference from this analysis is that John's cover was carried as bagged mail from Gravenhurst to Orillia on the Northern Railway, transferred as bagged mail to the Midland Railway between Orillia and Midland Junction, then cancelled and sorted on the Toronto & Nipissing TPO between Midland Junction and Toronto.





Conclusion: Ross Gray suggests that the ‘N’ may be of no particular significance, other than being an easy letter to cut, and I am inclined to agree. However, having established that there is a connection between the intaglio ‘N’ canceller and the Toronto & Nipissing Railway TPO during the period late-1875 and 1876, the account of how John’s cover may be connected to that TPO is somewhat speculative. The ‘largely illegible’ back-stamp could be the key to converting speculation to fact. However, the possibility exists that there is a connection ... and why let facts get in the way of a good story!

Acknowledgement: I am indebted to Ross Gray for his input to this article.

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- 2 ‘The Newsletter of the Canadian R.P.O. Study Group (B.N.A.P.S.)’ Vol XI / 5, December 1983.
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A TALE OF TWO RE-ENTRIES

Leopold Beaudet

Although printed from a mere ten plates, the Admiral 3¢ brown sidewise coil is a microcosm of the Admiral issue. The plates were manufactured in pairs over a three-year period, and the stamps on each pair have unique characteristics that distinguish them from the other four pairs. Besides these five “design types”, there are many obvious retouches and, the subject of this article, two major re-entries. The re-entries are not listed in Marler’s 1982 opus on the Admiral issue [5], although both are on the plate proofs at Library and Archives Canada.

The ten plates consisted of 400 subjects arranged in 20 rows of 20 stamps with a gutter of about 22 mm between rows 10 and 11. The sheets of 400 were guillotined into horizontal strips of 20, and 25 strips were pasted together to form rolls of 500 stamps. The sidewise coil was issued in August 1918, and was replaced by the 3¢ carmine coil in April 1924.

The first re-entry is shown in Figure 1. The coil has characteristics that Marler

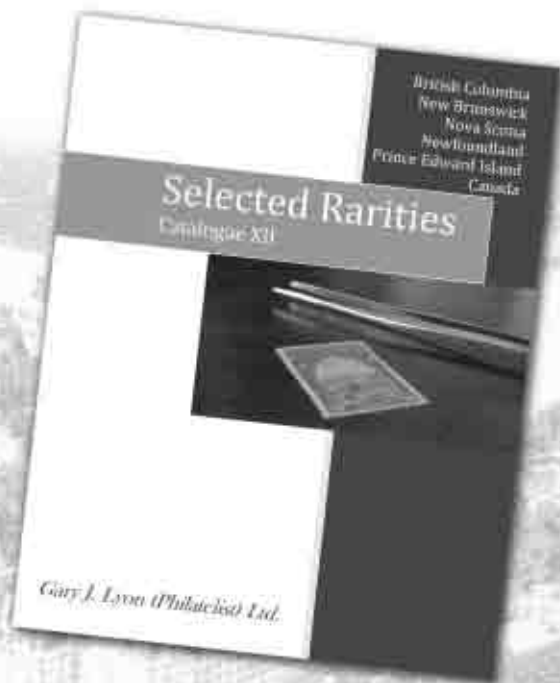


Figure 1. Major re-entry on plate 2 of the Admiral 3¢ brown sidewise coil, position 2UR3/7. The re-entry affects AN in CANADA, AGE in POSTAGE, and the oval above AG. There is also a vertical line in the right margin and the right frame is very thick opposite the G. The blotchy extensions into the oval above AG and the round bump at the top of the right frame are also constant features on this stamp.





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designated as Type SR1. Since Type SR1 is specific to plates 1 and 2, this effectively reduces the search for the re-entry on the plate proofs from ten to two. Viewing the plates as consisting of four panes of 100, the re-entry's position is 2UR3/7 (plate 2, upper right pane, row 3, column 7 – more commonly specified as 2UR27 by Admiral enthusiasts).

Peter Payne reported this re-entry in the July 2009 issue of *Maple Leaves* [7]. He acquired a cover for its “HELP THE TORONTO FREE HOSPITAL FOR CONSUMPTIVES” slogan cancel dated 19th December 1918. While examining the 3¢ sidewise coil on the cover, he realized he was holding not just an interesting slogan but also a major re-entry. His search for his fortunate find in Marler's book was fruitless so he turned to the members of the CPS of GB for help. Jim Watt responded, noting that he had a copy of the same re-entry [12], an image of which is posted on Ralph E. Trimble's re-entries web site [10]. In July 2010, a third copy turned up on eBay where, unrecognized as a major re-entry, it sold for about £13 [1]. It was the left stamp in a mint pair, and is the stamp illustrated in Figure 1. This brings the number of recorded copies to three: a mint pair, a used single, and a single on cover.

