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OF GREAT BRITAIN

# Maple Leaves

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# MAPLE LEAVES

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**Whole No. 241**

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## EDITORIAL

Another successful and enjoyable Convention is behind us and we hope Jim and Anna enjoyed their well-earned trip afterwards. An illustrated report appears elsewhere so we shall restrict our comments to saying how pleasing it was to see so many visitors from overseas, to offer congratulations to new Fellow, Charles King, and to new life member, Wayne Curtis. These are honours not lightly bestowed.

Dick Malott writes to advise that Ottawa's national stamp exhibition, ORAPEX, will be held at the Radisson Hotel, Ottawa, from Friday 30 April to Sunday, 2 May. As well as being the 65th Convention of the Royal PS of Canada and the 32nd RA Stamp Club Exhibition and Bourse; the show incorporates Canada's second National

### Philatelic Literature Exhibition

Dick, who will happily supply further details of the above, also advises of a new publication by the American Air Mail Society, which should be of interest to aerophilatelists. Entitled 'Indexes to the Airpost Journal 1929-89 and Aero Philatelist Annals 1953-71 & 1975-82', the hardbound book runs to some 200 pages and provides a comprehensive index to 60 years of aerophilately. A useful ancillary service is provision of photocopies, for a nominal fee, of any article cited. The book costs \$12US + \$2 postage within the US and \$3 elsewhere. Orders, in US funds payable to American Airmail Society, should be sent to Greg Schmidt, 870 Bengal Rd, Neenah, Wisconsin, USA.

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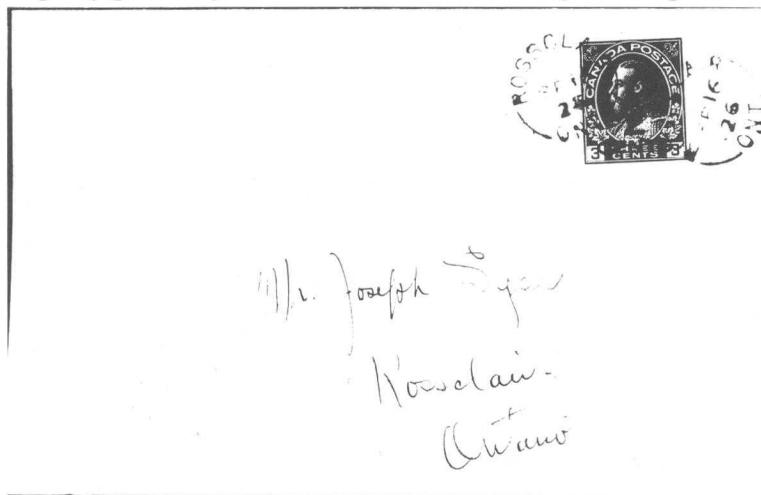
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## PREMATURE DELIVERY

By The Yellow Peril

Photo by Super 'B'

I don't think I am overly presumptuous when I say that a good collector of Canada first day covers or, for that matter, a serious Admiral collector would gladly give an eye-tooth for this cover .... if only it were genuine.

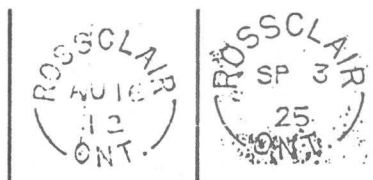


*A 16 September, 1926, 2c on 3c Admiral drop letter.*

Even though this cover is too good to be true, it is still very interesting (if only for the geography it involves) and merits discussion. The 2c and 3c Admiral surcharged stamp, franking this immaculate cover, is tied by two fine strikes of the 'ROSSCLAIR SP 16 26 ONT' split ring.

The recognized first day of the Admiral two-line surcharge is 4 November, 1926 and the stamp was available only through the philatelic agency in Ottawa. The Rossclair post office was opened in 1912 as a summer office and was closed in 1948. This facility was located in Medora township on the north-west shore of Lake Muskoka about a mile from the mouth of the Indian River. In the area were scattered summer cottages and a

few farms - suggesting a scarcity of permanent residents. These facts lead me to guess that (a) someone must have acquired the hammer after the post office folded or, a more likely explanation, (b) a summer visitor brought the envelope and the overprinted stamp to Rossclair where it was cancelled to order.



*1912 and 1925 split-ring hammers of Rossclair.*

*(Continued on page 7)*

## THE PEOPLE ON THE STAMPS - LA VERENDRYE.

Alan Salmon.

*We've seen the seasons through.*

*And it's time to turn on the old trail, our own trail, the out trail,  
Pull out, pull out, on the Long Trail - the trail that is always new!  
The Long Trail.*

*Rudyard Kipling.*

This is not the story of one man, it is the story of a man and his sons. The man is Pierre Gaultier de Varennes et de la Verendrye; he appears on the 5c ultramarine of 1958 (SG 504, SS 378) issued to commemorate his explorations of the prairies and his achievement in extending Canada to western Manitoba.



He was born at Trois-Rivieres in 1685, the youngest of 13 children. His father was the governor of Trois-Rivieres but, despite that position and being a fur dealer, the family was destitute when the father died. Pierre was five years old; his life then fell into three distinct cycles, his fortunes rising and falling in each in turn.

### **The Soldier.**

The boy received little education; he wanted to be a soldier and became a cadet in the regular troops of New France when he was 14. During the War of Spanish Succession, 1702-13, he saw action against the English in Massachusetts in 1704 and in

Newfoundland in 1705. He was promoted to ensign but he felt that he would advance his career faster in France. He arrived there in 1708, to join a regiment in which a brother had been killed in action a year before. On this death Pierre became the Sieur de La Verendrye. He was severely wounded, by gunshot and eight sabre cuts, at the battle of Malplaquet in 1709. Then followed capture, release and promotion; but the social obligations of his new rank could not be maintained on his new salary. He requested permission to return to Canada, arriving back in 1712. His military career appeared to be a frustrating mis-fire.

### **The Minor Farmer and Fur-trader.**

Soon after his return he married the daughter of one of Trois-Riviere's richest men. Her dowry allowed the couple to establish a home on an island in Lac Saint-Pierre. Here they lived obscurely for 15 years, they had six children and cleared a 38-acre farm, he retained his commission in the colony's forces. The meagre family income was supplemented by La Verendrye trading furs with the Indians for a few weeks each year. In 1726 he was 41, with little to show for all his efforts; but fortune was about to smile, the most important part of his life was about to begin. That year a brother was appointed to command the Poste du Nord, a vast area north of Lake Superior, and formed a partnership to exploit the fur-trading in the region; in 1727 he

took La Verendrye into the partnership and appointed him second-in-command.

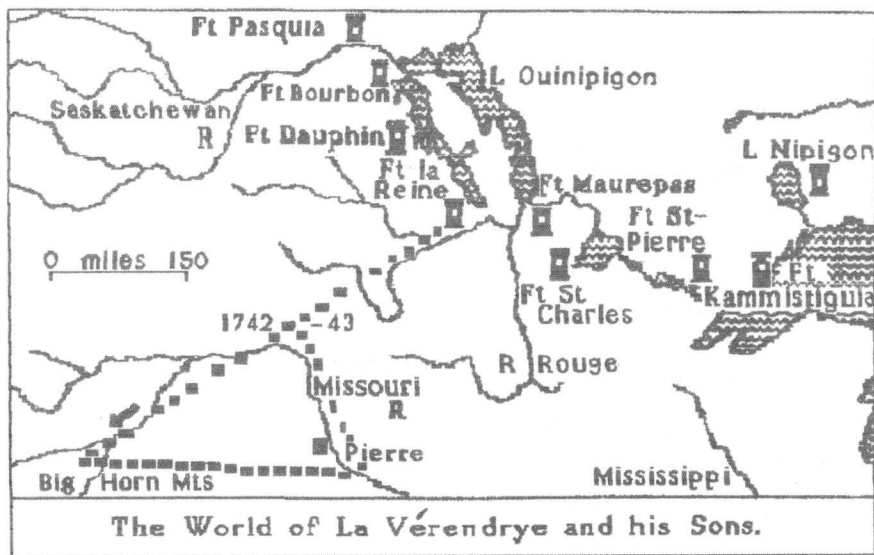
### **The Major Fur-trader and Explorer.**

The next year his brother was recalled for military service, against the Fox Indians south of Lake Superior; La Verendrye remained - as commander-in-chief. His main trading post was at Kaministiquia (now Thunder Bay), with a secondary post at Nipigon; a third post was near Sault. In the space of a year La Verendrye had transformed from a poor farmer to the commander of the northwestern flank of New France, with trading rights over a vast area.

La Verendrye was always ambitious, now he saw two great opportunities: the fur trade in and even beyond his present fiefdom, and the discovery of 'the Western Sea'. The concept of the Western Sea had arisen from the tales of the Indians trading

with the French. If these were to be believed there was another great gulf (Hudson Bay, the Gulf of California and the Gulf of Mexico were well known), from the Pacific Ocean, stretching almost to the territory of New France. This was obviously of great interest to the governments in Quebec and Paris. La Verendrye heard of Lake Ouinipigon (L. Winnipeg) from the Indians and decided that a post there would be good for trade and could be a springboard to the Western Sea. In 1730, in Quebec, he obtained the approval of the Governor of New France, Beauharnois, to establish such a post as part of the search for the Sea, but it all had to be at his own expense; Paris approved the project.

He obtained the financial support of a group of Canadian merchants and a title-deed from Beauharnois to the trading rights, for three years, in the region of Lake Ouinipigon; he was now the commandant of Poste de l'Ouest. In



June 1731 La Verendrye, with his sons Jean-Baptiste, Pierre, Francois and 50 hired men, set out from Montreal. One of the party was de la Jemmeraie, his nephew and brother of the venerable Mother d'Youville (SG 923, SS 768) the foundress of the community of the Grey Nuns of Montreal. La Verendrye spent the winter at Kaministiquia, having sent Jean-Baptiste with an advance party to establish Fort St-Pierre on Rainy Lake. In the spring of 1732 the two groups rejoined to travel to Lac des Bois, this was the farthest west the French had reached. Here they built Fort St Charles which was to be La Verendrye's headquarters for several years. He began organising the fur trade and trying to keep peace amongst the Indians; the Crees and Assiniboinns were the deadly enemies of the Sioux and the Ojibways, he sided with the Crees and the Assiniboinns as he was based in their territory. His sons were sent on path-finding expeditions; the next spring the advance party got to within 50 miles of Lake Ouinipigon; eventually Fort Maurepas was completed on the Riviera Rouge, a few miles from its mouth, in June 1734.

Maurepas was the Minister of Marine, responsible for the colony, in Paris; La Verendrye had to petition him, via Quebec, for support as the expenditure on the expedition was now much greater than the income. The merchants in Montreal were restive at the dearth of profits; La Verendrye returned to Montreal, in 1734, to encourage his partners and to learn the result of his request to Maurepas. The latter was unhappy, believing that the Western Sea was nearer than the explorations of La Verendrye's family indicated, so there was no help from Paris. He returned to the west in 1735 with his youngest son, Louis-Joseph,

but Beauharnois required a new arrangement: La Verendrye was to concentrate on the search for the Sea, the merchants would be responsible for trading and provide La Verendrye with a salary. As might be expected the new system did not work, the merchants concentrated on maximising profit and left the forward posts unsupported. In 1736 La Verendrye had to send a 20-man emergency team, led by his son Jean-Baptiste, to Kaministiquia for supplies; it was attacked by the Sioux on an island in Lac des Bois, and massacred. La Verendrye had paid dearly for siding with the enemies of the Sioux. This was the second mortal blow that year, de la Jemmeraie had died at Fort Maurepas.

La Verendrye reached Fort Maurepas in 1737 where Louis-Joseph was in command; they reviewed their information and concluded that the best option was southwest through the land of the Mandan Indians; a second possibility was north and west on a river they called the Blanche, which we now call the Saskatchewan. La Verendrye wanted to go to the Mandans immediately, but his men refused; he had to return east to recruit fresh men, and he complained to Beauharnois about the merchants. This seemed to bear fruit as co-operation improved; in part due also to the fur trade now doing well and an improving supply of Indian slaves to New France. But La Verendrye had to promise that he would reach the Mandans in 1738. Under pressure, he left to build Fort La Reine (Portage la Prairie) as an advance base, and as another trading post. With his sons Louis-Joseph and Francois, plus 22 other Canadians and 25 Assiniboinns, he set out from there to the southwest; after about six weeks he reached the

main Mandan village, the date was 3 December 1738. The expedition left La Verendrye exhausted - the Mandan village was close to the Missouri, which he believed was the River of the West which ran into the Western Sea, but he sent Louis-Joseph, alone, to view it.

In 1740 he struggled back to Montreal to rearrange his debts in preparation for a deeper foray to the southwest; he found his wife had died the previous year. However Beauharnois gave him considerable support - the trading monopoly of the posts he had founded. The next year he was back at Fort La Reine from whence he sent Pierre to build Fort Dauphin (Winnipegosis, north of Lake Dauphin); Fort Bourbon (north of L Winnipegosis) and Fort Pasquia (The Pas) were also established - the Bay was being cut-off from the interior. In 1742 Louis-Joseph and Francois were sent to the southwest again; how far they got is uncertain but they probably reached the Big Horn Mountains of Wyoming. On their way back Louis-Joseph left an inscribed, lead tablet at a Pawnee village which was near present-day Pierre, South Dakota. This tablet was discovered in 1913. The expedition did not find the River of the West or the Western Sea; the results convinced La Verendrye that the way forward was farther north, via the Saskatchewan.

#### **The Displeasure of Distant Paris.**

La Verendrye had never been able to convince Maurepas that his over-riding objective was not furs; the profusion of posts appearing in the north did nothing to dispel this idea. Maurepas conveyed his considerable discontent to Beauharnois, suggesting that La Verendrye and one of his sons be replaced. Beauharnois protested, in Quebec it was more obvious than in

Paris that New France needed the furs and that the colony's influence was extending; nevertheless La Verendrye resigned in 1744, but his sons retained their posts. Beauharnois managed to get him appointed captain of his guards.

La Verendrye now relaxed in the social life of the colony and, still keen for adventure and advancement, began courting the richest widow in New France. In 1746 the new commandant of the Poste de l'Ouest resigned and La Verendrye was, somewhat surprisingly, reappointed to the position. He began to organise another expedition across the prairies, this time via the Saskatchewan. He planned to depart in May 1750, he would then have been 64, but in December 1749 he died after 'a bad fever'.

#### **The First, Great, Itinerant, Canadian Trader.**

He never did become rich; he left a small estate, that of an impecunious nobleman. However, his work in the last period of his life was of great benefit to New France. Its influence was extended far to the west, most of the fur supplies to the English on the Bay were diverted to Montreal and the French fur trade prospered. He never discovered the Western Sea, it was a mirage; but he was one of the great explorers of North America.

#### **PREMATURE DELIVERY**

*(Continued from page 3)*

These postmarks are from the 'Split Circle Proof Strikes of Ontario'. The 1912 strike is about 18 mm and the 1925 strike, about 20 mm. As the postmarks on the cover are identical to the 1912 proof, I conclude that the cancels tying the stamps to the cover are struck from the original hammer but dated 16 September - 49 days before the first day of issue!





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# THE MAP STAMP PRINTING SEQUENCE

Fred Fawn

**The traditional theory, presented by Boggs, Vol. 1, p 341, (1) contends: 'Apparently the black portion was first printed and then the 'ocean' portion of the map was added, and finally the red was printed'.**

In recent years a number of progressive plate proofs, in sets of three, have been offered by auction houses and by private treaty. These invariably contain:

1. Black engraved
2. Black and carmine
3. Full colour plate proof

However, no 'black and blue' proofs were seen in these sets, which indicates that the carmine colour was printed first.

Tom LaMarre writes in 'Insight' 1989, page 44:

'First came the black frame, then the red British possessions and finally the lavender or blue oceans'.

and on page 46:

'By the 1920's, two sets of rare die proofs had come to light. One was in the possession of Fred Jarrett of Toronto, author of the Standard B.N.A. Catalogue. The other was owned by Allan Whalen. Whalen was in his teens and had just started collecting stamps when his mother gave him the die proofs. They were on a single sheet of postal stationery,

embossed with the Postmaster General's crest in the top left corner. Across the top, in Old English letters, was the inscription 'Private Secretary's Office'. A handwritten note provided the following explanation:

'In 1952 an Ottawa collector offered to trade a \$10,000 house for the sheet, but Whalen refused.'

For a number of years, I have exhibited Map stamps across Canada; U.S.A., Europe and Australia. Although I usually included the above sheet in the exhibits, I have yet to be offered a house for it! Nevertheless this document could well disprove the traditional theory of the order of printing and in fact, demonstrate that the order of printing is indeed the reverse.

Fellow members are kindly invited to report on the existence of the 'second sheet'.

## Reference

1. *'The Postage Stamps and Postal History of Canada'* Winthrop S. Boggs.

*The printing sequence, according to the PMG's office, is shown on pages 10 & 11.*

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(b). Result of 2nd impression -



(c). Result of 3rd. Impression.



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(d) This is the completed stamp.



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## 50 YEARS AGO - JANUARY 1943.

Kim Dodwell

**The only thing that really frightened me was the U-boat peril .... The Battle of the Atlantic was the dominating factor all through the war".**

Winston Churchill.

From the war's start Germany had been building U-boats faster than we could sink them; we had been losing merchant ships to the U-boats faster than we could build them. By the end of 1942 the attrition of the merchant fleet bringing vital food, petrol and munitions from North America to Britain had reached crisis point, with only a few weeks between us and starvation. That winter was the worst for Atlantic gales for many years, and through its long months the most bitter mauling battles were fought between the outnumbered convoy escorts and the packs of U-boats. As many as 250 of them could be out in the Atlantic at a time; some of the most heavily attacked convoys lost a quarter of their ships in the slow 3,000 mile crossing.

The new year started as badly as 1942 had ended, with hardly a convoy coming through unscathed. It was not until the coming of better weather in the spring, combined with the fruition of the desperate efforts the Allies were making to improve the survival rate, that disaster was averted. The most important factor was improved air cover, newly provided by long-range Liberator bombers flying out from Northern Ireland and Newfoundland. Between them they could at last cover the 'black pit' between Greenland and Iceland in which U-boats had previously operated with comparative impunity. In addition, more and better naval ships and equipment, improved

tactics born of harsh experience, and burgeoning American help, all combined to tilt the scales of battle. After some crucial and dramatic convoy battles in March and April the ascendancy of the U-boats was over, although they remained a threat until the end of the war.

### **Canadian Involvement**

Canadian involvement in The Battle of the Atlantic was important from the start, and built up steadily. Canadian harbours were, of course, the termini for early convoys and vital staging posts for the later huge convoys sailing from the Eastern U.S. ports. Canada provided and manned many merchant ships, and the RCAF gave invaluable air cover, but it was the RCN that had the most telling impact. After a slow start from small beginnings (11 ships and 1,800 men) it was to end the war with 306 ships and 76,000 men, and a skilled and experienced staff in Halifax, N.S. that controlled the whole of the Allied convoy operations in the North Atlantic.

From the classic novel 'The Cruel Sea' to detailed histories covering the Atlantic battle, some whole books with a single convoy as their subject, much has been written. Surprisingly, in view of the millions of letters carried in both directions by beleaguered convoys, and the multitude of ships and men involved, the postal history of this vital campaign is scanty. Perhaps the

reason is that it is difficult to find material that illustrates it in a direct and significant way. Surface mail had a

very low priority in the scheme of things. After initial delays in the censors' offices, mail bags were thrown

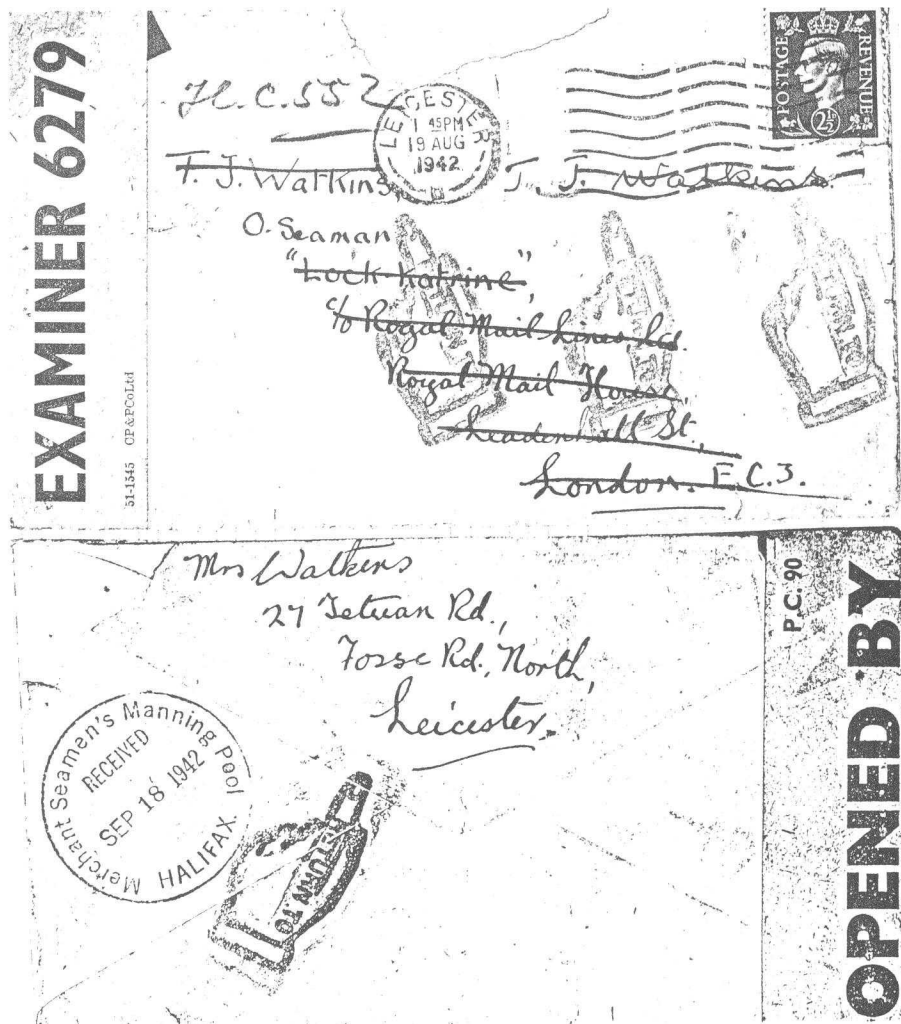


Figure 1



Figure 2





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N.W.T. POSTAL HISTORY  
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NUMERAL ISSUE  
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onto any 'clean' (that is, non-oil cargo) ship in port that was handy. They often had to wait for days for the convoy to assemble and sail. Thus the date of posting is of small help in trying to decide which convoy carried a particular letter, or in trying to find mail carried by a convoy involved in one of the more famous battles.

RCAF covers related to the campaign are easier to identify - if you can find them - as the Squadron's orderly room handstamp on the back identified the sender's unit and date of posting, but the attribution of RCN material to the writer's ship is almost impossible. Security was paramount, and nowhere does a ship's name or serial number show on ship's mail. All used similar RCN censorship markings, and although work has been done recently (notably by Canadian, Wilf Whitehouse) in detecting small differences in one ship's markings from another, most of them remain, as intended, anonymous.

#### **The 'Loch Katrine'**

In spite of these difficulties it is sometimes possible to find a cover with a direct connection with the Atlantic battle, and these two I owe to Sandy Mackie. The 'Loch Katrine' was torpedoed on 3 August 1942, 300 miles east of St Johns, Newfoundland, with the loss of nine lives. Ordinary seaman Watkins survived and eventually ended up in the Merchant Seamen's Manning Pool in Halifax, N.S., where seamen were kept while waiting allocation to another ship (incredibly, they ceased to be eligible for any pay from the moment their previous ship had been sunk). The first cover (Figure 1) would have been forwarded, together with letters for other members of the crew, in a covering envelope by The Royal Mail

Line, which the British censor opened en route.

The second letter (Figure 2) was sent by Mrs Watkins, by airmail, direct to the MSMP; presumably The Royal Mail Line had informed her of her husband's (or son's) whereabouts. However, before it could reach him he had been allocated to another ship that had already sailed and the letter was returned, but only after it had been held in Halifax for two and a half months. During this period, in December 1942, the use of 'dumb' or 'security black-out' cancellations was introduced in East Coast ports, superseding the previous marks that showed the city/town name, and the cover bears both types of mark.

#### **'Black-Out' Cancellations**

The purpose of the 'black-out' marks was to prevent the enemy learning from which port a convoy had sailed in the event of a ship being attacked at sea and the mails falling into enemy hands. In practice the object of the scheme was nullified by the continued and unrestricted use of return addresses and other markings, such as those on the cover here. Cancelling machines soon developed flaws and damage to their dater hubs, leaving distinctive impressions in the postmarks, so that after a few months many of the black-out cancels became easily recognisable and attributable to their ports of origin.

The introduction of the security black-out cancels may not have presented much of a problem to the German Intelligence Service, but at least they have provided plenty of fun for present-day postal historians. Their study has become increasingly popular; a Study Group of the British North American Philatelic Society has been formed recently and issues informative Newsletters devoted to the subject.

**Bill Topping travelled from Vancouver to be with us at Perth so we asked him to report on the activities at –**

## **CONVENTION '92**

The Station Hotel, Perth, was the site of the 46th annual Convention. Jim McLaren and his charming wife Anna presided over the meetings and social events. The social events each afternoon are, in the view of some, more important than the philatelic displays that take place morning and evening.

On the Wednesday evening John Hannah presented an admirable display of plate varieties of the first colours of the Admiral issue. John admitted to having checked hundreds of thousands of Admiral stamps, acquired when they could still be bought by the hundred, 'unpicked'. Fortunately for those who failed to bring their magnifying glasses, each page contained an enlargement of the variety with suitable description. This outstanding display should serve as a lesson to all those planning to attend future conventions - never go without a strong magnifying glass.

The Admiral issue was also the topic on the Thursday morning. Sandy Mackie gave an excellent dissertation on the postal rates during the Admiral period, supported by carefully selected covers. In the afternoon, despite rain throughout most of the Convention, the weather cleared for us to enjoy a trip to Glamis Castle, birthplace of the Queen Mother. In the evening 50% of the CPS members in South Africa, John Wannerton, showed an award-winning collection of Boer War covers (Canadian Contingent), including much interesting peripheral material. The ladies were entertained with a slide show on western China.

On Friday morning John Hillson

showed an excellent collection of Small Queens, featuring the stamps and the cancellations. In the afternoon, through a Scottish mist, we visited the Glenturret Distillery where samples of Scotch mist were served all round. In the evening, with the ladies safely at the theatre, members were treated to a display of British Columbia Coastal Steamship Mail, supported by slides of other covers and the ships that carried them. Bill Robinson of British Columbia, President of BNAPS, did the honours.

Saturday was a working day, with the annual meeting, judges' critique and the auction. In the evening members and guests were piped into the banquet in true Scottish style. During the proceedings Charles King was honoured for his continued work on behalf of the Society by being installed as a Fellow. Jack Henderson, immediate past president of the Perth P.S., toasted the Society and our President, Jim McLaren, replied. Frank Laycock and Tom Almond toasted 'The Ladies' and 'Guests and Overseas Visitors' respectively, while Margaret McGregor and Bill Robinson responded. The evening ended with a display of Scottish dancing by the pupils of a local dancing school.

As an overseas member of CPS I can assure those who have not attended a CPS Convention that it is well worth travelling half way round the world to attend and the 13 other overseas guests fully agree.

*Photographs on pages 19 & 20 courtesy of John Gatecliff and the Editor*



*Look out, it's the paparazzi! Harry Duckworth remains phlegmatic in the face of Dorothy Hollingsworth's dire warning.*

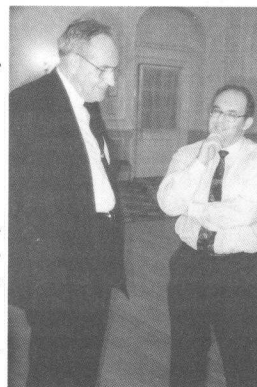


*Pararazzo caught - Editor David Sessions fails to impress Lynda Schutt.*



*(L) New Fellow Charles King.*

*(R) More 'new' boys, new life member Wayne Curtis and Secretary Tom Almond.*



*(LL) Lets twist again... outgoing President Jim McLaren (a lovely mover!) explains some of the duties required of his successor Alan Salmon.*

*(LR) John Wannerton took the Founders Trophy, Anna McLaren looks on.*



*Visitors from afar.....*




*Whit Bradley ON, Canada*



*Reg Hiscock PQ, Canada*



*Bill Robinson BC, Canada.*



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# REGISTERED TO NEW ZEALAND

George B. Arfken

## Early Packet Service to New Zealand

In the early 1860s, British and Canadian mail to Australia and New Zealand was carried by the Peninsular and Oriental Steam Navigation Co. (P & O). The mail went overland across the Suez isthmus. Pointe de Galle in Ceylon was a transfer point for mail to India, to Hong Kong and to Australia and New Zealand. The mail service to the Australasian Colonies was monthly. The P & O packets ended their run at Sydney, New South Wales. Mail for New Zealand was carried by other ships from Melbourne, Victoria and from Sydney. Registration was available for Canadian letters going via England and the P & O but no such registered covers are known to us.

In 1866, New Zealand and New South Wales contracted with the Panama, New Zealand and Australian Mail Co. to carry mail from Sydney and Auckland across the Pacific to Panama. Crossing the isthmus by rail, the mail for the U.K. would be picked up at Colon by the Royal Mail ships from England. Mail for Canada and the U.S. would go by packet from Colon to New York. This trans Pacific mail service began 15 June 1866 and continued for 2 1/2 years. Canadian Department Order No. 70, 12 February 1867, called attention to the new mail service and gave the rate as 22c per 1/2 oz.

The importance of trans Pacific mail service to New Zealand and to New South Wales should not be underestimated. For New Zealand, it meant that it was first in line rather than the last to get mail from the U.K. The saving in time was about two weeks.

For New South Wales, a trans Pacific route meant that Sydney merchants received mail before their rivals in Melbourne.

The abandonment of the trans Pacific, via Panama, route to the U.K. was a disappointment to New Zealand and New South Wales. However, a new opportunity for trans Pacific mail came with the completion of the U.S. transcontinental railroad on 9 May, 1869. New Zealand and New South Wales contracted with another group for packet service to and from San Francisco. This via San Francisco packet service began in June 1870.

The trans Pacific packet service was interrupted in mid March 1873. All Canadian mail for New Zealand had to go via England. This situation lasted until late January 1874. Trans Pacific mail service was taken over by the Pacific Mail Steamship Co. A Canadian Post Office Department circular dated 20 January 1874 declared that mail for Australia could again go via San Francisco.

The 20 January circular stated: 'Mails for the above places (Australia, New Zealand and the Fiji Islands), hitherto forwarded by way of England, will in future be sent by way of San Francisco, U.S.' For Canada, the trans Pacific route was much shorter than the via England route. The difference in route lengths meant that Canadian letters to New Zealand might arrive a month sooner if sent trans Pacific rather than trans Atlantic. The restoration of the trans Pacific mail service in 1874 meant the end of 'via England' mail from Canada to New Zealand.

### **The U.S. Postal Convention with New Zealand.**

Establishing U.S. postal relations with New Zealand and the various Australian colonies for prepaid mail and prepayment to destination was a gradual affair. New Zealand, the colony nearest to the U.S. and the farthest from the United Kingdom, was the most interested. A postal convention between the U.S. and New Zealand was negotiated and became effective 1 December, 1870 (1). The postal convention with New Zealand established a rate of 12c per  $\frac{1}{2}$  oz. or fraction thereof on letters from the U.S. and 6 pence per  $\frac{1}{2}$  oz. or fraction thereof for letters from New Zealand. These rates were maintained for the various Australian colonies.

### **Registration**

Article V of the U.S. - New Zealand Postal Convention consisted of two sentences: "The two Post Departments may by mutual agreement provide for the transmission of registered articles in mail exchanged between the two countries. The register fee for each article shall be ten cents in the United States, and ——— in New Zealand." (The blank preceding 'in New Zealand' appeared in the Report of the (U.S.) Postmaster General.)

Canadian Department Order No.5, 27 October 1870, announced that letters for Australia and New Zealand could be sent by packet from San Francisco. The postage was 15c per  $\frac{1}{2}$  oz. Registration was not mentioned. The July 1872 Tables of Rates of Postage listed registration as 12c. The January 1877 Official Postal Guide added some details about the postal and registration charges. Of the 15c postage, 12c was credited to the U.S. Of the 12c registration, 10c was credited to the U.S. These 12c and 10c credits

covered the charges listed in the 1870 Postal Convention with New Zealand for U.S. letters.

From August 1878 until April 1879, the postage to New Zealand was listed as 12c, the registration 10c. Apparently these reduced charges were temporary aberrations. In April 1879, the postage went to 15c and the registration also went to 15c. The postage was reduced to 12c in January 1889 but the registry fee remained 15c until October 1891 when New Zealand and the Australian Colonies joined the UPU.

Only one Canadian registered cover to New Zealand has been reported during this entire pre-UPU period. This unique cover is shown, in exploded form. Registered in Bradford, Ont., 30 June, 1880, the cover went to Toronto, Windsor and then to San Francisco. The 6 July 1880 stamp (in purple) was probably applied when the cover reached San Francisco. The 2 August, 1880 stamp (also in purple) would have been applied when the cover was sent to the ship. Packet service was supposed to be every four weeks. Apparently the cover just missed the July packet by one day. There is a Nelson, NZ 28 August 1880 receiving stamp. The 15c postage was paid with a 15c Large Queen. Payment of the 15c registry fee is illustrated with three 5c RLS. Truly a fantastic piece of Canadian - New Zealand postal history, the first Canadian registered cover to New Zealand and the only one in the 15c registry fee period.

Now, a little explanation. This cover is genuine and well deserves to be written up, but Mr. Harrison does not plan to exhibit this cover. Some contemptible creature with the soul of Attila the Hun, and with no

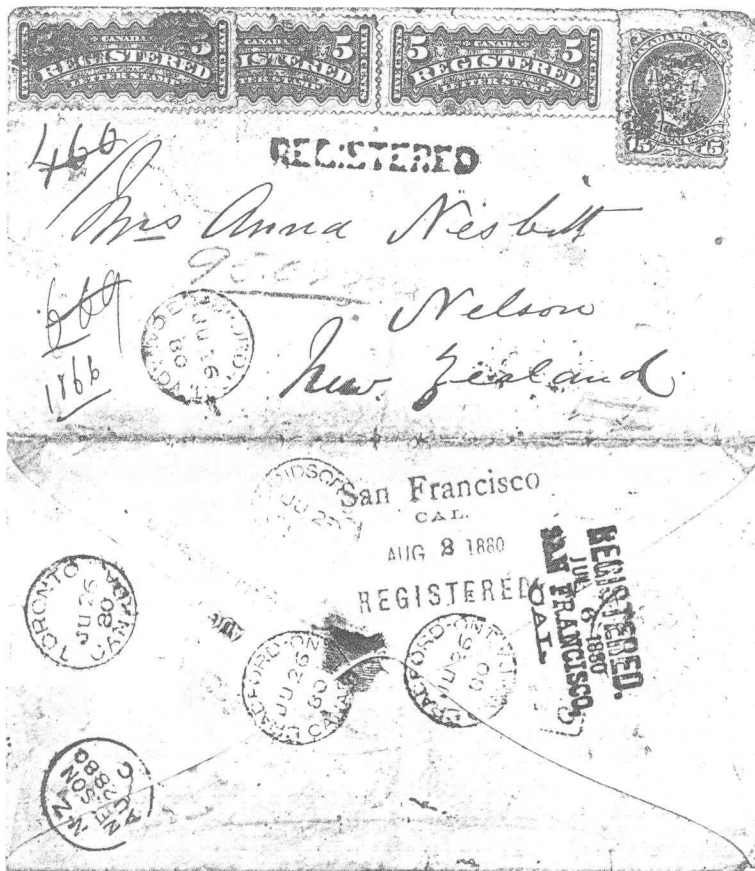


appreciation for a true postal history rarity, removed the original registered letter stamps! The three 5c RLS are replacements, hinged in place to show what the front of the cover may have looked like on June 30, 1880. Mr. Harrison is not absolutely positive that this was the way the 15c registry fee was paid but it's a plausible reconstruction. He was tempted to hinge on a 2c RLS, a

5c RLS, and an 8c RLS but that reconstruction might have caused some scepticism in postal history circles.

#### Reference

1.) 1870 Report of the (U.S) Postmaster General pp. 137-139. This Convention was amended, effective December 1, 1877, to eliminate a charge on delivery of newspapers, etc.



Cover from Bradford, Ont., JU 26 80, registered to Nelson, New Zealand. The postage was 15c per  $1\frac{1}{2}$  oz. to non UPU New Zealand. The registry fee was also 15c. The cover reached Nelson, New Zealand AU 28 80. This is the only registered cover so far reported from Canada to non UPU New Zealand, Courtesy of Horace W. Harrison, FCPS..



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## SECOND THOUGHTS

Robert Lunn

When I started to collect the map stamp, my ambition was to form a collection of genuine stamps in fine condition. I pretty well strove towards this objective, avoiding defective and unsightly stamps. Fakes were out of the question! That was the reason I didn't bother to read the recent series on faked stamps in *Maple Leaves*. Last summer I began to have second thoughts about my approach when I was shown a phony 39c stamp that looked like a coloured photocopy of the real thing. 'Who would fake a 39c stamp?' I asked. I was flabbergasted when I was told that \$5,000,000 worth of these fakes were made by someone in Montreal and that several arrests were made. I was even more intrigued by the rumours that the forgers had planned to sell them to various mail order firms (and others) for 20c each. At a recent Toronto show I saw a dealer offering pairs of these fakes for \$100, an increase of 250 times the amount that the forgers were asking. My curiosity led me to dig up and read the interesting stories of forgeries in our journal.

Obviously, I was too close-minded about my collecting goals as forgeries and the likes are just as interesting and in some cases even more so than the real

stamps. At this point, I referred to the 'bible' on map stamps by Fred Tomlinson. With regard to the map forgery it states in part, 'Nevertheless it is an extremely scarce item and if the smallest number of Map stamp collectors decide a copy ought to grace their collection - well, it should command a very high price indeed. There are hundreds of the highly priced imperforates in existence for each copy of the forgery.' Armed with this information, I approached my dealer. As my good fortune would have it, he was in the process of appraising a reference collection for purchase. It included two forgeries of the stamp.

My enthusiasm was a factor in his offer which was accepted and I, in turn, accepted his offer of the two fakes even though the price was 'unreal' - much more than the price of a genuine single imperforate or the price of a used stamp. The seller justified the price by saying that the imperforate forgery is at least a hundred times rarer than the genuine specimen and the perforated forgery, a hundred times rarer than the imperforate forgery. Judging by the price of the 39c forgeries, his statement would appear to make sense. As seen in



*Imperforate forgery on the left, genuine map in the centre, perforated forgery on the right. Note the thin ring and lettering on the perforated forgery.*

the illustration, the forgery exists in both states. The question is why would the forger put more effort into making a perforated and much cheaper catalogued stamp?

The write-up on the original page where the two stamps were mounted is interesting. It reads, 'These forgeries of the 1898 map stamps are believed to be a dealer's similitude which were trimmed from its original position on a letterhead.' In *The Postage Stamps and Postal History of Canada* by Boggs he states, 'A counterfeit, strictly speaking, is an imitation made to deceive the post office or collectors. The similitudes, however, were engraved by a reputable firm to be used on a philatelic letterhead or visiting card.' These crude reproductions on a poor quality newsprint type paper are anything but engraved and therefore not similitudes. They are just plain out and out forgeries. The perforations on the

forgery are rather crude and measure  $11\frac{1}{2} \times 11\frac{1}{2}$ . The genuine stamp is perforated 12. Perhaps it was the intention of the forger to manufacture a map stamp perforation variety (though any experienced collector could easily tell the difference between the forgery and the genuine stamp).

Some interesting facts about these forgeries are that they are the most frequently asked for forgeries; they are the only forgeries made in three colours; the postmark is printed on so is invariably on the left side of the stamp; the land areas do not have the lines running horizontally across them and when immersed in water the colours tend to run. The colours, incidentally, are quite good and the oceans are in the lighter blue green colour.

I wonder if there are any examples of forgeries used on covers, or if any member has any pairs or multiples of these forgeries?

## ***An Invitation***

### **To Members of the Canadian Philatelic Society of Great Britain**

If you are not already a member of The Royal Philatelic Society of Canada and you would be interested in joining the "Royal", please write to The National Secretary, Department C, The Royal Philatelic Society of Canada, National Office, P.O. Box 5320, Station "F", Ottawa, Ontario, K2C 3J1, Canada, for membership application forms or information.

Members receive *The Canadian Philatelist*, published bi-monthly, and other benefits.



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	British Overseas Members	\$25.00(US)
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***GROW WITH THE ROYAL***

# THE PRECANCEL NAILHEADS

Hans Reiche, FCPS

The 'Canada Precancel Handbook' by the Precancel Committee and the 'Canada Constant Precancel Varieties' by the author, described the so-called nailhead varieties and listed some of the finds that had been made. The nailheads are screws not nails, that is evident from many copies showing the screw slot.



*Clear example of 'nailhead'*

Some further study shows that these screws, which became loose during the printing process and which protruded from the plate surface, were not just an odd occurrence but were rather a more or less systematic means of fastening the overprinting plates to a base. The number of dots that can be found on many issues of the bar, city and number styles is fairly large. Initially it was suggested that the outside margins of the overprinting plates contained these fastening screws. When examining examples of these varieties it became evident that not only margins must have contained such screws but positions throughout

the plate. Large multiples have been noted which contain complete vertical stamp rows with each stamp showing the dot. Although it can not be confirmed yet if all ten vertical rows did have such screws, certainly for one particular vertical stamp row on the sheet, each stamp in the row has been found with such dots on some issues such as Halifax NS on the 1c yellow Admiral, the 2c green Admiral and the 5c violet Admiral. This would indicate that at least thirty such screws may have existed in accordance with vertical multiples noted with three vertical rows of eight stamps, or twenty four stamps. Other smaller multiples of two vertical rows of four stamps did show the same pattern.

Where are these screws located? Although not all can be found in certain specific areas, the majority of dots are located between names of cities or names of provinces. That is a city name, a dot, another city name, another dot etc. Whether this was done on purpose cannot be determined. It could be that the manufacturer anticipated certain problems and did not want to interfere with the actual overprint, so set the screws next to the information. There are a few examples which show the dots in between the bars and again this may be another attempt to avoid obliterating the overprint with such dots.

Mr. Claude Vekeman, printing expert, explained that for many years overprinting plates have been made from thin metal foils. These foils are mounted on the rotary presses by special snap-on clamps, similar to a three ring binder. This avoids the use of fastening screws.

## FROM THE PRESIDENT.....

In this, my first epistle to the members of the Society, I must begin by thanking you for entrusting me with the Presidency for 1992/3. I will do all I can to make it a successful year, ending with a fine Convention '93. That will be in Chester from 29 September to 3 October - put the dates in your diary now.