Why Marler did not record this re-entry is puzzling because he does describe a minor re-entry at 2UR1/ 7 (2UR7), in the same column and just two rows above. Harkening back to the cancel on Peter Payne's cover, plates 1 and 2 were approved on 3rd July 1918, and Marler's earliest recorded date for Type SR1 is 26th September 1918 [5, pp. 512-513].

The second re-entry is shown in Figure 2, overleaf. It is on a coil with the characteristics of Marler's Type SR4, which means that it must come from plates 7 and 8. With this as a guide, the position was relatively easy to find: 8UR4/4 (8UR34).

This second re-entry left a much longer trail in the philatelic literature than the first. Marler doesn't mention it in his 1982 book, but surprisingly he does in his first Admiral book published in 1949 [4, p. 42]. Hans Reiche describes it in his Admiral handbook of 1965 [8], and Ralph E. Trimble wrote about it in 1984 in the BNAPS Re-entries Study Group newsletter [9]. More recently, it was the subject of three articles in the BNAPS Admiral Study Group newsletter [3] [6] [11], and it is listed in the Unitrade catalogue [2]. To date, four used singles have been recorded, including the one illustrated in Figure 2 and the one posted on Ralph E. Trimble's web site [10].

I would like to thank Richard M. Morris for providing the illustration in Figure 2.

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1. Leopold Beudet, “Major Re-entry on 3¢ Brown Coil, Type SR1”, *The Admiral's Log*, Vol. 12, No. 1, Dec. 2010.
2. D. Robin Harris, editor, *The Unitrade Specialized Catalogue of Canadian Stamps*, The Unitrade Press, 2011.
3. John Jamieson, Ralph E. Trimble, Leopold Beudet, “Re-entry on 3¢ Sidewise Coil”, *The Admiral's Log*, Vol. 11, No. 1, Jan. 2008.





Figure 2. Major re-entry on plate 8 of the Admiral 3¢ brown sidewise coil, position 8UR4/4. The re-entry affects CANA in CANADA, TAG in POSTAGE, and the oval band below ANA and TAG. (Courtesy Richard M. Morris)

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12. Jim Watt, “3 Cents Brown Admiral Coil Re-entry” (letter to the editor), *Maple Leaves*, Vol. 31, No. 4, Oct. 2009.

Editors note:- as well as being a member of CPSGB, Leo is the editor of The Admiral’s Log, the newsletter of the BNAPS Admiral Study Group. You can reach him by e-mail at leopold.beaudet@sympatico.ca.

OIL SPRINGS AND A UNIQUE UNPAID HANDSTAMP

Graham Searle

Prior to 1875 it was not compulsory to use postage stamps on a letter in Canada and a wide range of handstamps were in use to mark both pre-paid and unpaid letters. Many such handstamps can be found on cross border mail from Canada to the USA which, in addition to the postal rate were supposed to include the word 'CANADA' to indicate the origin of the letter.

From the many types of handstamps to be found on such cross border mail I am aware of only one that includes the word 'UNPAID'. Most handstamps used on unpaid mail simply show the rate in black ink. This one 'UNPAID' type is shown in fig 1 below and it is scarce with only two recorded copies; the one shown below (incidentally purchased for a few £'s from a dealer at Philatex in 2009) and another similar, but later, cover that was in the Dorothy Sanderson collection and is illustrated on page 200 of the Sanderson/Montgomery book (1). The handstamp may well have been made up locally from other available handstamps as the component parts are similar to other known types.

Both of the recorded covers bearing this handstamp originate from the small town of Oil Springs, Ontario. Oil Springs was incorporated as a town in the year 1865. The area was originally called "Black Creek" which was changed to Oil Springs in 1858, due to the



Fig 1 Unpaid letter from Oil Springs, Canada West to Providence, Rhode Island, mailed on 4th July 1866 and showing the 'CANADA-UNPAID-10' handstamp.

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finding of oil. In the same year, James Miller Williams started to produce oil in the village and refine it.