The Convention at Perth was a great occasion, many thanks are due to Jim and Anna McLaren and their band of helpers - notably Les Taylor for the auction and Elizabeth Stephenson for her continuing work with the social trips. Members may not appreciate how much effort is involved in the auction. It continues for over a year; even as I write, in October, the first offerings for Chester are already with John Parkin who is managing the 1993 auction and Les is busy sending any unsold lots to vendors, collecting cheques from successful bidders, sending them to me, as Treasurer, as well as sending me lists of cheques to pass to successful vendors. Many thanks to the hard-working auction managers. Of course they would be helpless without their suave front-men, the auctioneers Frank Laycock in 1992 and Geoff Manton in 1993 - our sincere thanks to them also. At Perth the auction sales were £4,500; John Parkin will be asking you to send your offerings for the Chester auction, send him all you can - all we sell adds to the Society's funds which can be used to improve the services to you.

I have two and a half objectives for this year. One is to see the Exchange Packet back in circulation; we have had some lost packets which dismayed us, perhaps unnecessarily as the insurers tell me that there has been a dramatic increase in stamps lost in the post

during these last two years. 1993 should see the resurgence of the Packet. Do use it, by submitting reasonably priced material and by making purchases. The second objective is to see the fall in membership halted, this will require each of us consciously to seek new members. One way is for existing members to give talks to their local philatelic societies on their Canadian interests, whether it be stamps, postal history or whatever. The extra half an objective is to recruit some junior members; most local societies have enthusiastic young members, we should have some young blood too, they could be a vital component of our flourishing existence. Their membership fee is only £5 a year, do please go and recruit some young philatelists.

This may be just a little late, but Nan and I wish you all a prosperous and, above all else, a Happy New Year.

Alan Salmon

## REPORT FROM THE CHIEF EXECUTIVE

Following my two requests in Maple Leaves for comments on any aspects of the Society, I received only six letters.

The topics mentioned were as follows:

1. The chief subject was the discontinuation of the Exchange Packet. This has been discussed at length by the Committee and at A.G.M. and more details will be published in Maple Leaves. It is hoped that the Packet will restart before long.
2. Another letter mentioned the contents of 'Maple Leaves' implying that many of the articles were too specialised. It is suggested that

members who wish any particular subjects to be dealt with convey their wishes to the Editor. Of course, many topics have been published in previous issues of 'Maple Leaves' which are obtainable from Dr. Gatecliff.

3. Another comment was that members remain on the Committee for too long and that two consecutive years should be enough with a lapse of two years before being re-elected. It was pointed out that the bulk of members attending Convention and being available for election was virtually the same every year and unless there are new regular delegates and new nominations it is difficult to introduce changes.

Other points mentioned to me at the end of the Malvern Convention were:

1. Not holding the Committee meeting and A.G.M. following one another on the Saturday morning. This was agreed and they were held on separate days at Perth.

2. That dinner jackets be not compulsory for the banquet. This was agreed as they have been optional for many years.

3. That study groups, which used to be an integral part of Convention, be restarted.

Should any members have any points relating to any aspects of the Society, will they please send them to me.

Dr. Charles Hollingsworth  
17 Mellish Road, Walsall,  
West Midlands WS4 2DQ

## THE EXCHANGE PACKET

Following discussion at the AGM it was agreed to endeavour to restart circulation of a general packet in January 1993. It was decided that:

- i new insurance arrangements should be made;
- ii the Exchange Packet Rules should be updated;
- iii notes of guidance for vendors should be prepared; and
- iv the updated rules, notes of guidance and a questionnaire should be sent out to those UK members who previously have expressed an interest in supplying or receiving the packet.

The new insurance arrangements have enabled us to retain a vendors' commission of 10% on sales but with no vendor charges for insurance. Hopefully that might attract more vendors. However registered mail must be used when circulating the packet.

If you have not received a questionnaire pack and you are interested in supplying or receiving the packet please get in touch with the Packet Secretary, Reg Lyon, whose address is given inside the back cover.

## FROM THE SECRETARY .....

The following are the main points arising from the 1992 AGM. Minutes are available from the Secretary.

Chief Executive Charles Hollingsworth, reported that his request in *Maple Leaves* for comments on the Society drew only five responses. Three responses stressed the importance of providing an exchange packet and the others commented upon *Maple Leaves*, officers' tenure and subscriptions.

Secretary Brian Stalker, reported that the Executive had initiated the introduction of a half-year subscription for joiners after the end of March each year. The decline in membership continued, primarily as a result of members not paying their subscriptions. In an attempt to reduce this loss, an award will be introduced for the member proposing the most new members in a year.

The Secretary, who retired after the AGM, thanked those who had given him advice and support during his six-year period of office. In return, the President thanked him for the contribution that he had made to the society during his time as Secretary.

Subscription Manager John Gatecliff, reported that the Direct Debit system worked well and he acknowledged the efforts of Wayne Curtis who collects subscriptions in North America.

Librarian Colin Banfield, reported that the level of borrowing had not been high. Many new volumes have been added since the last Library list was published and he intends to produce a new list.

Editor of *Maple Leaves*, David Sessions, stated that to contain costs, recent issues have been pegged to 32 pages. Nevertheless, the last five issues carried more pages than in the days when six issues were produced each year. He thanked George Bellack, the outgoing Advertising Manager, for his outstanding service.

Handbooks Manager Derrick Scoot, reported that 61 books and 12 binders have been sold during the year.

Advertising Manager George Bellack, reported that the level of income was higher than last year. However we have lost three regular advertisers as a result of auction houses reviewing needs.

Publicity Officer Charles King, said that attempts to raise the profile of the Society in the philatelic press would continue.

Treasurer Alan Salmon, reported that the Society broke even in 1990/91 and that a small profit is forecast for 1991/92. However, more members are needed to keep subscriptions at a reasonable level. In view of this, an increase in annual subscription to £10.50 for 1993/94 was proposed and accepted by the meeting.

### *President*

Dr A Salmon.

*Vice President (North)*

Dr J E Gatecliff.

*Vice President (South)*

Mr A E Jones.

*Vice President (Scotland)*

Miss A E Stephenson.

### *Secretary*

Mr T E Almond.

### *Treasurer*

Dr A Salmon.

Committee Members  
North - Mr N J A Hillson.  
South - Vacant.  
Scotland - Mr J Hannah.

Officers elected by the Committee are listed in 'Maple Leaves'

The competition and trophy winners were as follows:

**Class 1**

1st W L Bradley - Major re-entries on Plate V of the Map stamp.  
2nd W G Robinson - BC Coastal Steamer markings.

**Class 2**

1st London Section - Postal History of London Ontario, 1857-59.

**Class 3A**

1st F Laycock - Study of 12<sup>1</sup>/<sub>2</sub> cents 1859-64, used.  
2nd G Whitworth - United Kingdom rates, 1859-72.

**Class 3B**

1st J C McLaren - Flag cancels of the Diamond Jubilee of Confederation.  
2nd A S Mackie - Rural rates of the Admiral period.

**Stanley Godden Trophy**

F Laycock.

**Bunny Cup**

J C McLaren.

**Admiral Cup**

H Reiche.

**Members Trophy**

W L Bradley

**Aikens Trophy**

H K Dodwell

IDB. The nearest station is Borough on the Northern Line and meetings start at 6.30pm. The remainder of the season's programme is:

18 January - Maritime Provinces  
15 February - Viewcards/postcards  
15 March - Orb and parcel cancels  
19 April - Beaver Cup competition  
17 May - AGM and subjects 'T', 'U' 'V'

Members are asked to each bring a few sheets to the meetings if possible. Any queries should be directed to Colin Banfield.

John Hillson writes:

'The importance of active local groups was rightly stressed at the recent AGM. In Scotland there has been difficulty because of our comparatively few numbers and the distances involved. There are, however, two annual occasions in Scotland attended by collectors from all parts of the country. These are the annual Congress of Scottish Philatelic Societies in spring and Scotex in late autumn. Discussing the matter with Jim McLaren at Perth, we have decided to try to book a room at both events, on the Saturdays, to enable all Scottish members and others to meet at least on a half-yearly basis, bringing along a few sheets for discussion and, hopefully, visitors from the local societies for potential recruitment.'

Jim McLaren has advised that the Clyde Hall in Glasgow did not make rooms available for group meetings at Scotex this autumn so no get-together was possible. Scottish members (or any other interested party) should contact Jim on 0738 37372 or John on 0461 205656 to check the arrangements for Congress in March 1993.

## REPORTS FROM THE REGIONS

The London Section continues to meet at 8 Trinity Street, Southwark, SE1



## CONVENTION AUCTION 1993

The 1993 Convention will be held in the Queen Hotel, Chester from 29 September to 2 October, with the Auction taking place on Saturday 2 October.

All lots should be sent to John M.H. Parkin, 10 Alsfeld Way, New Mills, Stockport SK12 3DD to arrive not later than 31 March, 1993.

This date must be adhered to in order that the catalogue may be prepared for despatch in good time, especially to overseas members.

Only B.N.A. material is acceptable and lots should be accompanied by a brief description and estimate (preferably £5 and upwards). Any reserve should be clearly stated at this stage. The Society charges vendors 15% commission, there is no buyers' premium.

Single stamps and small lots should be mounted on card. No responsibility will be accepted for loosely mounted or badly packaged material. Hoping for an early and positive response I await the arrival of my postman.

John Parkin

## BNAPEX 1993 - TORONTO

This will take place from 3 - 5 September in the Royal York Hotel, Toronto. The hotel, recently fully refurbished and centrally situated, has offered special terms, not just for the duration of BNAPEX but from 31 August to 7 September inclusive. The Convention rate is C\$109 per room per night, single or double occupancy, meals not included. Taxes around 17½% are additional but a partial refund can be claimed by overseas visitors.

The programme will include seminars, social events, bourse and top quality competitive displays.

Charles King has bravely undertaken to investigate the possibility of a group visit and would be pleased to hear from anyone interested in taking part, without commitment at this stage. **Write before 31 January** to Charles at 10 St Leonard's Rd., Claygate, Esher, Surrey, KT10 OEL, tel. 0372 464730. Please give number likely to travel, age if over 60 (for insurance purposes), preferred UK departure airport and possible duration of stay.

## LETTERS TO THE EDITOR

Jonathan Rosen

### ADMIRALS

Two 10c brown Admiral (Sc.116) items in my collection may be of interest to readers.



Figure 1

Figure 1 is the most common brown-purple shade; what is uncommon is that the left stamp is a well-centred jumbo copy while the right has much smaller margins. In many early issues, including the Admirals, a jumbo stamp often adjoins stamps with much smaller margins.

Figure 2 shows an example of weak lathework, Type B, in the rarer

deep brown-purple shade. On the back of the latheworked margin there are some unusual brown purple ink splatters. The largest almost penetrates the paper and can be seen from the front, although it does not show in the photograph. Having seen many Admirals, I've observed that the darker the shade, the more the tendency to over-ink, especially the 3c brown and 10c brown purple. If anyone knows of other examples of over-inked Admirals, back or front, please write to me at Suite 28, 211 W92nd St., NYC, 10025 USA; I will answer all letters.



Figure 2 (front)

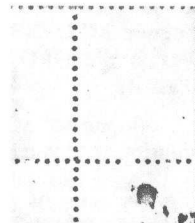


Figure 2 (back)

*Editor's note: Presumably over-inking itself would tend to enhance the darker colours.*

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**Dr Joseph Caplan,**

**FIFTY YEARS AGO - October 1942.**

On page 411 of the October issue there is a reference to a missing RCAF Sgt. Carrol. The illustrated cover is actually addressed to a Sgt. Carroll Bernard. That's easy to understand as a proof-reading error.

Here comes the real question. How, at the height of the war, did a letter get from Red Deer to somewhere in England and be marked 'Missing' in 24 days, with the return trip taking months? Secondly, how did it get to Red Deer, lacking a return address? Or did it? It spent nearly three months at Ottawa MPO 304 (Nov 13 - Feb 3), was in the DLO five days later -and thats it.

Perhaps Mr Dodwell has a solution to this curious conundrum.

*Editor's note. Dr Caplan's letter arrived just as we were going to typesetting. A hasty call to Kim Dodwell produced the following:*

*A letter posted at Red Deer could reach the east coast in 4/5 days, where it might just have caught either an 'independent' troopship or a convoy. Ships with a top speed of 16 knots sailed independently and could cross the Atlantic in 4-6 days. Convoys, which were leaving about every eight days, were either 'fast' or 'slow', depending upon the ships involved. A 'fast' convoy could cross in 8-12 days, a 'slow' convoy in 12-20 days. Thus the letter could have arrived in England within 24 days.*

*However, the 'missing 30.7.42' actually relates to the date Sgt. Bernard was reported missing, not the date of the annotation, so the 24 days is a red herring. Some time probably elapsed as*

*the letter was sent on to the squadrons mentioned. It was then returned to Canada in November and arrived at the D.L.O. on 8 February.*

*There may have been a return address on the back flap, covered subsequently by the 'deeply regretted' label, or on the letter inside. If the writer could be so traced, then the letter would almost certainly have been returned by the D.L.O. in an outer (ambulance) cover so no further transit/receiving marks would appear on the cover in question.*

*The reference to Sgt. Carroll in the article was incorrect, it should indeed have been Sgt. Bernard.*

**Ron Winmill**

**CATHCART, ON.**

My old friend Lionel Gillam enquired about Cathcart, Ontario, in the October issue of 'Maple Leaves'.

Cathcart is, as he states, a place of little consequence - indeed, according to the Ontario/Canada 1986/7 Official Road Map, it was populated by a mere 93 souls. The place is situated in Burford township (Brant County) at a hamlet known as Sydenham; Cathcart post office was opened on 1 January, 1856. The first postmaster was one Isaac S. Lawrence and the post office was still open in 1986. It is stated to have been named in honour of General Cathcart, who died at Alma during the Crimean War. The postmistress in 1986 was Susan Stephenson Thompson the job had been in the family for 87 years!

The above paragraph is largely taken from Floreen Carter's 'Ghost & Post Offices of Ontario'.

Ged Taylor

## SHOOT FIRST!

Having read the Yellow Peril's article in the August issue of 'ML', I knew I had a somewhat similar card in my collection.

It only confirms that the practice continued more than two years later, in August 1897, except that the mark of the P.O. Inspector at Victoria is in purple not blue. The Jubilee stamp is cancelled 5 August and the Inspector's handstamp was applied on 6 August. The two additional 1c SQs were affixed and cancelled on the 10th and the card arrived in Oregon on 12 August.

The message on the card is interesting: "I forgot to explain that I bought the last of the 1/2c and last of the 6c stamps (Jubilees) for sale here; I

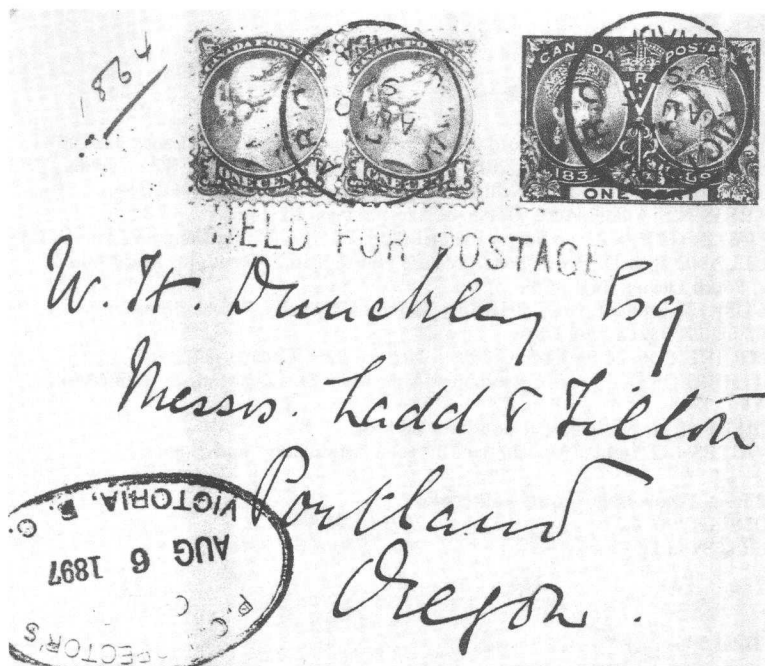
cannot succeed in getting an eight cent stamp anywhere..."

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 2675 CHANDLER Kenneth H, 57 Seabright, West Parade, Worthing, West Sussex, BN11 3QT UO.  
 2676 GILBERT Patrick W, 6216 Eadie St, Montreal, Quebec, Canada H4E 3V4. C.  
 2677 ENTWISTLE, Alan G, 105 Headswell Ave, Bournemouth, Dorset, BH10 6LA CG,CGA,CGC,PC,Per R.

## Reinstated

2604 BRACONNIER Mike, Box 196, Black Diamond, AB, Canada, TOL OHO C  
 2320 DROZD Victor B, PO Box 237, Wellborn, Texas, USA 77881-0237 B, PEI  
 2265 HAYNE Neil A, PO Box 220, Bath, ON, Canada KOH 1G0. B,C,R,SC,P.  
 1678 WHITING E J, 25 Kings Circle, Malvern, PA 19355 USA. C,N,B.  
 2442 WINSTONE David J, Ivy Cottage, Poplar Terrace, Kingswood, Bristol. PH.  
 1188 YAFFE I. 2309#N Falls Gable Lane, Baltimore, Maryland, 21209 USA. P,RPO.  
 2642 YULE D A, I Hawthorne Ave., Garstang, Nr Preston, Lancs, PR3 IEP. C,PC.

## Resigned

2551 SLUGOCKI P A. 2289 VOSS Rev J K

## Deceased

1222 PIKE J A. 2179 TEMPERLEY W R.  
 1019 SMITH A F.

## Change of Address

2490 BARNES Marila A, 16 Bideford Ave, Herons Reach, Blackpool, Lancs, FY3 8PU.  
 1776 CHURLEY G H, Box 30642, 201-4567 Lougheed Hwy, Burnaby, BC., Canada, V5C 6J5.  
 2474 GRAYBIEL Steve M, 1153 Nellis St, Woodstock, ON, Canada N4T 1N4.  
 2305 HARRIS N S. 6 Bens Acre, Horsham, West Sussex, RH13 6LW.  
 1993 HEPWORTH R V A, c/o Scotia Philately Ltd, PO Box 75, Twickenham, Middx TW1 1QA.  
 2671 HULLAND Ron D, Royal Tor, Radcliffe House, Petitor Road, St. Marychurch, Torquay, South Devon, TQ1 4QF.  
 973 McCUSKER Prof J J, Dept of History, Trinity University, 715 Stadium Drive, San Antonio, TX 78212-7200 USA.  
 1876 McGUIRE C R. 24 Parkside Crescent, Nepean, ON, Canada K2G 3B5.  
 2286 RUTHERFORD T S, 2E Calderhaugh Mill, Main St, Lochwinnoch, Renfrewshire, PA12 4AJ  
 2374 STREET H M, No longer at published address.  
 1064 SWAILES J G. Insert "Manchester" between "Middleton" and "Lancs".

## Removed from Membership Unpaid Subscription

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 2579 HUTTON G D. 2448 WALKER A R

Revised Total 596

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# Maple Leaves

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# MAPLE LEAVES

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## EDITORIAL

Booking forms and competition entry forms for Convention 93 are enclosed in UK members' copies of this issue. Overseas members wishing to attend are asked to contact our President, Dr Alan Salmon, direct. Alan has arranged a tempting philatelic menu, details will be found in his message elsewhere in this issue, and Chester itself is a most attractive, historic city. Those unable to attend during the week should note that, in response to requests, a top class display is being presented after the AGM on the Saturday morning. We are looking forward to a good attendance.

Librarian Colin Banfield has produced a supplementary library list and copies will accompany the June issue.

Several members have complained in the past of the high visibility of 'Maple Leaves' in its clear plastic wrapper, preferring not to advertise their interest in philately as a possible inducement to burglary. We hope that the new wrapper, first used with the January issue, goes a long way to alleviating their worries. The new wrapper has been specially designed with the help of the mailing house. It must be borne in mind that, in order to qualify for the 'printed paper' rate of postage, the Post Office must be able to satisfy themselves as to content. This is achieved by leaving a paper envelope unsealed, an option not available when using a heat sealed plastic wrapper. The new wrapper and insert involve the Society in a modest increase in mailing

costs, we should not wish to go further and jeopardise the 'printed paper' rate for overseas members which would involve a substantial rise in costs.

Members, particularly those living outside North America, may not be aware of the Canadiana Study Unit., Formed in 1987, the group is now over 200 strong and concerns itself with the appearance of Canada-related images on stamps of other countries. We have before us a copy of the group's 32-page journal (issue 23) but unfortunately pressure of space has prevented us from reviewing it in this issue. We hope to return to the subject in a subsequent issue. Members requiring further information meanwhile should write to John Peebles at Box 3262, Station A, London, ON, Canada, N6A 4K3. Dues are \$10 in North America and \$15 elsewhere.

In the August issue we announced the magnificent gift to the Canadian Postal Archives, by member George Manley, of his outstanding collection of precancelled postal stationery. We have now received formal notice from the C.P.Archives; interested collectors can obtain more information on the

subject from Canadian Postal Archives, National Archives of Canada, 365 Laurier Ave. West, Ottawa, ON, Canada, K1A 0N3. We would remind UK members that George also generously donated a photostat record of the collection to the CPS library for ease of reference.

The year 1992 was the 125th anniversary of Canada's Confederation. The Canadian Aerophilatelic Society has seized the opportunity to produce a special cover which was used in conjunction with other aviation organisations to mark special events. A full set amounts to 15 covers and full details can be obtained from Dick Malott at 16 Harwick Cres., Nepean, ON, Canada, K2H 6R1.

And finally, to the congratulations:

1. We hear that John Hillson collected a Large Vermeil at Philitex, N.Y., for his updated Small Queens book, published by Robson Lowe.
2. Arthur Jones has proved that his interests spread beyond the Centennial issue. In the New Year's Honours List Arthur was awarded a CBE for services to Badminton.

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# THE STAMP THAT NEVER WAS

## R.B.Winmill

**When he became Postmaster General on 8 July, 1940, William Pate Mulock became Canada's 36th PMG since Confederation.(1) Following in the footsteps of his famous grandfather, he decided to initiate a new commemorative stamp with a patriotic overtone.(2)**

William Pate Mulock (WPM) was born in 1897. He was appointed K.C. in 1935, having practised law since being called to the Bar in 1920. In 1915 he had joined the army, becoming an artillery officer and later serving in Siberia.(3)

It has been claimed that the then Prime Minister Sir Wilfred Laurier, when visiting Sir William Mulock met the 13 year old grandson and told him, "I want you to promise that when you grow up you will run as a Liberal candidate in North York."(4)

Perhaps this episode, if indeed it ever occurred, was a harbinger of the future; young WPM made his first foray into federal politics in North York Riding in 1930, when he was defeated by the Tory, T.Hubert Lennox. When Colonel Lennox expired, young WPM won the seat at the resultant 1934 by-election and held it continuously until he left the House of Commons just prior to the 1945 election. He died on 25 August, 1954 at his farm near Newmarket, Ontario.(5)

If it is accurate to characterise Sir William Mulock as 'The Father of Imperial Penny Postage', then his grandson must be cited for his role in the development of Canada's embryonic airmail system, along with C.D.Howe who was also instrumental in this matter, and his organisational skills and ability with respect to the

delivery of wartime mails to and from the troops.

However, these two crowning achievements, while representing his most significant accomplishments, are not his most interesting efforts. That distinction belongs to his initiative in attempting to provide a stamp honouring three principal war time leaders. This obscure proposed issue is not widely known to the philatelic community; nor are historians aware of this interesting facet of wartime postal affairs. Nowhere in 'Minuse and Pratt' does any reference to the model appear.(6) No essays and/or die proof, or plate proofs can exist, because the proposed stamp was aborted before any die could be prepared.

The development of the idea is rather interesting. Mulock wrote to McKenzie King stating, "There have been suggestions made from different parts of the country from time to time that a new stamp or series of stamps should be issued by the Post Office Department to obtain revenue for the government. This idea is growing from day to day, and I feel, after discussing the matter with officials of this department, that action should be taken while there is still time for the Government to get credit for it."(7)

These are of course politically astute observations. Whether the idea originated with Mulock or senior departmental officials is unclear, but it is certain that had public pressure mounted, it would have appeared as though the Government was responding to demand rather than being in the vanguard and providing strong

leadership. Mulock continued advocating such a stamp as a means of garnering additional philatelic revenue, especially from the United States. Of course, it can be argued that the purpose of a stamp is to frank a letter and not serve as a means of raising revenue. Mulock proposed that the date of issue should coincide with the signing of 'Bill 1776' - the 'Lend-Lease Bill'.(8)

The object of this commemorative issue was to be the promotion of friendship and understanding between the United States and Great Britain. The proposed issue was to bear the likenesses of Churchill, King and Roosevelt. It was felt that such a stamp would have 'more than ordinary appeal throughout the United States'.(9)

Always in tune with political considerations, Mulock continued, "Might I also suggest that the tremendous moral (sic) effect which this stamp would have on people receiving letters throughout the world would greatly outweigh any political considerations that might seem to be involved."(10)

A model had been prepared by the Canadian Bank Note Company Ltd., obviously on instructions from either Mulock or a senior departmental official, in all likelihood the Deputy Minister, John Alexander Sullivan.(11) The letter, together with the model, was dispatched on 11 February, 1941, to King for his consideration and approval.

The idea was aborted in its embryonic stage. Prior to Mulock seeking permission of either Churchill or Roosevelt, King telephoned Mulock, rejecting the proposed design. In his follow-up letter, he stated, "While I do not think, for the reasons which I

mentioned, that it would be advisable to use the particular design suggested, the idea of a special stamp to commemorate Canadian-American friendship is undoubtedly one which has much merit."(12)

These reasons, cited by King, can only be the subject of speculation because no transcript of the telephone conversation is known to exist. However, given King's proclivity for privacy in his personal life and affairs, perhaps he objected to the use of his likeness on a postage stamp, especially one to be so blatantly employed to raise revenue. The idea does appear to have flattered King, however, because he continued, "I need hardly add that I appreciate the kind thought which prompted you and your officials to bring the suggestion forward".(13) Of course, Canadian policy was that no identifiable living person, other than the reigning monarch and family, could be featured on a Canadian stamp.(14)

International relations could have been a major consideration. King may have pointed out the problems the stamp could present to the United States in the light of the fact that they were technically neutral.(15) Consideration may also have been given to the consequences of antagonising the large German population in the United States, by emphasising this allied connection.

France could also be antagonised and while Roosevelt, Churchill and King were three major allied leaders, it would be unwise to introduce an alleged slur on the Free French leadership because, while lacking military clout, they could prove to be a thorn in the side of the Empire.(16)

It is also important to note that the Tories could have made political hay

out of the blatant political act of placing a likeness of a 'Grit'(King) on a stamp.

But was the idea really abandoned? It must be recalled that King was not opposed to a new stamp; could the suggestion have been expanded to an entire issue and to encompass 'War Effort' as opposed to merely United States-Canada co-operation? It must be recalled that only a year later, on 1 July 1942, the War Effort issue was released. Is it possible to attribute this issue, directly or indirectly, to WPM's 1941 proposal? This is a possibility suggested by some students.

The answers to many of these speculations are obscured by the passage of time and in all likelihood will never be known.

The model sent to King included a memorandum reading, "Note: kindly make all notes covering alterations or additions to model in ink on tissue sheet only". Mr James Brennan of the Canadian postal archives examined this model and kindly consented to forward information on it to the author. The model itself is dark blue, with vignettes and value tablets in black. Its dimensions are 23x35mm and it is mounted on a white card measuring about-5<sup>3</sup>/<sub>4</sub>x8<sup>5</sup>/<sub>8</sub> inches.

On the reverse is inscribed 'Canadian Bank Note Company-Limited/ 224 Wellington Street/ Ottawa, Ontario'. A handstamped 'Feb 11, 1941' also appears on the reverse in the lower right corner.

To date, production information on this model has proved to be elusive and remains undiscovered. Of course it may not be extant today.

The design itself featured portraits of the three men, contained in a frame

somewhat similar to the 13 cent Halifax Harbour stamp of 1938. It is interesting to note that these three men did appear together, on two stamps and a souvenir sheet, issued in April 1948, by El Salvador. Perhaps the final chapter in this story relates to these items because the inscription under the portraits does not match the order in which the men appear on the stamps!

#### Footnote

*The essay is mentioned by Lola Caron in 'Philatelie Quebecoise hors de la Seconde Guerre Mondiale 1939-1945' in CAHIER DU 10e ANNIVERSAIRE 1980-1990, Montreal (Societe d'Histoire Postale du Quebec) 1990, p75. The publication carries a presentable photograph of the essay.*

#### References:

1. Technically, this is in error because Alexander Campbell served as PMG on four separate occasions, John O'Connor was called upon three times and John Carling served twice. A number of appointments were on an acting basis, for example Robert Manion acted in this capacity from 29 June to 12 July, 1926. The following day he received the substantive appointment.
2. Sir William Mulock, Father of the Imperial Penny Postage scheme, was the proponent of the Map Stamp. He served from 13 July, 1896 to 15 October, 1905, when poor health dictated that he resign. Despite his fragile state of health, he did not expire until well after his one hundredth birthday. Indeed he lived to see his then 43 year old grandson enter the McKenzie King cabinet as its youngest member.
3. A tolerably good account of WPM's life is to be found in his many obituaries. See for example, 'Hon. William P. Mulock, 57, ex Cabinet Member Dies', in the Toronto Star, 26 August, 1954, p4.
4. Sir Wilfred Laurier, *ibid*.
5. See Toronto Public Library: Biographies of Men, p202.

6. 'The Essays and Proofs of BNA', K. Minuse & R. Pratt, Sissons Publications 1970.

7. Mulock-King, 11 February, 1941; PAC, MG26, J1, Vol. 312.

8, 9, 10. Ibid.

11. John Alexander Sullivan, the fifth deputy minister since Confederation, in office from 14 August, 1935 to 9 June, 1945.

12. King-Mulock, 14 February, 1941, PAC, MG26, J, Vol. 312.

13. Ibid.

14. Only a handful of deceased persons, such as Cartier, MacDonald, Laurier, Baldwin and Lafontaine had appeared on Canadian stamps. Even to this day, the policy generally holds though, given the steady stream of commemoratives, far more deceased people have been featured.

15. Pearl Harbour attack, which marked the

entry of the United States into WWII, did not occur until 7 December, 1941; though the 'Lend-Lease' programme was hardly the act of a neutral party. Equally inconsistent with the doctrine of neutrality was the fact that United States' warships performed North Atlantic convoy duty.

16. Their independent bent and lack of full co-operation is well documented; consider St. Pierre & Miquelon.

17. J. Brennan-R.B. Winmill, personal communication 28 May, 1992.

## ERRATA.

'Research Sources for Postal Historians' In the above article (ML237, April 1992), on page 321, Ron Winmill apologises for two minor errors. The special issue 3) St Thomas Times, 2 August 1952 should read 'St Thomas Times-Journal, 1 August 1952.



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## FOURTEEN MINUTES

Rodney Baker

It is usually a pleasure and sometimes informative to display and talk about Canadian philately. Certainly you never know who is sitting in front of you! I was recently doing just this in the New Forest and had made passing reference to the tragic loss of CPR's 'EMPRESS OF IRELAND', little realising that this was to be very much a case in point.

At the end of the evening a gentleman with a Canadian accent approached me and said that he had some personal connection with the tragedy. His mother, then living in Ontario, had sent a letter to a relative in the U.K. which had been put aboard the ill-fated Empress on 28 May at Quebec (Fig 1). Needless to say it never reached its destination!

It might be appropriate to remind ourselves of this major disaster so often

forgotten and always overshadowed by the 'TITANIC' and the First World War. The CPR had only just become a major player on the North Atlantic shipping routes and the 'EMPRESSES OF IRELAND and BRITAIN' were the first ordered specifically for this route in 1904. Delivered in 1906, the 'EMPRESS OF IRELAND' was a vessel of 14,191 gross tons with accommodation for 350 first class, 350 second class and 800 third class passengers (Fig 2). She served very successfully on the North Atlantic until that ill-fated day at the end of May 1914. The voyage began in Quebec on 28 May. At 2.30 am on the following morning, while nearly everyone aboard was asleep, the Norwegian vessel 'STORSTAD' collided with the 'EMPRESS OF IRELAND' off Father Point in the St. Lawrence River.

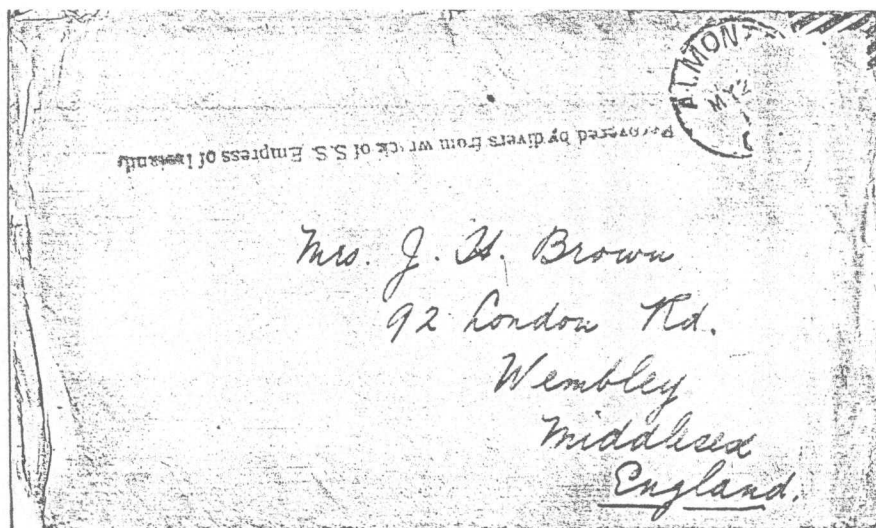


Figure 1



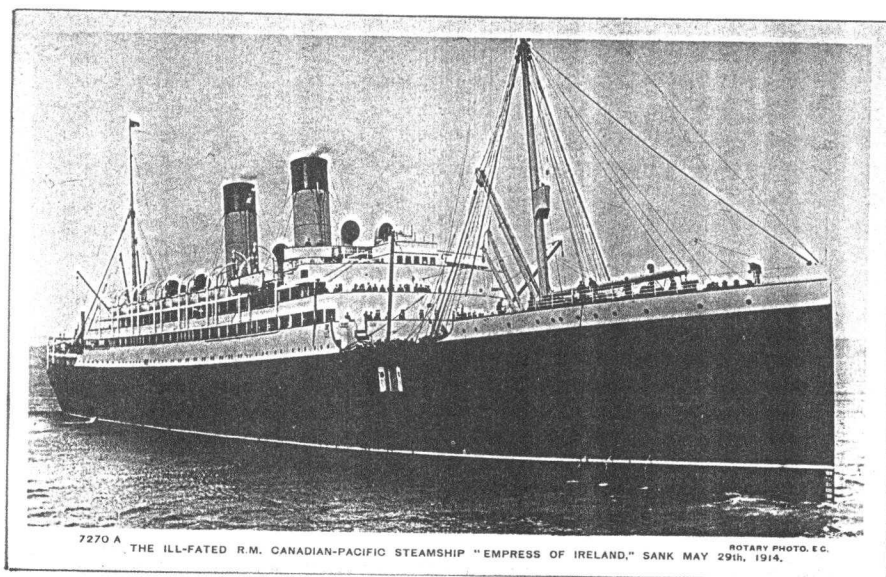


Figure 2

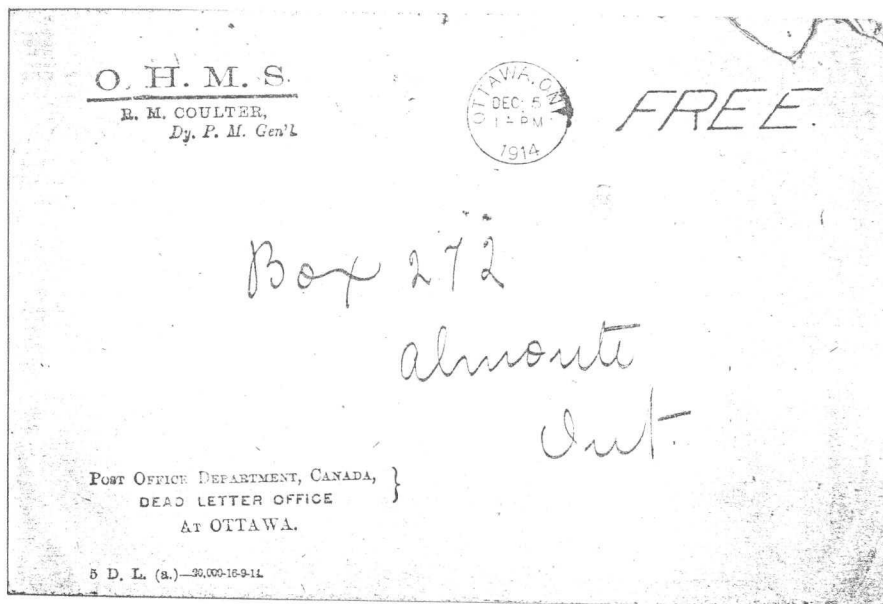
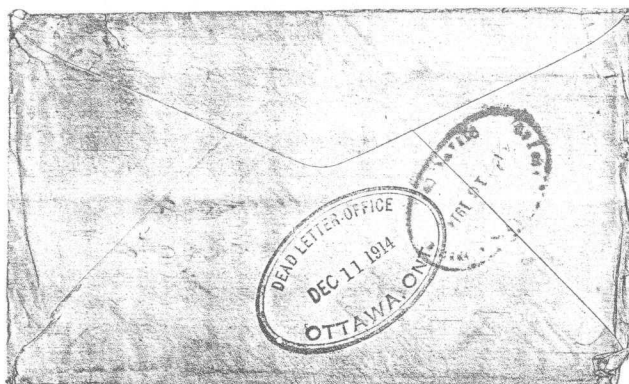


Figure 3



*Figure 4*

River. Fourteen minutes later the CPR liner sank, taking just over 1,000 souls with her.

Initially the Canadian Post Office held out no hope of any mail being recovered but this did not turn out to be the case. Hopkins, in his book 'A HISTORY OF WRECK COVERS', states that mail dated between October

1914 and February 1915 by the Branch Dead Letter Office, Ottawa is known to exist. The cover in question was returned by the DLO to Almonte, Ontario on 5 December (Fig 3). Why it was returned again to the DLO (Fig 4) and yet still reached the family of the present owner he does not know. Finally the cachet in Figure 1 is in green but others are known to be in purple.

## **BNAPEX 1993 - TORONTO**

Several members have indicated they may wish to join the CPS party in Toronto for the annual BNAPS show. Charles King has been in contact with them to provide further details.

It is not too late to add your name to the list, but time is running out.

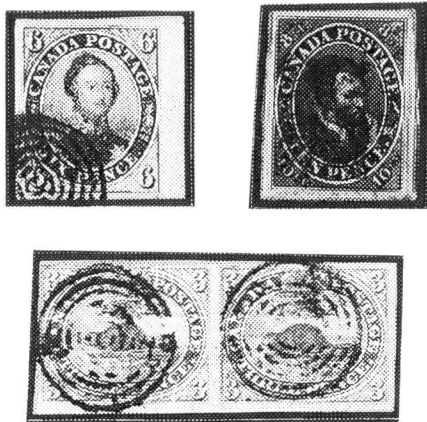
Fares depend on date and airport of departure but are likely to range from £262 to £312 return, including taxes. The concession rate for the Royal York Hotel of \$CAN109 per room per night is still very good, despite the antics of sterling. Departures are available from Gatwick, Manchester, Birmingham and Leeds/Bradford. Outward and return flights can be arranged to suit your requirements if you wish to extend your stay either before or after the show.

A tremendous display of BNA material will be on show and a number of dealers will fill the bourse with as much BNA material as one would see in years of searching in the UK.

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## O'DACITY

By The Yellow Peril

Photo by P.Prude

The cover (Fig. 1) and its accompanying letter (Fig. 2) are not only self-explanatory but they are amusing as well. How anyone could have the unmitigated gall to ask, officially, the District Director of Postal Services to back-date a date and add it to an undated postmark that was used to cancel a stamp two weeks earlier, is so titillating that yours truly could not resist the temptation to share this 'chuckle of the day' with readers of Maple Leaves!

It would appear that the original sender had wanted to 'kill two birds with one stone!' First; send an advertising circular, price list, or what-have-you to a customer and second give the addressee a commercial first day cover of the 1c George VI War Issue

stamp by posting it on 1 July 1942. The sender's good intentions unfortunately backfired for the letter was postmarked with an undated machine cancellation.

The addressee, probably a little irate at receiving a no date first day cover, asked the Postal Services Director in Toronto (where the letter originated) to back-date the cover. The Director obviously unable to comply with the request, returned the cover to the sender with the explanation that sufficient postage would be required on a letter in order for it to receive a dated postmark.

Collectors do have o'dacity!

*Editor's Note: O'dacity can also be spelled 'audacity.'*

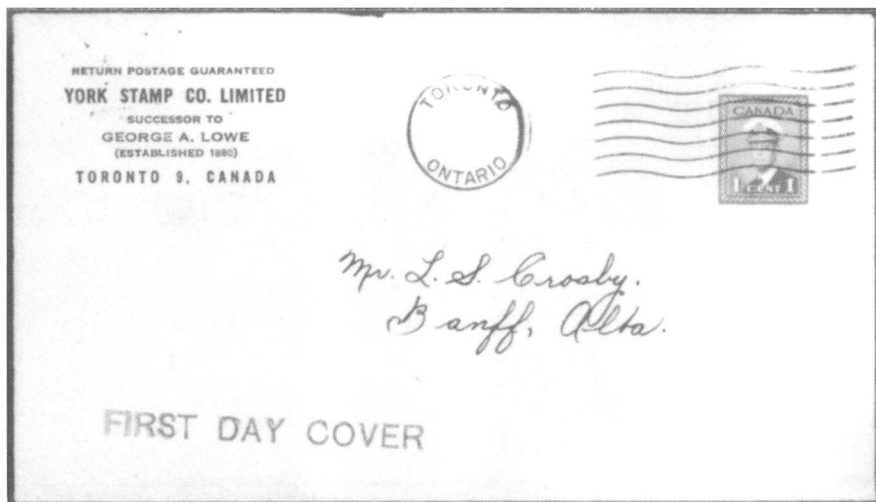


Fig. 1 An unsealed and undated first day cover.



Office of District Director of Postal Services

Toronto, Ontario,  
July 14, 1942.

Mr. L.S. Crosby,  
Banff, Alta.

Dear Sir:

Referring to your letter of the 6th inst. and with return of a first-day cover envelope bearing a 1-cent stamp of the July 1st issue, it is noted that this envelope was cancelled in the regular manner of cancelling 1-cent circulars in the Post Office, i.e. no date was shown in the machine cancellation.

I regret that it would be strictly contrary to Postal regulations to make any change in the official cancellation mark appearing on this envelope. It is contrary to strict instructions to back-date any Post Office cancellation.

I am sorry that I am not in a position to oblige you in this matter and can only suggest if you desire a Post Office date on first-day covers, they should bear postage that would entitle them to treatment as letters.

Yours truly,

A.M. Gibson,  
District Director  
of Postal Services.

Enc.

Fig. 2. Letter stressing that it is contrary to strict instruction to back-date any cancellation.