In 1860, a man by the name of Leonard Baldwin Vaughn had the first flowing well in Oil Springs. One year later, John Fairbank arrived in the village on a surveying job. He bought half of an acre of property on 15th July, leased it, and then proceeded to create his first well, which he called "Old Fairbank."

On 16th January, 1862, Hugh Nixon Shaw hit Canada's first oil gusher in Oil Springs; one of 33 "flowing wells" at that time. In the same year, on 23rd April, Oil Springs published its first newspaper, called the *Oil Springs Chronicle*. In 1865, a 108 bedroom hotel was constructed in Oil Springs, but was never opened. One year later, on Christmas day, Petrolia was incorporated as a town and went on to become the centre of the local oil industry.

From the above, we may see that although Oil Springs was a relatively small place in the late 1860's, it was an important commercial centre and would have had a fair amount of mail passing both in and out, relative to its population. It is, thus, quite likely that other copies of this mark will be sitting, unidentified, in collections or dealers boxes.

Whether the UNPAID handstamp originates from Oil Springs or was applied at a cross border exchange office we shall probably never know for sure and the mark remains 'unattributed'. The nearest cross border exchange office to Oil Springs was at Sarnia. However, the letter in fig 1 carries a backstamp from London, Ontario suggesting that this one, at least, travelled east and went to the USA via Toronto and the Niagara exchange.

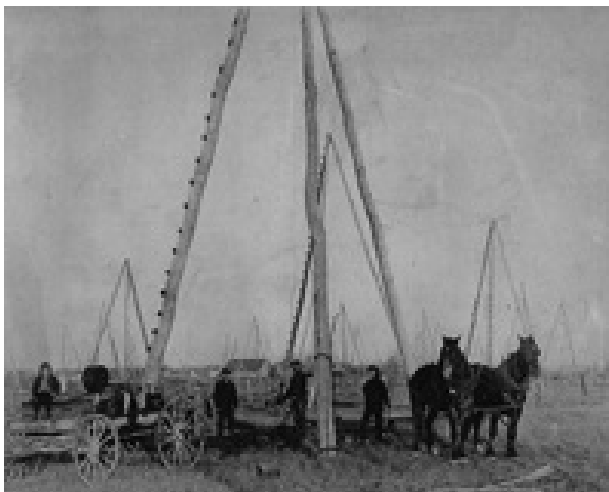


Fig 2 Early oil production – Oil Springs (picture courtesy of Owen Byers and the Village of Oil Springs website).





The author would be pleased to hear of any other copies of this handstamp along with details of the origin and date of the letters.

References:-

1. A History of Cross-Border Communication between Canada and the United States of America 1761 – 1875, Dr. Dorothy Sanderson and Malcolm B. Montgomery MBE, BNAPS 2010
2. Much of the historical information on Oil Springs is taken from the excellent 'Oil Springs' website at www.oilspings.ca

SMALL QUEEN SNIPPETS – 6 CENT 'NECK FLAW'

John Hillson F.C.P.S.

It is always satisfying when yet another piece of the puzzle that is The Small Queens Issue falls into place. The well known 'neck flaw' - on the 6c yellow brown could not be identified for years because it has no position dots. The only things that could be said with certainty about it was that it had to come from the left hand vertical row of whatever plate it came from, and that it had never been found other than perforated 11 ½ x 12.



Small queen snippets fig 1

The first piece of the puzzle fell into place when Dr. Frank wrote to me and said he had a strip of 3 on cover; the two right hand stamps being of the 2-dot variety. At that time this meant to me the variety had to come from the A Plate. It was only later that I realised the 1871 plate acquired a second dot after repair, which kind of muddled the water somewhat.

However a few weeks ago I had some e-mail correspondence from Jim McCormick

who has an off centre copy with a large part of the Type IV Imprint visible. This confirms the variety is from the 5th row - stamp no. 1 as indicated in Ted Nixon and my recent publication. He also has a block of six with the variety, and the dots on the middle pair correspond exactly with Lot 500 of the 1980 Simpson sale in New York. That lot was of a left hand imprint block of 4 in red-brown from the A plate.

Mystery solved.

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A NEW MEMBER RECENTLY?**



LETTERS TO THE EDITOR

Rick Parama

ADMIRAL REGISTERED POSTCARDS

In his letter in the April issue of *Maple Leaves*, John Watson mentions possible reasons for registering a post card. I have one example of an Admiral registered post card and although I cannot say for sure, I can at least guess at the reason. See figs 1 and 2 below for the back and front of this card.

The sender wished to give notice that the electricity service was to be disconnected. The authorities seemed to have needed proof of acknowledgment by the owner that he received the notice prior to the service cut. The usual way to obtain a signature for legal reasons was acknowledgement of receipt

(AR) through the post. However in this case the account holder was deceased as the card was sent to the estate. Why did the sender chose registration? My first thought was that it was for the saving of 5 cents as for AR one had to register the item and add the AR fee. Perhaps another reason was that, AR required the signature of the addressee. A note was added to AR forms issued after 1917 allowing an agent of the addressee to sign for the AR form, but this note is specific to foreign mail. By registering the card, the sender avoided the impossibility of getting the addressee's signature. Whatever the reason, registered post cards in the Admiral period do not seem to be common.

By the way, I don't think registration was for expedience. In fact it probably slowed down the process.



Fig 1

TOWN TREASURER'S OFFICE

Sudbury, *March 16 1918*

We beg to notify you that the Electric Light Bill is unpaid for the

Month of *June* 191*7*, amounting to \$ *2.93*

in House No. *138* *Durham* Street,

occupied by *J. Philion*

Resolution of Corporation of Town of Sudbury, passed September 14th, 1914:—
 "That Notice be sent to Owners of houses where Light Rates are in arrears by
 Tenants, and that after 20th of Month, if same is not paid the Town will have the
 service cut off."

W. J. ROSS, Town Treasurer.

Fig 2

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BOOK REVIEWS

The following titles have all been published by BNAPS. All BNAPS books are available from: Ian Kimmerly Stamps, 62 Sparks Street, Ottawa, ON K1P 5A8, Canada. Phone: (613) 235-9119. Internet orders can be placed at www.iankimmerly.com/books/

Prices given below are the retail prices in Canadian Dollars. BNAPS members receive a 40% discount from retail prices. Shipping is extra. Credit card orders (Visa, MasterCard) will be billed for exact amount of shipping plus \$2 per order. To pay by cheque, please contact Ian Kimmerly Stamps directly for a total. For US\$ or £ cheque payments, amounts will be calculated at the current rate of exchange. Applicable taxes are payable for Canadian orders.

As usual, review copies of many of these books can be found in the society Library so if you wish to sample before you buy, please contact Mike Slamo.

British Colony of Canada 1865 Second Bill Stamp Issue, 2011 by Richard Fleet, 192 pages, 8.5 x 11, spiral bound, 2011. BNAPS Exhibit Series #62. ISBN: 978-1-897391-78-5 (Colour), 978-1-897391-79-2 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.62.1 (Colour) - \$C97.00; B4h923.62 (Black & White) - \$C47.95

Richard Fleet's "British Colony of Canada 1865 Second Bill Stamp Issue" is the 62nd volume in the BNAPS Exhibit Series and the first Revenue Stamp exhibit book since Ian McTaggart-Cowan's Yukon and British Columbia Law Stamp exhibits were published in 2004-2005.

Bill stamps were introduced in 1864 as a means of showing that tax had been paid on

Bills of Exchange, Promissory Notes and Drafts (cheques). Although not the postage stamps normally sought by collectors, revenue stamps and the documents on which they were used are classic examples of the design and engraving practices of the second half of the 19th Century. In this volume examples of proofs, specimens and imprints of the issue are followed by a study of the stamps themselves, including papers, perforations (and imperforates) and printing irregularities. The section on cancels illustrates the great variety of devices used by banks and companies to cancel stamps used on documents. Many documents illustrate postage stamps used as revenue stamps, bill stamps used as postage stamps and, of course, the broad range of bill stamps used properly on financial instruments, both domestically and to foreign countries. The chapter on trade samples is followed by an appendix giving the Bill Stamp act time line and the full text of the various acts relating to Bill Stamps from 1864 until they were repealed in 1882.

Rick has combined his two main interests — philately and computers — into one great hobby. He has used his computer skills to help design exhibit pages that have been the models for many Victoria collectors. In addition, he has created a web site to explain the Second Bill Stamp Issue <www.billstamps.com>. Over the years, he has assembled an extensive philatelic library for the study of revenue stamps and their production. He joined the Board of Directors of BNAPS in 2010.

The book and Rick's website will be of great interest to Revenue collectors and to those members who simply admire the outstanding engraving on these stamps.

GS.