**There is no such thing as 'the average collector' so it's always nice to find out what makes a fellow collector tick. It was refreshing therefore to receive the following unsolicited script; one might almost say, "Tanks for the memory".**

## **ONE COLLECTOR OF CANADA**

**Stan White**

**1932 issue, lightly used, one or two blunted perfs but with fresh appearance..... that's me I suppose.**

I started collecting Canadian stamps by scrounging them from the Canadian troops billeted around the seaside village in Sussex that was my home. I recall there was the Duke of Hamilton's Light Infantry, with their attractive maple leaf cap badge in brass and silver, and the Governor General's Foot Guards with knife-like creases in their trousers. I remember with some affection the crew of one of their Ram tanks; it had 'Fort York' painted in white on the side of the vehicle, and I used daily to be given sixpence by the crew to go to the local bakery and buy oven-warm buns. There would be one bun left over which was my reward for the swift cycle ride to the bakery. What generous men these were to a boy who collected all kinds of military memorabilia, the Sweet Caporal aircraft recognition cards - and the stamps on their letters from home, some of which showed those Ram tanks.

Eventually the Canadians left and, for a while, I collected all those badges that American GIs wore signifying that they were proficient in various military skills and, of course, they introduced me to chewing gum that came in flat foil-wrapped strips. I collected a number of their stamps of the period, too, with the flags of various countries which I assumed were Allies. But the seed had been planted by those beautiful War

Effort stamps from Canada, with their Harvards, their Field Guns and their dashing Destroyers. My youthful eyes could appreciate, unaided then by spectacles, the marvellous detail within the design, and so it was that Canadian stamps came to have a special place within my schoolboy collection.

It would be nice to say I have those stamps still and that I could remember the faces of those who submitted so graciously to my ambushes. Alas they must have gone with all those other things that somehow disappear from the treasure chest that youth hoards. I remember selling my stamp collection to raise a bit of cash before I joined the RAF, and for the next five years I had little time for hobbies. When I next thought of stamps and the fun that I'd had collecting them, nostalgia directed me to those Canadian War Efforts, and the collection started again, but in earnest this time!

Fifty years have elapsed and I still derive a childish pleasure from those stamps issued during the war years. Today I've reached the stage where I recognise that I'll never own the stamps that are needed to fill the gaps in the collection, for they would be very expensive and I will never be able to afford them. It does not worry me, however, for I see little satisfaction and fun in collecting via the cheque book. It is the memories of how they were acquired and the challenge of the hunt that adds special value to the stamps in

*Continued on page 51*

## CANADIAN RAILWAY POSTMARK ERRORS (Part 11)

### L.F.Gillam F.C.P.S.

*"He would lament an error of a single letter as  
a heavy calamity." (Dr. Samuel Johnson)*

When I was but a tiny boy my father bought me a huge Bartholomew's World Atlas, perhaps in the mistaken belief that the larger the book the more knowledge could be crammed into my small and not very receptive head.

A good inch and a quarter thick it was like Caesar's Gaul, divided into three parts: political maps (one third of which were coloured red!) physical geography maps in the usual shades, varying from green to very dark brown, and a gazetteer which must have consisted of the better part of a third of the number of pages. It was here that I found the location of Popocatepetl, Timbuctu and Macgillicuddy's Reeks, all of which have enlivened thousands of dreary geography lessons for many generations.

In the end, to my eternal sorrow, I lost it in the time-honoured fashion: I 'lent' it to a friend who gave it to a charity shop. But this fortunately was not before, in my more mature years, I had been infected by the Canadian railway bug.

There is no need for me to say by which of the huge pages my attention was rivetted. There was one devoted to Prince Edward Island and Nova Scotia; New Brunswick had one to itself; Quebec, Labrador and most of Ontario had a double page spread while, not to be outdone, from north of Lake Superior to Vancouver Island and from the Canadian Arctic to the 49th parallel this immense land mass enjoyed equally generous provision.

Such blessings were not unalloyed, however; all the railways were coloured black, there was no distinction between branch lines and major trunk routes or the three transcontinental lines, and none of them bore any distinguishing initials. Here indeed was the cartographer's equivalent to a Chinese crossword puzzle. Nowhere was this more apparent and frustrating than in the western provinces. It needs a superhuman effort of the imagination to conjure up the picture presented by the vast complex of Canadian Pacific branch lines over which were superimposed the transcontinental lines of the Canadian Northern and Grand Trunk Pacific, together with their less prolific but bewildering enough network of subsidiary lines. The draughtsmanship involved must surely have taxed Bartholomew's mapmakers' patience and skill to the utmost. To me they presented a challenge and untold are the hours that I spent poring over their work while' with the aid of every Canadian railway history book I could buy, and every illustrated timetable I could obtain, I gradually untangled the skein. "Say not the struggle naught availeth," wrote Arthur Hugh Clough; I have echoed those words many a time when near despair. "But nothing worthy is ever achieved without effort," as Benjamin Franklin once philosophised.

Thus it was I eventually found that among the many branch lines the Canadian Pacific Railway built, in order to feed its main line with traffic, was that from Sudbury in Ontario to Sault Ste. Marie and its twin across the

canal in America, Soo. This was completed in 1800 and among the six postmarks that were used by the R.P.O. which operated between these two points, at least between 1895 and 1931, was one (0-335C) which read SUB. & SOO. R.P.O. instead of the normal abbreviation SUD. But not for long; it made a brief appearance in 1923 and then was seen no more. Perhaps the error was too blatant even for the least discriminating eye.

The same can be said of one of six 'official' postmarks, as opposed to the many impressions from mail clerks' private handstamps, which were used on the former Calgary & Edmonton Railway for at least 60 years between 1894 and 1954. This line was leased to the C.P.R. in 1904 and, of the six, one reading Calgary & Edmonton (W.20A) made a brief bow upon the R.P.O. stage in 1953 and then, if not immediately retired, was certainly withdrawn from use in the following year when railway post office services were finally suspended. How frequently the letter 'D' was omitted from railway postmarks, confused with the letter 'O' or transposed, previous articles bear witness. Just why it should have posed such problems to handstamp manufacturers (apart from the similarity of the form of the letters) remains a mystery.

Far to the east in Quebec this trio of C.P.R. postmark errors is completed with one which is unique in so far as the wording is in French in its entirety: TROIS RIVERES & GRAND MERE (Q-304A) instead of the Anglicised THREE RIVERS. Postmark evidence suggests that it is an impression from one of two hammers, one of which reads correctly RIVIERES, that were used simultaneously between 1925 and 1946 and possibly over a longer period

between 1914 and 1952, at which latter time R.P.O. services ceased. Originally incorporated in 1904 as the St. Maurice Valley Railway and completed in 1911, this short 27 mile long branch line of the former North Shore Railway (between Montreal and Quebec) never enjoyed independent existence. Upon completion it was promptly leased to the C.P.R. and it is very doubtful if it ever paid its way. Certainly the establishment of a railway post office service over such a short distance could never have been justified in purely economic terms. But ours is not to reason why the Canadian postal authorities were so liberal with the public purse; it is no good blaming public servants for extravagance or carelessness. As Mark Twain said, or perhaps it was Oscar Wilde, "They're only people after all!"

## ONE COLLECTOR..... from p. 49



*Those Ram Tanks.*

my albums, when I see those 13c and 14c Ram tanks on the page I think not of some catalogue value. I muse instead what a bag of buns from the supermarket might cost today, and I hope that those who shared their buns with me survived Dieppe and Caen and enjoy a healthy retirement and THEIR memories.





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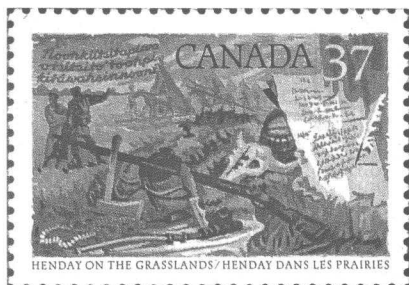
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## THE PEOPLE ON THE STAMPS - ANTHONY HENDAY

### Alan Salmon

*I have trod the upward and the downward slope;  
I have endured and done in days before;  
I have longed for all, and bid farewell to hope;  
And I have lived and loved, and closed the door.*  
*A Fragment* *Robert Louis Stevenson*

In the east, for almost a century since its charter was granted in 1670, the Hudson Bay Company (HBC) had been content to stay on the Bay, waiting for the Indians to bring furs to its trading posts. The expedition of Henry Kelsey to the Touchwood Hills in 1690-92 was exceptional. In the west the French were not so passive; by 1750 La Verendrye and his sons had built a string of forts from Lake Superior to the Saskatchewan River, that could cut off the HBC from the interior. There were complaints in Parliament; it was said the HBC was 'sleeping beside a frozen sea'. Action was deemed necessary; Anthony Henday was chosen to extend the Company's activities westwards. His consequent exploits are commemorated on the 37c multicoloured stamp of 1988 (SG 1285, SS 1199) in the Exploration of Canada series.



James Isham was in charge of the HBC post at York Factory in 1750; he was greatly concerned that the French

were diverting trade from the Bay as they were much closer to many of the sources of the furs. He wrote, somewhat despairingly: "I doubt it will be impossible to Encrease ye trade to any Height at this place". Indeed during the previous decade the number of furs gathered at all the HBC posts had fallen by almost 25%. As early as 1743 Isham had suggested that the Company had to go to the Indians; at the third time of his trying in 1752, the London Committee agreed to his proposal that Company servants should be sent far inland to induce the Indians to come to the Bay to trade - Henday volunteered to go.

#### **A bold, enterprising Servant.**

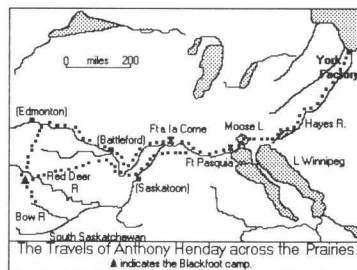
Henday was born on the Isle of Wight, but when is unknown. He had only been in the HBC since 1750 and was employed as a labourer and net-maker - he had been a fisherman. Rumour was that in 1748 he had been convicted of smuggling, but the Company was unaware of this when he was hired. He had made one journey of about 150 miles inland but this was hardly wide experience of the interior; nevertheless, and despite his lowly status in the Company, he was held in high regard as 'a bold, enterprising servant'. He left York on 26 June 1754, with a compass and writing paper, travelling with Crees returning to the Saskatchewan River.

Whatever happened to the writing

paper is uncertain, in the HBC archives there are four versions of his travels - all different and not one in his hand! The party set out south-west via the Hayes River, then turned west and, avoiding Lake Winnipeg, they took the more direct route across the Moose Lakes. On 22 July, 500 miles from York, Henday first encountered the French at their Fort Pasquia (The Pas), some hard words were exchanged but nothing more serious occurred. It was not exactly a major international confrontation, there were two Frenchmen, the rest had gone to Montreal, and Henday with his Crees, 400 men, women and children. There were greater problems: "The mosquitoes are intolerable, giving us no peace by day or night". Food was in short supply: "Neither bird nor beast is to be seen. We have nothing to eat". He progressed down the South Saskatchewan; on 27 July the party cached their canoes and set out over the prairie to the south-west. On 31 July he met a band of Assiniboinis: "came to 10 tents of Aseenpoet Indians; being now entered their country". Accounts of their talks vary, one says: "they all promised to go with me to the fort next spring"; in another the Indians say: "we are more conveniently supplied from the French houses". In August Henday saw his first buffalo: "The buffalo are so numerous, like herds of English cattle, obliged to make them sheer out of our way". By 20 August he was back on the South Saskatchewan, in the vicinity of the future Saskatoon. Henday had more success in his next encounter, he met Eagle Indians, another band of the Assiniboinis, just south of the future Battleford; the Eagles had never visited the Bay before but after the meeting they went annually.

Henday now followed the general

direction of the Battle River, seeking the Indians the HBC men knew as the Archithinues, almost certainly of the Blackfoot tribe. On 14 October he met them, in large numbers, south of the Red Deer River, between the future Edmonton and the future Calgary, after travelling 800 miles from Fort Pasquia. The camp had 200 tepees, in two rows, through which horsemen escorted Henday to the lodge of the 'Great Leader'. The lodge could seat 50 people, the chief was accompanied by 20 elderly councillors, Henday was received as an honoured guest. One version of the following talks states: "they will go with me to the fort and see the Governor... they are mad for our hatchets, knives...". In contrast another version says: "it (York) was far off, and they could not live without buffalo flesh.... they never wanted provisions".



*The Travels of Anthony Henday across the Prairies ▲ indicates the Blackfoot camp*

Henday was now with Indians closely related to those Kelsey had met some 60 years earlier, but there was a difference - they now had horses. The Spaniards had introduced the horse to the south-west in the 16th century; by 1750 its use had spread nearly 2,000 miles northwards. After his meeting with these equestrian Indians Henday went further west with his Crees, now at times they numbered no more than a

dozen; by December they seem to be in the region of the Bow River. He should have been in sight of the Rockies for a considerable period, but there is no unambiguous mention of them in any of the four versions. However on 24 December Henday records: "I had an extensive view of the Arsinie Watchie (the Shining Mountains) which will be the last this trip inland". Surely he saw the Shining Mountains, later to be called the Stonies and, eventually, the Rockies.

### **The Distribution System.**

In mid-January 1755 Henday set out for York, by early March he had reached the North Saskatchewan some 20 miles downstream from the present Edmonton. Here they camped for seven weeks, building canoes for the long journey east. As he travelled Henday eventually perceived the trading pattern of the Indians. He tried to get his Crees to trap furs but, to his surprise, this was greeted with derision. He was enlightened by his Indian partner: "my bedfellow informs me they get more wolves and beaver etc from the Archithinues and the Aseenepoets than they could carry..." In May 1755, when they again met the Archithinues, Henday saw the system described by his woman; at a huge camp his Crees traded for furs of all types to take to York. Henday had discovered that the Indians who came to York were middlemen and that the producers were the tribes of the west who never visited the Bay. The Crees promised to urge the Archithinues to go to York to trade, but that was certainly not to their advantage and they did little to fulfil their promise.

Eventually Henday left the Archithinues, the fleet of 60 canoes was loaded with furs: "not a pot or

kettle amongst us", everything had been bartered with the Blackfeet. At Fort Saint-Louis (later to be Fort à la Corne) the French attempted, with much brandy and considerable success, to divert the furs into their own trading system. The process was repeated at Pasquin, the Indians spent four days drinking and trading. Henday, rather naively, noted: "The Indians are all drunk but the (French post) master was very kind to me". He also noted: "The French talk several languages to perfection, they have the advantage to us in every shape, and if they had Brazile tobacco would certainly cut our trade off". He arrived at York Factory on 20 June with an armada, now of 70 canoes, but with many of the best furs lost to the French.

### **The Consequences.**

Henday had travelled 2,500 miles across the whole of present-day Manitoba and Saskatchewan and almost all of Alberta, he had reached farther west than any European before him, he had discovered the trading pattern of the Indians and had confirmed that the French had tied a noose around the neck of the HBC which one day might be tightened. All this had been accomplished alone. Professor Morton of the University of Saskatchewan says in his 'History of the Canadian West': "There is no feat in all the story of North-Western travel that surpasses this...."

Henday's journals provided sound arguments for the HBC to move inland, with the establishment of permanent posts. The HBC did begin to send travellers to the interior but, surprisingly, the posts stayed on the Bay, no trading posts were built inland. Perhaps the HBC in London discounted Henday's report, certainly his story of

Indian horsemen was derided at York. Perhaps the HBC was satisfied with the profits it could gain with minimal efforts. Perhaps it decided to reserve its options until the results of the fighting between New France and the other English colonies, which had begun in 1754 south of Lake Erie, became clear - the first colonial attack was led by a Lieutenant-Colonel George Washington. The not-so-illustrious Anthony Henday, the net-maker, was granted a bonus of £20 for his journey; his total income from 17 years service with the HBC was £120.

Henday's health seems to have been affected by the year-long journey; in each of the next three years he made

expeditions from York but each was incomplete, two of them because Henday became ill. In 1759 he again visited the Archithinues, returning in June 1760 with 61 canoes. No record of this journey remains, but afterwards the Bloods, a tribe of the Blackfeet, began to trade at York. In 1762, still with the rank of net-maker, he left the HBC, bitter at being reviled by supply ships' crews for not wishing to buy the merchandise they traded and disappointed that he had not received the promotion he felt he deserved. He returned to England and was never heard of again, he disappeared from history - a sad end for a bold, enterprising explorer of western Canada.

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In philately, as in most walks of life, one should never take things for granted. Hans Reiche, in the January issue (p21), put forward a convincing case for screws, as opposed to nails, as the means of fastening the precancel overprinting plate to a base. However, the Revd. David Izzett is not entirely convinced ....

## THE PRECANCEL NAILHEADS

David Izzett

When such an acknowledged authority on Canadian precancels as Hans Reiche makes a statement, one does not readily challenge it. But his unequivocal "...the nailheads are screws not nails" cannot be allowed to pass without comment.

It is true that his example on the one cent Admiral, Halifax, does show a screw slot, but this is exceptional. I have just examined over 200 precancels with nailheads and have not found a single example with so clear a slot. Some could be interpreted as screw heads but the majority show no slot at all. The one cent Admiral, Halifax (fig.1), is typical of the manner in which this dot appears.

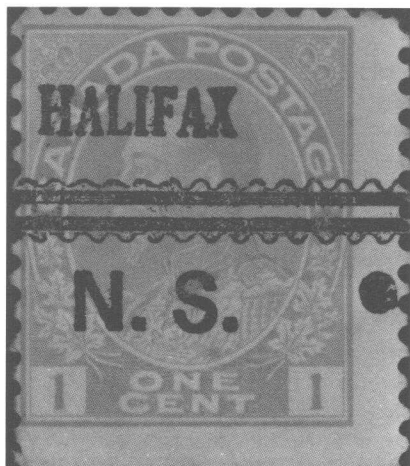


Figure 1

I have been in correspondence with Geoffrey Walburn, Editor in

Chief of the Standard Canada Precancel Catalogue, on this issue and he adheres firmly to the nailhead theory. He points out that the nail was sometimes bent over in a way that a screw could not be. The seven cent Admiral, Toronto (fig.2), illustrates this and is construed as a constant variety, appearing in the relevant handbook as Toronto (f). The evidence points to the use of both nails and screws. Possibly the latter, less common, supplementing the former.



Figure 2

Hans' paragraph on the location of the heads is interesting. The vast majority of the dots occur between the names of the cities or provinces, but occasionally they either fall on the bars, as in the two cents Admiral, Brandon

(fig.3), or, even less usually, on a name as in the seven cents Admiral, Winnipeg (fig.4), where it falls on the NI of MANITOBA.

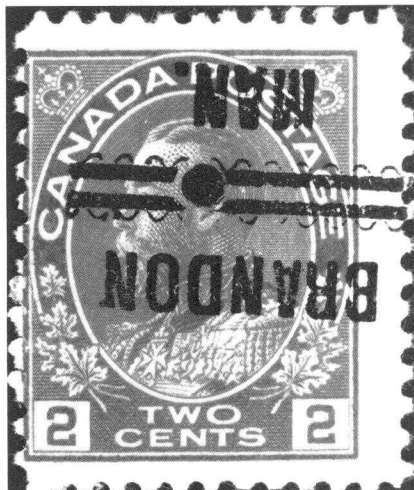


Figure 3

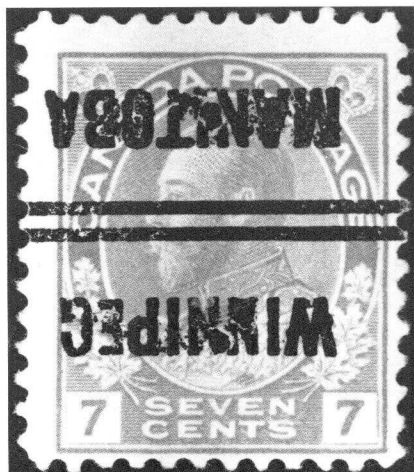


Figure 4

The illustration of an inverted double strike on the two cents Admiral, Toronto (fig.5), is interesting.



Figure 5

As one would expect, the dot comes in exactly the same place at each printing. And there is, once again, no suggestion of a screw slot!



Toronto precancel showing example of bent-over nailhead in the upper right subject of a block of four. See also figure 2.



## 50 YEARS AGO - APRIL 1943

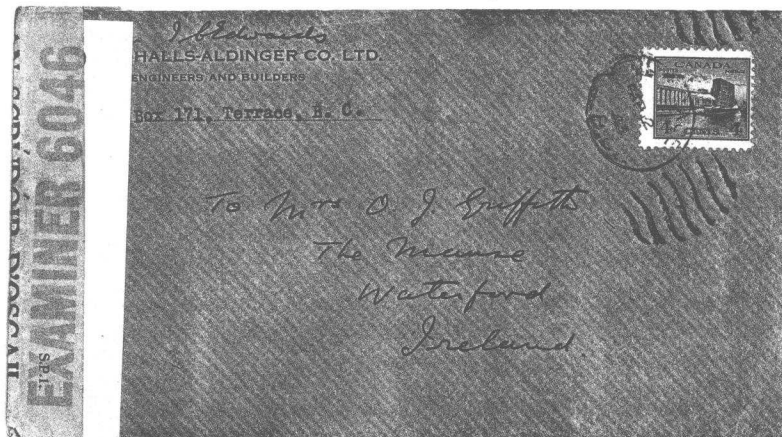
Kim Dodwell

In the same way that the huge cost of the war effort in 1915 led to the imposition of the extra 1c War Tax on postage, so half way through World War II some postage rates had to be increased. For the collector of KGV1 stamps, 1 April 1943 is a significant date, dividing the reign into two. On that day the 3c per ounce first class domestic postage rate was increased to 4c. An exception was made for mail addressed to serving members of the armed forces, for whom the 3c rate was retained; the 2c charge for each additional ounce, or fraction thereof, remained unchanged for everyone. The 3c rate had been in force since the early 1930s, and the 4c rate was to stay until after the end of the reign. In fact the 3c rate never returned; 1 April 1943 was the first step in a remorseless rise in

postage rates.