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The BNAPS Catalogue of Canadian Military Mail Markings, Volume 2 – The World War 2 Era 1936-1945; by C. Douglas Sayles (Editor). 2011. Spiral bound, 304 pp. 8.5 x 11. ISBN 978-1-897391-68-6, Stock # B4h046.1. \$C49.95

This book is the result of more than six years of hard work by editor, Doug Sayles. Volume 2 of the new 'BNAPS Catalogue of Canadian Military Mail Markings' is a complete reworking and updating of the previous catalogues published by the late W.J. Bailey and E.R. Toop (B&T). The reworking consists of a completely new numbering system built around keeping cancellations from individual military locations (by era or type) in a single group, and ordering them by marking shape and size. Each new catalogue number is cross referenced to a B&T number if one existed, and in the Appendices there is a helpful reverse cross reference from B&T numbers to the new 'BNAPS' numbers.

The military postal markings of the World War II era formed the largest part of the old B&T catalogues. All cancellations, both those previously recorded and the more than 400 new cancellations unknown to or unseen by B&T, have been reproduced in excellent illustrations.

The spiral binding and heavy paper used in this new catalogue are intended to allow collectors to use it to record and annotate their holdings and, with luck, find new and previously unreported items.

Volume 1, covering military activity in Canada from the 1800s through 1935, will be published in due course and will follow the style and format of Volumes 2 and 3.

The book will be a 'must have' for collectors of Military Mail and postal markings.

BNAPS members should note that if they purchase this new book they can also purchase the two volume 'Canadian Military Postal Markings' by Bailey and

Toop' (Stock # B4h429.0), at a special net price for members of \$C25.00 plus shipping. The books will be mailed together to minimize postage costs.
GS.

Admirals Away: Canadian Letter Rates 1912 - 1928, 2011 by Willson, Victor L., 196 pages, 8.5 x 11, spiral bound, 2011. BNAPS Exhibit Series #61. ISBN: 978-1-897391-76-1 (Colour), 978-1-897391-77-8 (B&W). Published by the British North America Philatelic Society (BNAPS). Stock # B4h923.61.1 (Colour) - \$C97.00; B4h923.61 (Black & White) - \$C47.95

Vic Willson's "Canadian Letter Rates 1912 - 1928" is the 61st volume in the BNAPS Exhibit Series, and the first to illustrate the wide variety of rates and services that were in effect during the periods just before, during and for nine years after World War I. The war brought diversions of mail as new routes had to be developed to get around combat zones and enemy territories, correspondence to and from Canadian servicemen and women in many parts of the world, and an increase in Canadian domestic postal rates through the imposition of War Tax. The upheaval caused by the war led to the end of empires and formation of new countries, the beginning of the end of other colonial empires, the rise of motion pictures and radio as means of popular entertainment, a tremendous increase in the amount of travel done for pleasure and, of course, the air plane.

All these elements of the years 1912-1928 can be seen in the amazingly varied selection of covers and other items Vic presents for our viewing pleasure as he develops his theme. Not only were the stamps of the Admiral issue highly colourful, but so also were many of the envelopes used by businesses of the day. The rate buff can find registered, special



delivery, single, double and other multiple rates, early air mails and much more. Those interested in geography will find letters to exotic places such as the Falkland Islands, Italian Libya, and the Ottoman Empire, as well as covers to Russia during the reign of the Tsar and after it became the Soviet Union. Any postal historian, regardless of speciality, will find this book to be of great interest for both its philatelic and social aspects.

Recent articles in Maple Leaves have highlighted the amazing scope the Admiral issue offers to the postal historian and Vic's display only serves to reinforce this point. The book will find a home on the shelves of all Admiral collectors and will also be of interest to students of postal history of all eras. Given the colourful nature of many of the items in the exhibit, the colour edition of the book is highly recommended.

GS.

SOCIETY NEWS

FROM THE PRESIDENT

By the time that you read this, it will be just over two months away to the 65th Convention being held on Jersey. With time slipping by, have you booked your place to enjoy the camaraderie with dozens of like-minded others, philatelic and socially? Please see our website for information on internal UK flights and a copy of the booking form, if the original has been mislaid. Our hotel is being booked up rapidly by others and the choice of rooms, including **availability is diminishing daily!**

You will find the full programme on the Society website. We commence with a greeting from the Connetable or civic head of the Parish of St. Clement with an opportunity for a pre-dinner drink. It's up early the next morning, for the first of our two coach trips which will enable everyone to get to know each other. There will be a photo stop for the iconic Mont Orgueil Castle (the translation means Mount Pride) built in 1204 in the reign of King John, to protect the island from a French invasion. Then it's weaving around the country lanes with views out to the Normandy coast of France, or down to quaint harbours along the north coast.

The following afternoon leads us to the western Parishes of St. Brelade, St. Peter and St. Ouen. We pass through the picturesque village of St. Aubin, out to Noirmont Point then down to the most popular sandy beach of St. Brelade's Bay with its ancient parish church and Fisherman's Chapel, both dating back to the 11th century. At the nearby Corbiere lighthouse, there will be an opportunity of going into a WWII bunker complex constructed by the Nazi's during the Occupation. We return via St. Ouen's Bay with views out to most of the other Channel Islands (visibility permitting!)

Partners will have fun with Shino (our Japanese born friend) and two of Ann's friends explaining 'Red Work'. On the Friday night, David Gainsborough Roberts will keep you on the edge of your seats with his talk and display. His biggest passion has been anything owned by Marilyn Monroe but regrettably this part of his collection is currently 'on tour'. Nevertheless, he will bring along items with a Royal connection.

In addition to the many philatelic displays and competitions, Members will have a chance





to listen to and ask questions of Hugh Jeffries who is Stanley Gibbons chief editor. Hugh will welcome constructive suggestions on their BNA listings.

For those of you planning to stay in Jersey for some extra days, you may wish to visit the Durrell Wildlife Park (half day recommended) with some of the rarest animals on earth, the Jersey War Tunnels (the most visited attraction of 2010) or Elizabeth Castle (again half day) built by Sir Walter Raleigh, named after his sovereign and where Charles II took refuge from the Parliamentarians. Then there is always the opportunity of some fine dining in Jersey's many restaurants. Bonne appetit! Be sure to consider the "Jersey Pass" as this will provide free entry to many attractions. Full details may be accessed from www.jerseypass.com.

Lastly, aimed mainly at the partners, Ann is prepared to assist those who might wish to see the Occupation Tapestry Gallery combined with a trip to the town shops, Jersey Pottery (lovely cakes as well!) or even the Eric Young Orchid Foundation. Full details of these attractions will be found in your welcome pack.

We hope to see you all in September!

Malcolm Newton

FROM THE SECRETARY

Extraordinary General Meeting

Notice is hereby given that there will be an Extraordinary General Meeting of the Society at the Hotel Ambassadeur, Jersey on Wednesday 28th September 2011, commencing at 2015hrs.

The Agenda of the EGM is as follows:-

To consider the following amendments to Competition Rules, all proposed by the Executive Committee:-

- a) Add to Rule 1: "all entrants shall be paid up members of the Society, and all entries must be the bona fide property of the entrant."
- b) In line 5 of Rule 3, after "stationery", delete "revenues, cinderellas" and insert ", telegraph stamps and telephone franks".

If proposition b) above is approved, to then consider the following:-

- c) To Add a new class 4, to read:- "**Class 4 – Revenues** – this class consists of Revenues and related philatelic material both on and off documents. Revenue material comprises embossed, imprinted, or adhesive tax, fee or credit stamps issued by the Canadian authorities."

If both propositions b) and c) are approved, to then consider the following:-

- d) In Rule 4, amend the first marking block to read "Classes 1(a), 1(b), 2 and 4 (**Stamps, Postal History and Revenues**) and by deleting " Condition with regard to rarity 10; Rarity 10" and inserting "Condition and Rarity 20".





Members should note that if these propositions are carried, it is the intention of the Executive Committee to hold a Revenue competition at the Jersey Convention in 2011.

John Wright

FROM THE SUBSCRIPTIONS MANAGER

The annual subscription reminder is enclosed with this issue. Subscriptions for the period 1 October 2011 to 30 September 2012 are due on 1st October. I am pleased to report that subscriptions remain at the same level as last year at £18 for those resident in the UK, £20 for those living in Europe and £22 for those living elsewhere in the world.

As usual, those living in North America may remit in \$ to Mike Street (see the form or advert below for details) and all members may alternatively pay via PAYPAL in their local currency. Those who pay by Direct Debit need do nothing. Debits will be taken on or around 1st October.

Those paying before 1st November 2011 will enjoy the usual benefit of a reduced subscription for prompt payers (those paying by Direct Debit automatically receive this) so get your subs in early to save money!