The first class domestic rate also applied to mails from Canada to 'Great Britain and all other places within the Empire, Spain, the United States and all other places in North and South America' - the 'preferred rate' countries - so that these mails, too, attracted the extra 1c. For all other countries the old surface rate of 5 c for the first ounce, and 3c for each additional ounce, remained unchanged.

For a while after 1 April, 1943 the U.P.U. convention of red stamps for domestic first class postage, blue stamps for foreign surface mail, etc., had to go by the board until a supply of red 4c stamps could be made available; in the interim the 4c grey 'Grain Elevator' stamp came into its own.



*The above cover was posted in TERRACE, B.C., on 2 April 1943, an early commercial example of the 4c rate. It was twice censored; firstly in England, with the usual P.C.90 label, secondly after arrival in Ireland, with the red Irish label over the whole PC90. Some merchant ships must have sailed direct to Irish ports during wartime, but they do not appear to have carried any significant quantity of mail. It is rare to find Canadian mail to Ireland from this period that has not passed through British censors.*



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## FROM THE PRESIDENT ....

Time flies and a new year is upon us as I write; by the time you read this we shall be well into 1993. You should therefore be filling in your booking form, for Convention '93 at Chester.

Chester is a gem of a city, telling the story of the past 2,000 years, on England's north-west frontier with Wales. The Romans were previous visitors; their walls remain, an enchanting two-mile walk offering delightful views of the inner city. The walls, built to keep out the Welsh tribesmen, now encircle a host of architectural splendours. The Anglo-Saxons built the parish church of St Werburgh about 910, the Normans converted it into Werburgh Abbey, now Chester Cathedral, which celebrated its 900th anniversary last year. In the 14th Century the City's unique feature, the 'Rows' were built, two-tier galleries of shops lining both sides of the main streets. The Victorians added the Eastgate Clock; bring your cameras, it's the most photographed clock in the world after Big Ben. Outside the walls is the Roodee, once the site of a great Roman port, now a racecourse. Our friends from North America can partake of something that is impossible there - convive in an inn, The Blue Bell, which was first licensed in 1492! The energetic can play golf, or go rowing or cruising on the River Dee which winds its way around the city. Come to Chester, you'll fall in love with it, and agree with Boswell, of Dr Johnson fame, 'Chester pleases my fancy more than any town I ever saw...'

We also have an outstanding philatelic programme; there is something for everyone, each presented by a world-authority in the field:

### **Bill McCann**

Telegraph Covers & Telegrams

### **Dr Dorothy Sanderson**

Stampless Covers of the 18th & 19th Century.

### **John Parkin**

Revenues and Cinderellas

### **Geoffrey Whitworth**

The Pence & First Cents Issues.

### **Dr Harry Duckworth**

Cancellations on the Large Queens.

This year the format of the Convention will be slightly different from previous years. There will only be one afternoon visit, to the Albert Dock (ships and shops) and the Maritime Museum on the waterfront at Liverpool; this will allow a free afternoon for wandering around Chester. Dr Duckworth's display will be on the Saturday morning, following the AGM; this will encourage members to join us then if they can't come on other days. Finally, the competitors for the Society's prizes will be given the opportunity to say a few words about their offerings at one of the morning meetings; this will add to our appreciation of their displays. There will be a talk for the Ladies, appropriately on 'Wandering around Chester', the theatre visit and, of course, the Banquet (dress optional).

The Queen Hotel is close to the BR Station, two miles from the M53 motorway and 45 minutes from Manchester International Airport. Do come to Convention'93, you will be most welcome; if you haven't been to one before remember that everyone there, on one occasion, went to a convention for the first time. The booking form and the competition entry form are enclosed - it starts on Wednesday 29 September.

## BOOK REVIEWS

*It has been our practice to review only publications that are sent to the Editor for that purpose. However, a number of books on various aspects of BNA philately have been published in the last few years, some privately, often in small numbers, which have not come our way. Many members may not be aware of them or, more importantly, the significance of their content. Bibliophile Ron Winmill has kindly provided reviews of several such publications in an effort to repair the omission.*

**'The Post Office on Prince Edward Island'** by G. Douglas Murray. Privately published by the author in 1991 and available from him at Box 693, Charlottetown, PEI, Canada, C1A 7L3. Price approx £8 softbound, £12 hardbound incl. postage.

Over the years there have been several books relating to the philately and postal history of PEI, such as Tomlinson, Poole and the excellent Lehr work. However, nobody tackled the problem of listing all the post offices ever opened on the Island.

This handbook lists them alphabetically, chronologically and geographically - what more can the student ask for in an 80 page handbook? The book is the first of a contemplated pair. The author's tenacity has been brought to bear on the problems presented by such a task and he has succeeded admirably in presenting a fine volume that will fill a void in the library of any PEI student.

The work is well presented and researched and is a great credit to the author. Like so many other useful publications it is available in very limited numbers.

**'Proof Strikes of Canada'**, edited by J. Paul Hughes. Available from Robert A. Lee, #203 - 1139 Sutherland Ave., Kelowna, B.C., Canada, V1Y 5Y2.

This is one of the most significant

and valuable research tools to become generally available in recent years, encompassing cancellations of all descriptions, from broken circles to POCONS and everything in between.

Horace Harrison drew attention to this fine series of publications in 'Maple Leaves' of June 1992 (p361/2) when he briefly covered the first 15 volumes. Suffice it here to say that the publication score has now reached 22 volumes, a rich resource for any postal history student.

**'Territorial Alberta, The Westhaver-Thompson Collection'**, Keith Spencer. Published 1989 by the Saskatoon Stamp Centre, Box 1870, Saskatoon, SK, Canada, S7K 3S2 at \$Can 27.50 - softbound.

This work of 168 pages is another reproduction of a valuable reference collection. However, it is more than a mere reproduction because Dr. Spencer has incorporated a chapter entitled 'The Rennie Seed Company and Western Postal History'. Similar information is available elsewhere, but here it is conveniently located. Short chapters on the naming of Alberta, the Prairie Survey, the history and postal history of Alberta and post offices established in Alberta, set the collection in the proper context and are most useful. The collection itself is well written up and a great deal of research is demonstrated.

One omission that might otherwise

have proved useful is the dates of service for each postmaster but the deficiency does not detract in any way from this work. The final portion is devoted to a listing of the various post offices found in Territorial Alberta, using a graphic display rather than raw dates. While this style of presentation would not be the one selected by the reviewer, many readers will prefer it. Dr. Spencer is to be commended and heartily congratulated on his presentation of this work.

The body of literature on the postal history of the West is not all that great and this work provides a useful contribution. A word of commendation too for publisher John Jamieson for making such a work available.

**'Territorial Assiniboia and Saskatchewan, The Westhaver-Thompson Collection'** Rosemary Gray. Published 1990 by Saskatoon Stamp Centre at \$CAN 49.95 soft bound, \$CAN 69.95 hard bound.

Much of the comment concerning the 'Territorial Alberta' book applies also to this 422 page publication. John Jamieson notes on page three that "This volume contains the Assiniboia, North West Territories and Territorial Saskatchewan portions of the collection". It does indeed in a very fine way. In addition to the expected information, Miss Gray has incorporated the dates of service for each postmaster. An interesting feature is the inclusion of photographs and postcards of some of the post office buildings. One appendix, in graphic format, shows the period each post office was open, while a second appendix provides the populations from the 1901 and 1911 censuses. This information is of value because, in part,

the number of persons utilising an office will determine the likelihood of finding a cancel from that location; it is but one measure of scarcity, but not the only one and it may not be the best.

Once again John Jamieson is to be commended for publishing this work and making available to collectors additional information in an area for which comparatively little literature is available. The author, his sister-in-law, a young university student and neophyte in the field of postal history, is to be especially commended for assembling this work. Printing was limited to 100 hardbound and 200 soft bound copies.

**'Restoration and Interpretation of the Wellesley Post Office, Waterloo County, 1914'**, published in 1986 by the regional Municipality of Waterloo.

This useful work is not for all collectors but rather those with an interest in this particular area or with an interest in museum work. The popularity of this 66 page spiral bound booklet is attested to by the fact that it has gone through two printings. The work contains material relating to the restoration of this post office and, while much of the information comes from sources such as the Postal Guides, PMG Reports etc., this is used to place the subject matter in its proper context.

The work is fairly representative, though more substantial than a number of booklets published on assorted small post offices. It is recommended for the postal historians of the region or persons interested in historic interpretation. However, the general collector will find it of little interest or value.



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## LETTERS TO THE EDITOR

R.D.Leith

### SMALL QUEEN PERFORATIONS

This letter is a response to Mr. Hillson's note in *Maple Leaves* (Vol-22, #11 pp 396-397). He implies that paper used for 19th century postage stamps is unstable and subject to expansion and contraction due to atmospheric moisture levels. He goes further to suggest that contemporary low humidity storage of our valuable Small Queen stamps may cause additional shrinkage of the sensitive papers. Since paper deformation would also distort the perforation spread, he concludes that "too much importance is attached to minor differences in perforation measurements". I have conducted numerous studies on this subject and my conclusions are consistent. The damp paper used to print the Large and Small Queen stamps did in fact shrink after printing. This occurred during the drying process where we note an approximate 2% shrinkage at right angles to the paper mesh. Another extensive study comparing perforation measurements, both on and off cover, of the 3c copper-red Small Queen on horizontal mesh paper versus the 3c rose-red vertical mesh paper stamp of the same period, showed an unmeasurable difference between the horizontal and vertical perforations (measurements were identical to two decimal places on the Instanta Gauge metric scale). The conclusion was that

there is negligible additional paper shrinkage after the original printed sheets were dried and perforated. The study is important in that it means perforation measurements made today are accurate representations of the original perforations made over 100 years ago. Consequently, this lends credibility to the notion that accurate perforation values can be used to draw meaningful research conclusions on the Small Queen stamp issue, contrary to Mr. Hillson's assertion. It also means that anyone publishing information on perforations had best ensure the accuracy of any quoted perforation values.

This brings up a second point about the much discussed Kiusalas perforation measurements. The Kiusalas Gauge is a highly accurate device but it forces the user to choose from a fixed scale of perforation dots. The differences between each Kiusalas number is sufficiently small that when measuring a Small Queen stamp, it is quite easy to make a minuscule stamp shift to credibly 'fit' an intermediate Kiusalas value exactly on a Kiusalas number. As a result, the gauge is in fact only accurate to within  $\pm 0.5$  Kiusalas units. This translates into a whopping  $\pm 0.09$  metric units on the Instanta Gauge where routine measurement tolerances are  $\pm 0.03$  ( $\pm 0.01$  if a ten power glass is used). The Kiusalas accuracy can be best appreciated in the chart below.

Kiusalas Value	Kiusalas Metric Equivalent	Kiusalas Metric Uncertainty Range
68 $\pm$ 0.5	11.58 $\pm$ 0.09	11.49-11.67
67 $\pm$ 0.5	11.75 $\pm$ 0.09	11.66-11.84
66 $\pm$ 0.5	11.93 $\pm$ 0.09	11.84-12.02

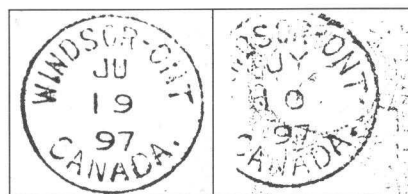
With such a broad range of measurement uncertainty, it is strongly recommended that the Kiusalas Gauge NOT be used when conducting philatelic research projects. A calibrated Instanta gauge is the most accurate measurement available today and values should be quoted to two decimal places.

Mr. Arfken advances another idea in response to various reader comments on his Kiusalas Gauge article published both in Maple Leaves and BNA Topics. He concludes that each different perforation wheel used on the Small Queen stamps falls on a Kiusalas number. On closer examination, this theory falls apart. Although there is some evidence that the perforation gauge on many NEW perforation machine pin wheels fall close to a Kiusalas number, these values change significantly soon after installation. In fact, we note many cases where stamps have different perforations on all four sides (compound perforations) often with none of them matching Kiusalas numbers. There have been numerous attempts to explain the perforation value changes, including paper shrinkage, multiple machines with different fixed pin sizes, etcetera. Most of these have been disproved while only one still remains credible in light of all logic, physical parameters, and actual measurements. It is the hypothesis that the pins become blunt and require periodic sharpening. Each sharpening shaves approximately one millimetre off the perforation pins resulting in a 0.10 increase in the metric perforation gauge. For a detailed accounting of this theory, refer to the Small Queen Study Group Newsletter (Vol-14, #1). This explains why only a small proportion of Small Queen perforations fall on Kiusalas numbers, why we routinely have

compound perforations, and why perforation gauges increase with time. I hope these comments have at least directed a few Small Queen students to exercise caution when either reading or publishing articles on this fascinating stamp issue.

## The Yellow Peril

### WINDSOR POSTMARK



Illustrated above are two strikes of the WINDSOR-ONT CANADA three-line circular date stamp. The first is a 'JU 19 97' free strike on the back of a registered cover, the second impression is on a 3c Jubilee dated three weeks later - 'JY 10 97'. This postmark is seldom seen, little known and is not like any of the examples in the J. Paul Hughes - Robert A. Lee proof book.

Member Joe Smith, a specialist in postmarks on the 3c Jubilee, explains that the hammer may have been used only for registered letters (which would account for its scarcity). Mr. Smith believes "the hammer was proofed as 'AM AP 9/87' so it was about ten years old at the time and does not seem to have worn much. Many such hammers of the period did not have a slot for time marks however, this one did hence they could create a three-line date."

Any member having covers and/or stamps with this marking are requested to report them to 'Maple Leaves.'



*Map cover - not what it seems*

**Fred Fawn**

# **MAP AND RLS ON 'DOCTORED' COVER.**

The 'Maple Leaves' editorial of June 1992 (Whole No.238) gave a most interesting and timely notice on fakes and forgeries; Map covers are no exceptions to the old 'caveat emptor' adage. For instance:

There is an amazing similarity in the method of fabrication between this 'Map cover' and the fake cover reported by the Y. P. in 'Maple Leaves' April 1991, page 116.

Both are 2c Queen Victoria postal stationery envelopes, having prepaid the local letter rate. Both covers had been 'improved' after having passed through the Mail system - real stamps and 'R' cancels were posthumously added, thus transforming them into registered covers.

The difference between the two

fakes is that the Peter St. cover is very deceptive. It was made into a 'pretty' philatelic item with extensive colour frankings of four different issues, while the Beloeil cover was fabricated into a seldom seen double rate Map cover by adding a Map stamp and a 5c Registered Letter Stamp which had been out of print for ten years at the time.

The 'R-in-oval' on the Peter St. cover is most likely genuine, while the 'R-in-circle' on the above Map cover is so crude that it should not fool anyone.

**Gerry Churley,**

# **CANCELLATION-'OCTOBER IS STAMP MONTH'**

The Canadian Postal Administration could not have designed a worse cancellation unless it was their aim to destroy the bulk of the stamp to which it is applied. I feel we should register our thoughts on the Postal Advisory



Board's choice of cancel. Personally I do not think it will do much to encourage a person to collect used Canadian stamps.



One letter from a disgruntled collector would make little impression on the Canadian postal folk but maybe a missive from our Society would make a small dint.

*Editor's Note: The Editor cannot pretend to speak on behalf of the whole Society and life is too short to start collecting petitions. He does however share Gerry's sentiments and has written to Canada Post accordingly, at the same time taking the opportunity to sound off over the frequent mutilation of commemorative stamps that collectors so*

*kindly put on letters to said Editor. The stamps on Gerry's covering letter were not cancelled at all. This is nearly as bad! A 'right of reply' has been offered to Canada Post.*

Alan Spencer,

# 'BRITISH MAIL BRANCH' - MONTREAL

Some time ago I purchased the post card shown below. The stamp is cancelled with a postmark I do not recognise, i.e. 'British Mail Branch/ Sep 3 1912/ Post Office Montreal'.

A check through my reference material revealed nothing about this postmark. A similar blank has been drawn by the Society's Librarian, who kindly checked through his files.

If anyone can throw light on its possible usage I shall be delighted to hear about it.



Bob Bayes

## RARE 'AR' RATE

Below is the only recorded example of a single 20c Advice of Receipt (AR) card.

In August 1921 the Post Office introduced a new AR form in the shape of a small card. On 1 October, 1921, the fee rose to 10c if the registered item was sent at the same time.

The fee was 20c if acknowledgment of receipt was requested after the posting of the registered article. "In such a case the Postmaster, after filling in the information required on the card (care being taken to see that the 'original number' given the article at the office of posting and the date on which it was posted, are endorsed thereon), will send the card to the District Supt. of Postal Service".


Few requests were made for receipts after the registered article had been sent as the cost would be double.

Dean Mario

## A CHRISTMAS HUMBUG\* OF 1992

Canada Post Corporation certainly had a dismal Christmas last year. The error-plagued Christmas issue was cause for great concern and no doubt was responsible for many headaches. A printing mistake was discovered on the 42c and 84c values early on in the stamps' production. The umlaut, two dots over the 'e' in Noël, had shifted and was found over the 'o' by mistake. Officials attempted to correct the problem, blamed on a computer 'glitch', and subsequently destroyed over half of the production run. While the booklet stamps were seemingly unaffected, the regular stock was delayed for a few weeks.

However it appears that the rush to get the stamps to the public created another problem. Stocks of the 42c value, as the illustration shows,

ACKNOWLEDGMENT OF RECEIPT AVIS DE RÉCEPTION		STAMP OF OFFICE OF ORIGIN. Timbre du bureau expéditeur.
"ORIGINAL" REGISTERED No. Numéro original de recommandation.	<u>Hollyburn 146</u>	
RETURN TO Retournez à	<u>M. Municipal Clerk</u> <u>Hollyburn</u>	
<u>Mr. Walter Gray</u> <u>Capilano</u> <u>B.C.</u>		
Post Office Department, CANADA. Administration des postes, Canada.		PLACE — Endroit.
39 B-150,060-9-3-23.		COUNTRY — Pays.



appeared with one row of the perforations missing. Apparently the error was a minor one, so officials determined to circulate them anyway. One wonders if Christmas 1993 will bring the collector more 'goodies'.

*\*In this case, something sweet and tasty for collectors*

Mac McConnell

## CANADA TO N.Z. via U.K.

George Arfken's 'Registered to New Zealand' in Jan. 1993 Maple Leaves was excellent for supporting documentary references. I am very reluctant to take issue in the slightest way with it. One sentence, however, was almost, but not totally, correct. The restoration of the Pacific mail service (via San Francisco) in 1874 was not quite the end of the 'via England' mail from Canada to New Zealand.

There was a brief revival in 1939 and it came about thus: the Trans-Atlantic air mails from Canada and the U.S. began with the Pan American Airways service in June 1939 and strengthened with the Imperial Airways service on 10 August 1939. After the heavy philatelic mailings of the first flights it was used as an alternative to

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the Pacific sailings to ensure a quicker transmission time to further destinations. The cover illustrated used this route.

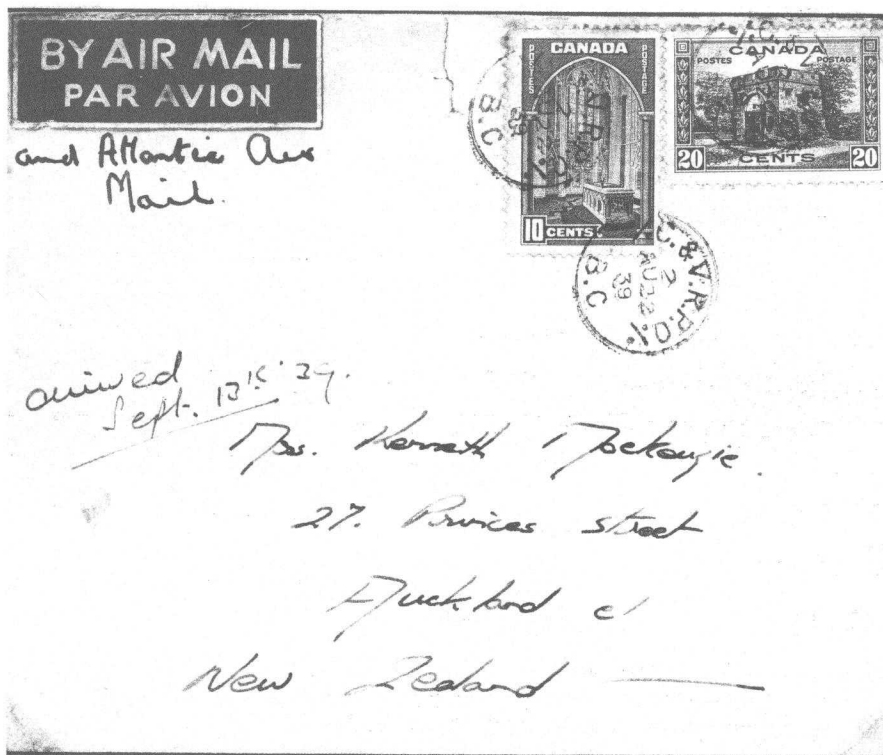
It was posted onto the %C&V RPO% / 2, i.e. eastbound, on 22 August 1939, rated 30c all the way. The Airmail sticker has been supplemented by a manuscript addition 'and Atlantic Air Mail'.

The 22 August date was too late for the San Francisco 16 Aug sailing and slightly early for the Vancouver sailing of RMS Aorangi on 30 August, arriving Auckland on 7 September. It would have gone for 3c by Pacific surface mails.

By going eastwards across the Atlantic to U.K. it connected at Southampton with the Imperial Airways service via Egypt, India and Singapore to Australia and then by TEAL to New Zealand where it arrived on 13 September, i.e. ahead of the Aorangi.

Whilst the letter was on its way eastwards war had been declared, on 3 September. Fortunately it was ahead of the immediate withdrawal of the Imperial services from the UK - Egypt sector and the drastic increase in air mail charges which followed.

There must have been some registered mail by this short-lived revival!



# AMENDMENTS TO MEMBERSHIP to 21 February 1993

## New Members

2678 D A IRELAND, 11 Berkeley Rd, Shirley, Solihull, W Midlands, B90 2HS. CS,CQ,PS  
2679 S J HUNDT, 6713 West Trail, Edina, Minnesota 55439, USA. C,FDC  
2680 Donald A URE, 6706 Emerald Lake Dr, Troy, Michigan, USA. 48098 BS,PH,PL

## Reinstated

2448 WALKER Miss A S

## Resigned

2647 Collins J P 2661 Randall R W. 2425 Torson B

## Deceased

1510 Bayley C H

## Change of Address

2640 BRYAN W, 32 Thirty-sixth Street, Etobicoke, ON, Canada, M8W 3K9.  
2364 BUREGA P M, 16 Aldgate Crescent, Nepean, ON, Canada, K2J 2G4  
2007 EICHELE M, c/o Philaclassica AG, Gerbergasse 24, Post Fach 563, CH-4001, Basel, Switzerland.  
2335 ESTOK Paul, 130 Wallace Avenue, Toronto, ON, M6H 1T5.  
2658 GUFFOG Peter H S, 62 St Thomas' Road, St Annes-on-Sea, Lancs, FY8 1JR.  
2671 HULLAND R J, Royal Tor, Redcliffe House, Petitor Road, St Mary Church, Torquay, TQ1 4QF.  
1825 HENNOCK Jim A, Correct surname to Hennok.  
1883 JARNICK J C, 108 Duncan Drive, Troy, MI 48098-4613, USA.  
2572 LEE A T, PO Box 1749, Tuggeranong, ACT, Australia 2901.  
2398 LEMIRE, Change Box No. to 2124  
1696 LEGGETT A W, 401 Queens Quay West, STE 709, Toronto, ON, Canada, M5V 2Y2.  
2601 MICHEL, S.C. 640 Sheppard Avenue, Suite 1201, Willowdale, ON, Canada, M2K 1B8  
2125 MALENFANT M G, PO Box 729, St Leonard, NB, Canada, EOL 1MO.  
2629 MONTGOMERY M B MBE, 76 Glen Eyre Road, Bassett, Southampton, S02 3NL.  
2630 MOULD J T, Correct Postal Code to TIJ 4K8.  
2382 NEWMAN Geoffrey R, 13 Scott Crescent, Perth, ON, Canada, K7H 3J4.  
2287 PAYNE Prof P L, 7 Kirkton Road, Westhill, Skene, Aberdeenshire, AB32 6LF.  
2619 PLANTE J, 950 Therese Casgrain, Appt 141, Chicoutimi, Quebec, Canada, G7H 6K8.  
2127 REED J W, 85 Harris Road, PO Box 39, Delaware, ON, Canada, NOL 1EO.  
2674 THOMPSON R, 5500 Boul Plamondon #310, St Lambert, Quebec, J4S 1G7.  
2491 WASHINGTON Thomas, 1244 Skyridge St SE, Olympia, WA, 98503-1857, USA.

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Slogan Postal Markings of Canada 1931-1940		£8.00
Slogan Postal Markings of Canada 1941-1953		£8.50
The Canada Precancel Handbook	Walburn	£10.00
The Standard Canada Precancel Catalogue 92	Walburn	£4.50
Canada Constant Precancel Varieties	H. Reiche	£5.00
Webb's Postal Stationery Catalogue		£7.50
Canadian Stamps with Perforated Initials	Johnson	£6.50
Canadian Precancelled Postal Stationery Handbook	Manley	£6.00
The Pence Issues of Newfoundland 1857-1866	Pratt	£30.00
Maple Leaves Binders		£6.00
Newfoundland Specialised 92	Walsh	£15.00
Mail by Rail 1836-1867	Gillam	£12.50
The Westhaver-Thompson Collection	Gray	£30.00
Postage Stamps of N.B. & Nova Scotia	Argenti	£29.50
Military P.O's to 1986	Bailey & Toop	£8.00
Tobacco Tax & Liquor Seals	Brandon	£8.50
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OF GREAT BRITAIN

# Maple Leaves

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## EDITORIAL

Regrettably we return to the subject of fakes and forgeries.

A pane of 20 of the recent 'Canada in Space' stamps was sold at auction in Ottawa in January; from two of the stamps the hologram was missing. The pane sold for \$2,400 plus 10% premium. It was legitimately purchased from a Canada Post sales outlet in Ottawa so was perfectly authentic; other missing hologram stamps have turned up in western Canada and may well be just as genuine.

However the holograms on the 'Canada in Space' stamps can fairly easily be removed with a solvent. It is also apparently possible to soften the adhesive, remove the hologram and replace it upside down. With a juicy

price having been established for the first 'missing holograms' to come onto the market one cannot help thinking that a few more might appear with less impeccable credentials.

The damage is two-fold of course; one collector may pay good money for a spurious item while another, who has a perfectly genuine example, may find its value kept artificially low due to collectors' fears of buying a 'wrong un'.

It is quite likely that many attempts to remove holograms will result in damage to the tagging bars or to the surface fibres of the stamp but Ron Winmill reports a demonstration by a professor of chemistry who did the job quickly and successfully, using a

solvent that was highly carcinogenic incidentally, and no damage could be detected using a UV light and other tests. If you wish to purchase a 'missing hologram' then we strongly recommend that a certificate of expertisation be obtained.

Still on the subject of forgeries, we showed a certain cynicism when commenting on the 39c flag coil counterfeits, brought to readers' attention by the letter from Susan So in the January, 1992, issue of 'Maple Leaves'. We understood at the time that only 220 counterfeits had leaked onto the market but expressed fears that others would follow. Well, they have. What's more, the original haul was of imperforate sheets, the perpetrators not having found a satisfactory means of perforation by the time they were

caught. A number of stamps far in excess of the original 220 have now apparently found their way onto the market, some perforated and some on cover. At this point we should like to commend the action of John Jamieson of Saskatoon, who sold some of the original 'find' at prices commensurate with their then scarcity. He has contacted his customers and offered a 75% rebate on the counterfeits bought from him - full marks John.

No doubt we are very naive but after the authorities have gone to all the trouble of detecting, catching and prosecuting the fraudsters, one would like to think they could keep hold of the dodgy merchandise or, better still, incinerate it. Much the same sort of thing happened in connection with the well-known 6c centennial counterfeits.



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## A SECOND AFGHAN WAR COVER

### George B. Arfken

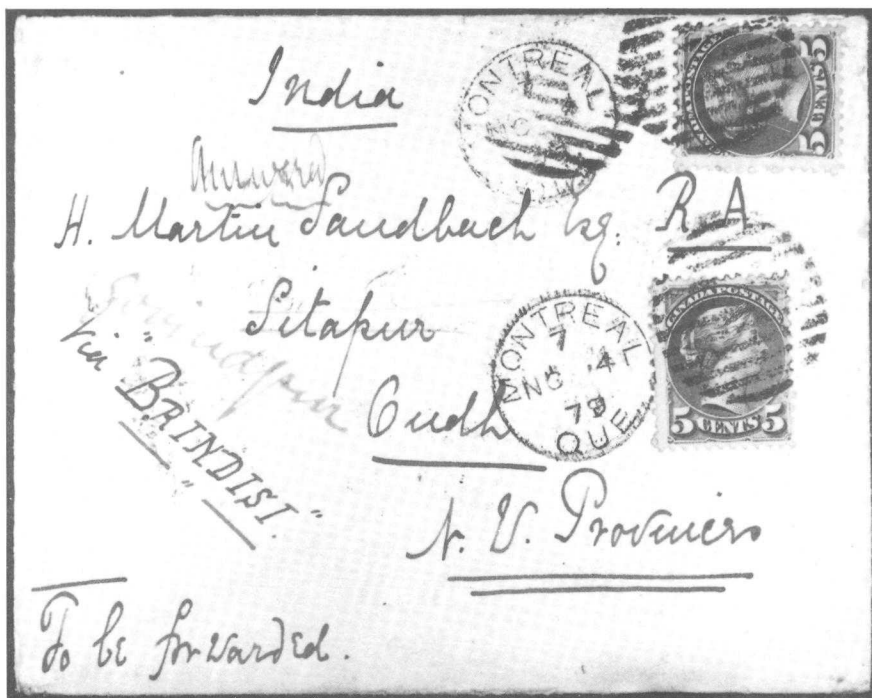


Figure 1. Cover posted in Montreal, NO 4 79 and addressed to H. Martin Sandbach, R.A., Sitapur, Northwest Provinces, India. The 10c covered the 'slow' route from Southampton, England to Port Said, Egypt. It did not pay for passage 'via BRINDISI' as endorsed.

Figure 1 shows a cover addressed to H. Martin Sandbach, Northwest Provinces of India with a significant 'To be forwarded'. The discussion of this cover and of Martin Sandbach's role may be divided into two parts: (1) the routes and the rates and (2) the military background.

#### The Routes and Rates

The sea routes that this cover followed are well outlined by the posting date and the postmarks on the rear of the cover (Figure 2). The NO 4 date from

Montreal and the NO 17 from London, England, indicate that the cover was carried from Quebec, NO 8, by the Allan Line's 'Moravian' (1). The Sea Post Office DEC 15 (Kirk type 3, (2, p. 17)) and the Sitapur DEC 20 date stamps are consistent with the 3,000 mile, 13 day sea voyage: Southampton - Gibraltar - Malta - Port Said, Egypt. (Going by France, through the Mont Cenis tunnel and on to Brindisi, Italy, and then a voyage to Egypt would have taken about five days. In this case, the cover would have gone on an earlier

ship from Suez to Bombay, inconsistent with the DEC 15 Sea Post Office date and the DEC 20 Sitapur date.) The P. & O. steamer 'Cathay' (2, p-66) carried the cover from Suez, Egypt, 5 December, to Bombay, India, arriving 17 December.

The October 1879 Official Postal Guide lists 10c for India via the 'slow' trip by ship from Southampton and 15cts for the 'fast' trip via Brindisi. The 10c rate represented a UPU authorized surtax of 5cts for the lengthy sea transit. The 15cts rate included an extra 5cts for 'extraordinary service' [3]. The August 1878 - April 1879 Official Postal Guides listed the rate to India, via Brindisi, as 10c. However, the July 1879 Official

Postal Guide listed an increase to 15c for the Brindisi route. The postal clerk in Montreal should have known that a 10c payment was no longer adequate for passage via Brindisi but no correction was made.

From Bombay, the cover went north by rail to Sitapur. Sandbach was no longer there. As part of the British military force, Sandbach had moved into Afghanistan. A letter to his mother states that he was in Kabul by late December. The cover bounced around post offices in northwestern India as shown by the postmarks in Figure 2. Eventually, the cover was carried by British army mail bag into Afghanistan and delivered to Sandbach in Kabul. A

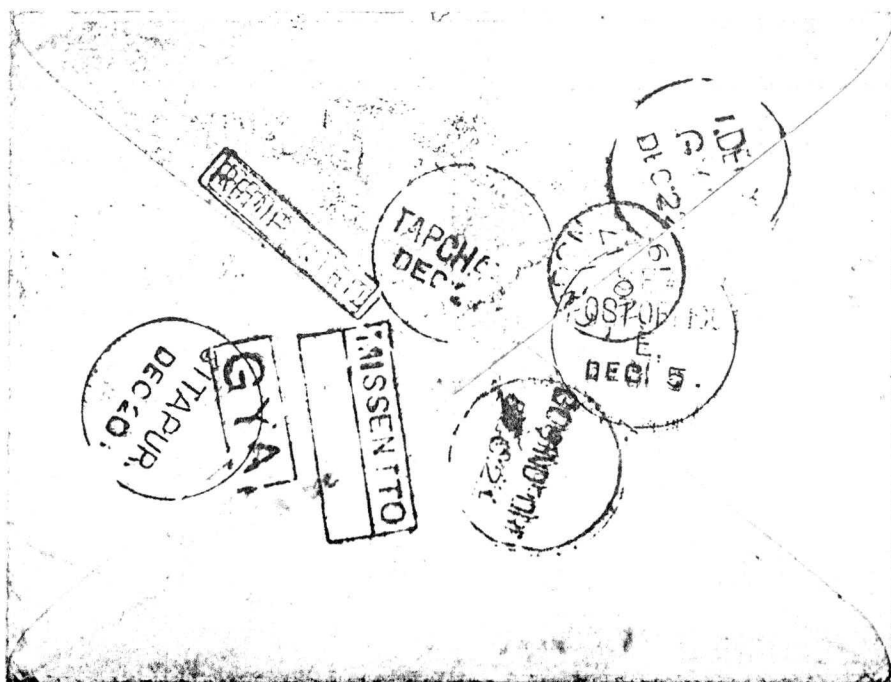


Figure 2. Backstamps in order of date: LONDON (in red) NO 17 79, SEA POST OFFICE DE 15, SITAPUR DEC 20, GORINDPORE DEC 21, MISSENT TO, GYA (Kashmir) DE 22, TAPCH — DE 22.

final note on rates: the 10c rate to India became effective August 1878 when Canada adhered to the UPU rates and regulations. This is the earliest dated cover (reported so far) paying this 10c rate.

### **The Second Afghan War, 1878 - 1880**

Two later covers from the Sandbach correspondence [4] show that H. Martin Sandbach was attached to the Hazara Mountain Battery. So the 'R.A.' on the cover may mean Royal Artillery. Sandbach was in the Second Afghan War, 1878-1880.

In late 1878, there was a Russian mission at Kabul but Afghanistan refused to receive a British mission on British terms. On 21 November 1878, British armies invaded Afghanistan through the Khyber pass and two other passes from northwest India.

With the Russians advising the Afghans to seek peace, a treaty was signed on 26 May, 1879. It was agreed that there would be a permanent British embassy at Kabul. Afghanistan was to conduct its foreign relations with other states in accordance 'with the wishes and advice' of the British government.

With many Afghans fanatically resenting the British presence, peace was short lived. On 3 September 1879, the British envoy and his escort in Kabul were murdered. British military forces returned and by the end of October, they had occupied Kabul. The British stayed in Kabul during the winter of 1879 - 80. In July 1880, the British recognized a new Afghan government and, very wisely, agreed **not** to require a British envoy anywhere in Afghanistan. The British army defeated a dissident Afghan force at Qandahar on 31 August 1880 and the Second Afghan war was effectively over.

Sandbach was an active participant in this Second Afghan War. In a letter to his mother dated Camp Kabul, 30 Dec, 79, we read:

*"We were surrounded on all sides by the enemy. The whole of the Jhilzais had risen against us. They fired into our camp at night but at long range and did no damage though the bullets whistled over our heads. For three nights we had to sleep at our guns out in the open with it freezing hard, as we were expecting a night attack which we were all ready for but never came off.*

*We are gradually recovering the bodies of our officers who were killed and had to be left where they fell.*

*But they are all dreadfully mutilated and barely recognisable."*

To this writer, this Sandbach India - Afghanistan cover is a fascinating rate cover. To collectors interested in military history, this could be a fantastic military cover that just happens to pay a 10c rate.

### **References**

(1) 'Atlantic Mails,' J.C. Arnell, *The National Postal Museum*, 1980, p.363.

(2) 'British Maritime Postal History, Vol. 1 The P. & O. Bombay & Australian Lines, 1852 - 1914', R. Kirk, *Postal History International*.

(3) 'Letter Mail to India During the Small Queen Era, The U.P.U. Surtax,' George B. Arfken, *BNA Topics* vol. 46, pp. 20-25, Sept.-Oct. 1989.

(4) One of these covers, dated JA 9 80, is illustrated In 'Canada and the Universal Postal Union,' George B. Arfken, Uni-trade Press, 1992, p.62, This is a BNAPS handbook.

# THE PEOPLE ON THE STAMPS - WOLFE & MONTCALM

Alan Salmon

*Come, each death-doing dog who dares venture his neck,  
Come, follow the hero that goes to Quebec;  
Jump aboard of the transports, and loose every sail,  
Pay your debts at the tavern by giving leg-bail;  
And ye that love fighting shall soon have enough;  
Wolfe commands us, my boys, we shall give them Hot Stuff.  
Hot Stuff                      Sgt. Edward Botwood, 47th Regiment*

The lives of Wolfe, Montcalm and Sgt Botwood came to a climax at Quebec where they were all mortally wounded on 13 September 1759. Wolfe and Montcalm are together on the 7c olive-green stamp (SG 192 SS 100) in the set issued in 1908 to commemorate the tercentenary of the founding of Quebec by Champlain.



## The Seven Year War

Our story of these two soldiers is inextricably linked with the conflict generally called The Seven Year War. In Europe, Britain and Prussia were allied against France, Austria, Saxony, Sweden, the Germanic Empire and Russia. In America, where it came to be called The French and Indian War, it was Britain against France, with the Indians mainly on the side of the French.

In 1749 the French, concerned about the western movement of English traders from the coastal colonies, sent a party of about 300

men to fly the French flag in the valley of the Ohio. The gesture had no effect, the westward trading push continued. The Ohio was particularly important to the French as their North America was like a giant dumb-bell, with Canada and Louisiana at the two ends joined by a string of forts, the Ohio being a vital part of this tenuous link. In 1753 a much larger force, 1,500 men, was despatched from Montreal to back their claims to the region. From its capital, Williamsburg, Virginia responded and the first serious fighting began in 1754 with 200 out-numbered Virginians, led by George Washington, being defeated; the other colonies had been slow to approve and send support.

The next year the fighting became widespread, as the English colonists decided to combine their resources to squash the French. One might have expected a walkover, there were 75,000 settlers in New France and Nova Scotia compared with 1,500,000 English colonists. However, the colonies each tended to be parsimonious in their support of the war effort and jealous of their individual rights: also, except for Massachusetts and to some extent New York, they were not used to fighting, being essentially traders and farmers. In Pennsylvania the powerful Quakers were opposed to any fighting. The French had determined central

direction, a militia used to fighting in the wilderness, the support of their clergy, and they believed they were fighting for their existence.

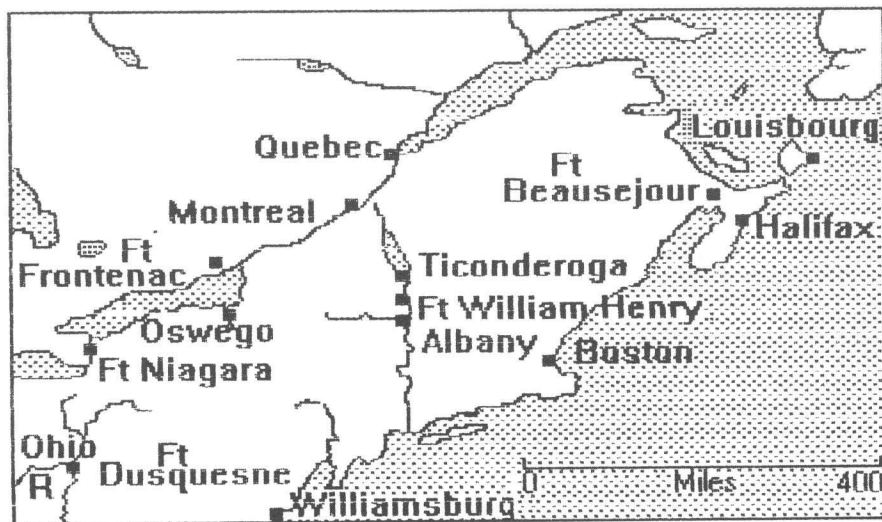
In June, Fort Beausejour was captured by a force from Massachusetts led by Monckton. In July he attacked Fort Duquesne and was defeated; 1,200 colonial troops were ambushed by some 600 Indians allied to the French. An ignominious retreat left the border open. The French encouraged the Indians to raid. Washington wrote "Every day we have accounts of such cruelties and barbarities that are shocking to human nature. Such numbers of French and Indians are all around that no road is safe". The disaster at Fort Duquesne led directly to the founding of the packet boat service, for the transport of mail only, from New York to Falmouth, England. London had decided they needed far better communications with the Colonies. In August a colonial attack on Fort Niagara was

abandoned due to a lack of provisions and due to the strength of the French at Frontenac and Niagara. In September there was better news, an attack on Fort William Henry by a French force of 1,500 was repulsed, and the French commander captured.

### Montcalm

England and France were not yet at war, but were preparing to battle in North America. In January 1756, the Marquis de Montcalm was appointed to command all French forces there. In May he arrived in Quebec, that same month England declared war - after nearly two years of fighting in America. Thus began the most terrible conflict of the 18th century.

Montcalm was born into the nobility, near Nimes in the South of France, in 1712. He had a private tutor who regarded him as extremely stubborn, but he acquired a sound knowledge of Latin, Greek and history together with a love of reading. At the age of 15 he was commissioned into the



*The Battlegrounds, 1754-1763*



army and in 1732 he saw his first active service. His father died three years later, leaving Montcalm a large estate and many debts; he recovered from this misfortune by marrying well. Madame de Montcalm bore him ten children, five survived childhood. From 1740 to 1748 he was almost perpetually on operations in Europe, rising to the rank of brigadier. In 1752 he petitioned the Minister of War for early retirement on the grounds of his service - 31 years, 11 campaigns and five wounds - and his small personal fortune. This was granted and he had a period of tranquillity before his recall to lead the French troops in North America. On this appointment he became a Major-General, small and portly but a brave, thoughtful and experienced commander. Louis XV sent 1,200 troops to Canada; 100,000 French troops were sent to support Austria, such were the relative priorities. Vaudreuil was the Governor-General in Canada; Montcalm's orders stated he was subordinate to Vaudreuil, but he

was not welcomed enthusiastically as Vaudreuil had hoped to command the troops himself. Montcalm was also not pleased; he found corruption was rife amongst the officials of the colony. He wrote to his mother "What a country where all the scoundrels make a fortune and all the honest people are ruined".