Canadian Philatelic Society of Great Britain

Annual subscriptions are due on 1 October 2011. For the coming season, subscription levels are:-

£18 for members resident in the UK

£20 for members resident in Europe (airmail delivery) and

£22 for members residing in the rest of the world (airmail delivery)

For members in North America, the dollar equivalents are \$35 CAN or \$36 US

Members may pay subscriptions by Direct Debit from a sterling based bank account, by PAYPAL in any local currency or by cheque from a UK, Canadian or US bank. If paying by PAYPAL you will have the option to pay for 3 years subscriptions at a 10% discount.

Members may also claim a subscription discount of £3 (or \$5) if payment is made before 1 November 2011. This discount automatically accrues to those paying by Direct Debit.

Cheques should be made payable to the Society and sent to:-

Graham Searle, Subscription Manager, 11 Riverside, Banchory, AB31 6PS (**sterling cheques only**)
or to:-

Mike Street, 73 Hatton Drive, Ancaster, Ontario, Canada L9G 2H5 (**for cheques in CAN or US dollars.**)

Members who have not paid the 2011/12 subscription by the end of February 2012 will be removed from the *Maple Leaves* circulation list.





As many members have chosen to pay advance subscriptions in earlier years, your mailing slip with this issue will show a large **PD** if you have already paid for 2011/12. If you see this, please do not pay again!

Finally, if you are paying by cheque (in either £ or \$) please make a note of your e mail address on your form when you send the cheque and we will then acknowledge payment by e mail.

Graham Searle and Mike Street

FROM THE HANDBOOKS MANAGER

With the annual Convention this year being in Jersey, I shall not be bringing along my usual box of goodies for sale. If anyone who is planning to attend Convention is wishing to purchase any Handbooks or ties please let me know in advance and I can bring these specific items along for you.

Derrick Scoot.

SCOTLAND AND NORTH OF ENGLAND GROUP

Our April meeting attracted seven members despite some unseasonably hot weather in the Borders. As usual a wide variety of material was present with displays on the 1 and 2 cent Small Queen issues both of which included die proofs and also some 'almost mint' material, some splendid covers from the 1851 – 1867 period, used blocks and varieties from the period 1890 – 1950, fancy cancels from the 19th century, Olympic stamps from 2003 – 2010, a lot of first day covers carrying the ABNCo seal and a pot pourri of 'what I got at Stampex'. The members were also able to view a couple of old maps of Canada dating from 1798 and 1820 when the country (albeit the charted bits) was a good deal smaller than today.

Our next meeting will be on Saturday 29th October, starting at 2pm at the usual venue of the Buccleugh Arms Hotel in Moffat. All members are welcome. Please bring along a few sheets to display. Further details can be obtained from the Editor.

Graham Searle

THE EXCHANGE PACKET MANAGERS

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





HOW I BEGAN COLLECTING BNA STAMPS (5)

A Stamp Collector's Lifetime of Phun

John Hillson FCPS

I have never liked the term 'Philatelist' - lover of taxes - not me somehow. I pay them, but certainly do not love them. Anyway what is wrong with two honest English words, instead of bastard Greek coined by a Frenchman

I suppose, because my birthday is in December, my mother must have run out of ideas as to what to get me for the Christmas of 1942. Well I asked for a box of toy Canadian Mounties, doubtless influenced by the recently seen film '*North West Mounted Police*', a model 25 pounder anti tank gun, and for some reason, unaccountable to this day, some stamps. As my parents had moved down from Scotland to Kew in 1938, the nearest place she could get foreign stamps was in the Richmond branch of Boots the Chemist which at that time sold books as well. She bought a 1/3d Rapkin Illustrated album, a 6d packet of stamps and a 3d packet of stamps; a total of 2 shillings in real money, or 10p today. Well I got the gun, and I got the Mounties (disappointed because they were on foot so I promptly used the wooden shells that came with the gun to shoot them) but I didn't get the stamps. She had hidden and forgotten about them. The album etc was discovered a day or so after Christmas hidden under a cushion in the lounge. I have often thought that that 2/- turned out to be the most expensive present any one ever gave me as I am still paying for it! All right so I have a lousy sense of humour; over the years the hobby has not only given me a lot of pleasure, but through stamp societies, worldwide, many friends. So it was really the second best present I was ever given. What was the best you ask? I was introduced to the lady who became my wife, Christine, on 9th December 1977 - I

thought I would mention the date so that all of you who have always itched to send me birthday cards..... perhaps not.

Anyway, having discovered the cache, I was soon hooked. As a small boy, naturally one collected everything, stamps of all countries, quite indiscriminately. The next album was loose leaf, still illustrated - a *Movaleaf* I think it was called. It had also dawned on me that 6d a week pocket money was not enough to collect the stamps of the world in any meaningful way, so I decided to concentrate on stamps of the British Empire as it then was. A year or two later, the war having ended, and some Commonwealth countries having declared themselves republics, South Africa and India were dropped. This was 1947 when I bought my first Penny Black at the age of 14. It was plate 1b, OA re-entry and cost 27/6d from the long defunct firm of Peach and Ruxton who had a shop for a short time on Richmond Hill, though shortly after they moved to a shop on a street off the Green.

Somebody offered £3 for that stamp a few months after. When I told my parents they decided I had not been wasting my money after all and 'must know what he is doing'. This was a big mistake. In case you are wondering, no I didn't part with it - I even started to go in for matched pairs of G.B. Penny Black plates, and when George Peach died and his erstwhile employee, Desmond Chamberlain opened a shop in Wimbledon Common, I even bought a plate XI for a princely £22; it was out of the Seymour collection. I should have hung on to it but hindsight is a wonderful thing. Of course by this time, in the early fifties, I was gainfully employed at a fiver a week or thereabouts so £22 was a lot of money.



With the new reign, it seemed it would be possible to get in on the ground floor for once and collect everything as stamps of Queen Elizabeth were issued. There was however a problem; I did not really like them and did not think they stood comparison to those of the previous reign. I remember being particularly disappointed with the 1953 Gibraltar set which appeared to me to compare unfavourably with the definitive it replaced. The other problem was the G.B. Wildings. Those of you that collect G.B. booklets will know that at that time the watermarks of half the panes were upright, the other half inverted. Because of the flowers round the Queen's head it was difficult to see which way up the watermarks were, without exploding the booklet, and it was hard enough getting booklets where all the panes had decent perforations. Then it was decided to change the watermark. That was the final straw as far as I was concerned. I decided to collect the one Commonwealth country that had never used watermarks as a security measure - Canada.

Added to this they had always used my favourite printing method - intaglio, or as it is more commonly known in the stamp world, recess printing, and their stamps' designs were consistently of a high quality. So in 1954 I sold virtually the whole of my collection and started on Canada -and Newfoundland - and Nova Scotia - and New Brunswick - and.... well it was a bit much.

The crunch came in 1964 when my elder daughter was born; for financial reasons my stamps had to go. So there I was a few months later, a life member of the Society, collecting GB Line Engraved. The Society had a good packet in those days and it stimulated me into thinking, what in Canada would be nice and simple and inexpensive. I looked in Gibbons Part One. Maybe the Admirals? No, been there, done that. Maybe the modern stamps? No depth

(remember this was 3 years before the Centennials!). Small Queens - that was it. Much cheaper than Large Queens, and should not be too much of a problem.

The first thing I did was to ask the dealer to whom I had sold my collection if he had any of my Small Queens left unsold. Yes a small lot in his auction, estimate £3.10/-. I duly acquired them for that princely sum - there were five or six 10 cent values in them including the major re-entry - not that I knew that at the time, a fair number of 5 cent including a couple of cracked plate varieties which I did know about - oh yes and a nice 6 cent with a Gretna, Man squared circle postmark. Shortly after, I added a pair of 1 cent which cost 6d. The dealer had paid 2/- for it mistaking 'BC' for 'MC'. Turned out that one of the pair had a medium strand of hair but I did not know that for years either. I do wonder at the total lack of imagination given to these varieties - 'Split Skull' would have been a much more appropriate and dramatic name, would it not?

And so I enthusiastically bumbled on for a number of years in total ignorance of what I was doing, acquiring from Gibbons a 3 cent perf 12 ½ for 30/- (ticketed as a rose red perf 12) Actually it was a strip of 3 but two of the stamps were so badly damaged that I removed them - I just thought the stamp was Indian-red, not rose red. I did not check the perforations for 10 years by which time it was beginning to dawn on me that virtually everything that had been written about this simple, inexpensive, series was wrong. It caused me to write to Maple Leaves suggesting that any stamp perf 11½ x 12 must be Montreal, and that the move to Montreal had taken place earlier than Boggs suggestion of 1874. Caused a lot of upset, that did.

May years later, I am still at it!!

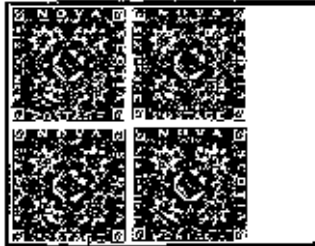
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