In June the Indians reported that the English were massing 10,000 men to attack Fort Ticonderoga, Montcalm hastened there. The Indian disquiet may have been provided by the activities of the famous Rogers Rangers. Throughout the fighting near Lake George and Lake Champlain a Robert Rogers of New Hampshire led bands of New England men, moving and living like Indians, with great effect. However, the reports proved premature so Vaudreuil sent Montcalm to attack Fort Oswego with 3,000 men; in August the colonial garrison of 1,700 were overwhelmed. Thus the French had the great advantage of control of Lake Ontario. 1757 began with an assault

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by 1,600 men, mainly Canadians and Indians, on Fort William Henry, but although the garrison only numbered 350 they managed to fight off the attackers. This led to conflict between Montcalm and Vaudreuil as the latter had appointed his brother to lead the attacking force whereas Montcalm would have preferred another commander. However both agreed that reinforcements were needed, the number of French regulars in Canada was increased to 6,600. The British now planned an attack from Halifax on Louisbourg, the strongest fortress on the continent, but delays, in both England and America, and the arrival of a French fleet, led to the enterprise being abandoned.

In July William Pitt was made Minister of War, henceforward the war would be conducted with resolution and despatch. But it was too late to save Fort William Henry; Montcalm, with 8,000 men, including 2,000 Indians, took it in August. The main British Army of 12,000 men was still at Halifax, the frontier had been denuded. The fort's garrison of 2,200 lost 300 killed or wounded, they surrendered with Montcalm's agreement that they should be escorted out by French troops. But he was not able to control his Indian allies; despite strenuous efforts they massacred every man,

woman and child they could find, the estimated number butchered ranges up to 1,500, but was probably about 200. Vaudreuil wanted Montcalm to press south, perhaps even Albany could be taken, but Montcalm refused claiming the road was too bad for his heavy guns; relations between the two senior Frenchmen were not improved.

Montcalm's next trial was in July 1758, he was in command of some 3,600 men defending Ticonderoga; the English general, Abercromby, attacked impetuously with the largest army ever assembled in North America, 15,000 men, but without any preparatory bombardment, he was ignominiously defeated with 2,000 casualties, the French had 400. Nevertheless Montcalm had decided that Canada was indefensible and asked for his recall to France, this was denied. He was promoted to Lieutenant-general and Vaudreuil was instructed to defer to him in all matters. However, the efforts of Pitt now began to tell, Louisbourg fell that same month with 6,000 prisoners taken. The outstanding British commander was a Brigadier Wolfe who led the landing on the most heavily defended beach and intrepidly attacked the French positions throughout the siege.

*(To be continued)*

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Members who have not paid the current year's subscription by 31 December will be removed from the *Maple Leaves* circulation list and reinstatement will incur an additional fee of £1 or its \$ equivalent.

## DECEMBER 7

### The Yellow Peril

### Photo by Fearless Fred

Having been a member of the armed forces for 27 years (now turned out to pasture) I automatically think of Pearl Harbour on every December 7. On the other hand, the stamp collector in me remembers two very distinguished persons. The first is Captain Bligh of 'Mutiny on the Bounty' fame, who died in London on this day in 1817. The 1940 Pitcairn 2d stamp, by the way, depicts Bligh and the 'Bounty.' The second is Postmaster General Sir William Mulock who issued the ever popular 'Christmas' map stamp on 7 December, 1898, a closer-to-home 'red letter day.' The purpose of this stamp was to bring the British Empire nearer together by encouraging postal communication. To this end the cost of sending a letter between the colonies (those that joined the scheme) was reduced from 5c to 2c. Letters bearing the 2c map stamp posted on and cancelled with 7 December 1898 postmark are first day covers.

Map first day covers are more interesting than other Canadian first days and differ from them in several respects. The map stamps were printed with two distinct colour oceans - lavender and blue - and at different times, as recently outlined by member Robert Lunn (ML June 1990 p378). This information is contained in several authoritative works. Even though I have wondered why every first day examined was franked with only lavender and not the blue ocean stamp, this point did not 'sink in' until Rob announced his discovery of a 20 December, 1898, 'Department of the Interior Memorandum' (Ottawa) which states, in part, the blue ocean stamps

were "placed on sale today." This implies that for Ottawa at least, the first day of the blue ocean map stamps is 20 December, 1898 - 13 days later. The chore now at hand is a comprehensive study of the cities of origin, especially Ottawa, of 20 December and earlier covers with blue ocean stamps.

There seems to be confusion amongst some collectors as to which is the actual first day, the date of issue or the date of the rate change. For the map stamp with the lavender seas, the first day is unquestionably 7 December, 1898. Pre dates (dates before 7 December, none known to me) or first day of the new rate, however interesting, are not first days. Another intriguing feature of map first days is their relative scarcity. A survey conducted by yours truly came up with an estimate of only 25 such covers, half of which are known to exist.

As to the rate for which the map stamp was issued, it is somewhat ironic that it did not come into effect until Christmas Day, 1898 - 18 days after the stamp appeared. First day covers singly franked with the 2c map are either local (drop) letters or post cards. Domestic first days, letters to the United States and to other countries carry a combination of other stamps and/or multiples of the map stamps to make up the required rate. Surprisingly, there are very few first day covers that were sent abroad.\* One of these is illustrated on the opposite page.

Members who have early blue ocean map covers from Ottawa are

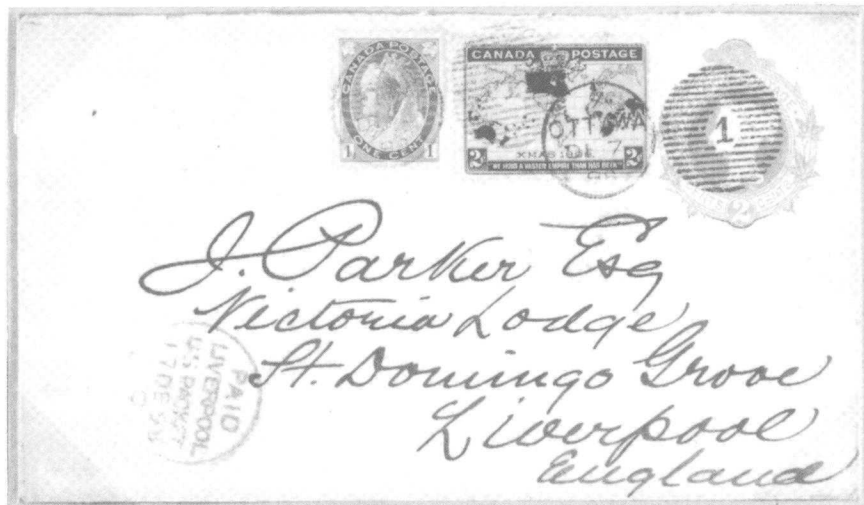
requested to advise the editor - the type of letter (first class, registered etc), postmark (cnds or machine) and destination.

\*I have faint recollections of a map first day on a 1c QV Jubilee stationery post card passing through my hands

years ago, It was sent to the UK and was overpaid by 1c.

#### References:

Hough, G.L. Chambers, 'Dates' 2nd ed. Edinburgh, W&R Chambers Ltd., 1963  
'Maple Leaves' June 1990, p378  
'Maple Leaves' October 1990, p70/1



1c QV numeral and a 2c lavender map on a 2c 'Patriotic' QV stationery envelope makes up the 5c Empire rate to England, all tied by two strikes of the 7 December, 1898 Ottawa '1' d u p l e x .

#### PREMATURE DELIVERY

We regret that an editorial oversight resulted in the Yellow Peril's article, in the January issue, finishing prematurely. The continuation on page 7 should have carried on:

I would like to know if there are such similar covers with the one-line surcharge and whether the Rossclair post office had and used both hammers.

I am grateful to Mr Kimmo Salonen, a fellow collector for providing the 'very difficult to find details' of Rossclair.

Reference: 'Split Circle Proof Strikes of Ontario' - Vol.11 of 'Proof Strikes of Canada', edited by J. Paul Hughes and published by Robert A. Lee Philatelist Ltd of Kelowna, B.C.

#### Erratum

Lionel Gillam's article, 'Canadian Railway Postmark Errors (11)' suggests, on page 51 of the April issue (col.1 line 2) that the SUD & SOO branch line wag completed In 1800. This should have read 1888. Your editor apologises to all and sundry for failing to spot this printer's error. But then the article was about errors wasn't it?

**At the 1991 Convention, Roger Grigson presented a first class display on a subject he has been researching for some years. A full exposition has appeared in 'TOPICS', in serial form, over a number of issues. We felt an abridged version would be welcomed by non-BNAPS members and possibly even BNAPS members who lack stamina!**

## **THE CANADIAN POST OFFICE DIRECTIONAL MARKINGS AND DEAD LETTER OFFICE, 1870-1899**

**Roger Grigson**

During the formative years of the postal services in most countries, circumstances have shown that they rarely ran as smoothly as was planned, and one problem or another arose from some unforeseen situation causing regulations and instructions to be continually issued or updated. A majority of these early problems came about through mail, of all types, which for one reason or another, could not be readily delivered. In order to deal with this undeliverable mail, instructions were issued to post offices by their respective governing bodies, together with marking devices, - referred to here-on as handstamps - for dealing with and marking such items.

There were two distinct categories into which undeliverable mail could fall, one being concerned with a postage payment deficiency of some kind, i.e. underpayment, wrong rate, etc., and the other concerning the intended destination of the item of mail, i.e. addressee moved, missent to, the wrong town, and so on.

Canada was no exception to these situations and had its own unique system and handstamps for dealing with them. Any mail falling into either of the aforementioned categories became known as 'Dead' and was

subsequently sent to and dealt with in the 'Dead Letter Office' which had its own staff and operational directives. Whenever a 'Dead Letter' was received in this office it was struck with a receiver's date stamp and the reason for it being sent there was noted, either on the letter itself or in a record book kept at the office. The subsequent process for dealing with it usually took a period of several days, and in some instances months, before it was replaced in the mails for eventual delivery or return to the sender.

Research into this subject is still very much in its infancy, with little or no original documentation available, consequently new material and information is continually being found, thereby updating, contradicting or confirming existing facts. Therefore with the research to date this article will deal with the early years, 1870 to 1899, together with descriptions and details of the handstamps and postmarks peculiar to Canada's 'Dead Letter Office'.

### **The Canadian Dead Letter Office 1870 - 1899**

A Dead Letter Office had been part of the postal organisation from the beginning of Post Office operations in

Canada and although there was brief mention of it in the early annual reports, issued by the Postmaster General, there are no great details available of its workings to give an accurate picture of how undeliverable mail was dealt with in the early years.

During the period 1870 to 1899, as the country and the postal service expanded, the various problems concerned with running an efficient mail service gradually increased. The simple matter of mailing a letter would on the face of it not appear to present too many difficulties. Far from it. It didn't take long before instructions and regulations began to appear in Post Office guides with reference to 'undeliverable letters' and 'dead letters' whose numbers were fast becoming quite a problem.

The first detailed procedures for handling undeliverable letters had appeared in the March 1868 General Regulations, but over the next few years, due to experience gained, these very basic procedures were improved.

For the period 1870 to 1899 the most important changes to the regulations pertinent to this subject appeared in the Official Post Office Guide of October 1875 and these dealt mainly with postage charges and improved procedures for dealing with undeliverable letters. The principal directions in this guide were :

#### i) Postage rate

'The rate of postage on a letter posted within the Dominion of Canada, for transmission by mail to any place in Canada, is 3 cents per half ounce weight: but the statute provides that this rate must be prepaid by Postage

Stamp at the time of posting the letter.'  
Official Post Office Guide

It now became mandatory to prepay all postage on letters and use the postage stamps relevant to the rate. Up to this date it was possible to send a letter 3 cents cash, post paid, or unpaid at 5 cents collect on delivery. This change generated still more undeliverable letters because of non-compliance, albeit in most cases through ignorance, with the new regulation and as a result:

#### ii) Postage deficiency

'Any such letter posted wholly unpaid cannot be forwarded to its destination, but will be sent to the Dead Letter Office for return to the writer.'

Official Post Office Guide

#### iii) Other reasons

'Letters or other articles, which from any cause remain undelivered in any Post Office, or which, having been posted, cannot under the regulations of the Department be forwarded to destination, are sent to the the Dead Letter Office at Ottawa, there to be opened and returned to writers, on payment of any postage which may be due thereon, together with three cents additional on each letter to defray the cost of returning.'

Official Post Office Guide

In a statement issued by the Dead Letter Office on 30 June 1875 it was noted that - '572,127 letters were received and disposed of', this figure increased considerably after the October regulation change, so it was now fairly evident that the number of 'undeliverable' or 'dead letters' received in this Office had reached such proportions that something had

to be done in order to cope with an ever increasing problem.

One month later on 8 November 1875, in order to alleviate the heavy work load in the Dead Letter Office as soon as practicable, a Post Office Department order created what was to become known as the 'REQUEST LETTER'. This now allowed the sender of a letter to have a return address printed on the envelope - a practice which until now had been not permitted - so that in the event of non-delivery, '... provided that the letter had originated in Canada or the USA and a full rate of postage had been paid at the time of posting', it could be returned direct to the sender without going through the Dead Letter Office. The regulations regarding these 'REQUEST LETTERS' were updated several times over the next few years thereby taking more and more undeliverable mail out of the 'Dead Letter Office'.

Registered letters though were the one exception to this new Department order. Before the new 'REQUEST LETTER' regulation all undeliverable registered mail had to be sent direct to the Dead Letter Office and it was only from there that it could be returned or dealt with. This practice was still to be strictly observed and used irrespective of whether a return address was present or not. Then if, after investigation, these registered letters could not be returned, and their contents were money, the Postmaster General could '... appropriate it as postal revenue, keeping an account thereof and paying the amount to the rightful owner as soon as he can be found.'

A later report published in 1900 by the Post Office Department showed during the year 1 July 1875 to 30 June 1876, 114,610 unpaid letters had been

sent to the Dead Letter Office out of approximately 41 million posted in Canada - the total number of letters dealt with by this office for all reasons was in the region of one million. Toward the end of 1899 published figures showed slight reductions in the volume of dead letters although the totals of items dealt with was still a considerable amount.

Occasionally a 'REQUEST LETTER' was sent to the Dead Letter Office and sometimes opened in error by one of the clerks. In 1879 the first adhesive 'label' or seal was issued exclusively to the Dead Letter Office for use in resealing these and more usually any mistakenly opened registered letters. These labels were not sold to the general public, paid no postage and bear no denomination of value (Sc OX1).

A second issue came in 1902 (Sc OX2,3), and the third and last issue in 1913 (Sc OX4). Use of these labels was discontinued in about 1929. Canada was the only country ever to officially issue adhesive labels for this specific purpose. (Newfoundland had only one issue and this was in 1905, discontinued in 1915).

Annual reports continued to be issued by the Dead Letter Office on 30 June of each year with very detailed lists of the 'items' handled and which in a lot of cases still remained unclaimed in the Office. The last report in the period covered by this article, dated 30 June, 1899, listed just over one million letters of all types having been dealt with, these ranged from ordinary letters, documents, books, and parcels to such bizarre items as false legs, teeth and on one occasion a glass eye!

*(to be continued)*

# THE 50 CENTS ADMIRAL VARIETIES

## H.Reiche FCPS

As the Hon. G.C.Marler points out in his book 'The Admiral Issue of Canada' four different plates were used for printing the 50 cents value. Distinguishing marks can be found on each of the plates used and it is possible to separate each plate in that way. Marler writes, "The author found no re-entries and no retouches on the proofs of Plates 1,3 and 4, but a number on the proof of Plate 2."

A recent study of large multiples, including two sheets, indicates that a number of varieties such as re-entries and retouches come from Plate 1. One of the reasons for these varieties not showing up on the proofs is that the proof represents only the first state. The 50 cents had four states. Every time plate 1 was used and refurbished, another manufacturing order number was entered. The numbers are: 88, 101, 117 and 193. Each time the plate was

'improved' to meet the printing quality. This resulted in varieties from this plate not found on the original plate proof.



Figure 4

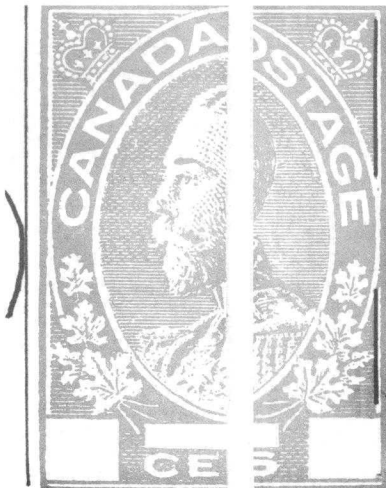


Figure 1



Figure 2



Figure 3



Figure 5



Figure 6



Fig. 1 shows a guide line plus a part of a circle line on the left side.

Fig. 2 is a retouched upper and lower right spandrel line.

Fig. 3 is another retouch top right, opposite GE and on the outside right frame

Fig. 4 is a strange retouch, badly executed on top left frame line with many odd lines in the design which may indicate a misplaced entry.

Fig. 5 is a retouch with two short lines above the retouch.

Fig. 6 is a minor re-entry on the right.

## PLATES OF THE SIX CENTS SMALL QUEEN - UPDATE

John Hillson FCPS

While the authors of the third edition of 'Constant Plate Varieties of the Canada Small Queens' are to be commended on the clarity of the illustrations in comparison with the earlier editions, it is a pity the work is spoilt by much inaccuracy in the text. While more reliable information is available elsewhere, new light has been thrown recently on the six cents value which, as far as I know, has not yet been made generally available.

There are not three plates from which this value was printed, as Reiche and Sendbuehler insist in the book, but four and just possibly, five. They can be identified as follows:

1. The first plate was made in 1871 (July) and evidence suggests it was a single pane plate with the stamps arranged ten by ten. All but stamps from the left hand vertical row show a position dot in the left hand bottom corner, the 'missing' dot appears in the right margin, not left as R & S suggest. Above the top row, positions 4-7, was placed the Type IV imprint BRITISH AMERICAN BANK NOTE CO., MONTREAL & OTTAWA - in colourless letters 1mm high. The position dot associated with this imprint is to be found in the 'P' of 'POSTAGE' on the second stamp, top row, from this and other six cents plates with this identification. The major

re-entry, technically a 'fresh entry' - i.e. evidence of plate repair prior to the plate being put into production, comes from this plate. All printings are in shades of yellow-brown and known in the major perforations of the period, including 11<sup>1</sup>/<sub>2</sub>x12.

2. The second plate, made in 1873, was identical in format and imprint, with the exception that letter 'A' was placed centrally over the imprint from the beginning. It was printed in yellow-brown and, after 1889, in red-brown as it was still in use in the second Ottawa period. The stamp in this colour was first reported in the press in October 1890. While the plate started life with the usual single lower left position dot, additional dots were added during its life, as may have been the case with the first plate, and seem to be associated with plate repairs, so by the end of its life, after three major repairs, some positions are known from second Ottawa printings with four lower left position dots. Row 2/10 and row 3/1 from a late state of the plate show weak 5c/6c re-entries - the writer can confirm this from examination of an appropriate piece. A major re-entry, in red-brown only, comes from row 3/4.

3. The third plate, from which printings are very scarce, has three identifying characteristics.

A. Impressions are uniformly weak due to poor entry work, giving rise to the nickname 'the Ghost Head Plate'.

B. Guide lines and other extraneous markings have not been cleaned off - in fact the plate gives every appearance of being a rush job, or perhaps the work was of such poor quality that it was not intended to use the plate at all, so no attempt was made to bring it up to production standard.

C. The position dot appears below the 'C' of 'CENTS'. As this is in virtually the identical position to that of the second Large Queen six cents plate, where the position dot is located under the 'S' of 'SIX', some have concluded it must have been made at the same time, i.e. in April 1869. I doubt this; although probably made by the same siderographer I suspect it was made later than the 'A' plate, possibly in 1876 when quantities printed to that point would have entitled the printers to invoice for a third plate. The printing was only in yellow-brown.

4. A piece exists with the same type IV imprint as the 1871 and 1872 plates but in a measurably different position in relation to the stamps than the other two. This could be from a fourth, so far unrecorded, plate as its Canadian owner believes, and it is probable. Though unlikely, it is also just possible that it could be from a left or right hand pane of the first plate. The piece is printed in yellow-brown, and apart from the position of the imprint has nothing else to distinguish it from that plate.

5. Described somewhat eccentrically by R & S as the 'first plate' we now come to the only certain six cents twin pane plate, that is a plate having two panes arranged 10 x 10 horizontally. It was made in 1887 toward the end of the Montreal period and because of this it is

possible it was proofed in yellow-brown. No evidence has come to light that any sheets printed for issue were in anything other than red brown. However, since one of the distinguishing characteristics of this plate is the complete absence of lower left position dots, if anyone has a horizontal pair, or larger piece (other than vertical strips) none of the stamps of which show these dots, and which is printed in yellow-brown, I would be delighted to hear from them.

This plate had a different imprint from the others - the Type V 'British American Bank Note Co., Montreal'. The left hand pane additionally had a check letter which looks like an 'R' with broken legs, but which in fact is a reversed and inverted 'B' partially obliterated when the imprint was rolled into the plate; the right hand pane similarly has a reversed 'C' but sufficiently above the imprint to escape truncation. These are not, as R & S suggest, separate plates. Nor are examples from it known perf 11<sup>1</sup>/<sub>2</sub>x12. At least three major re-entries come from this plate, two from the 'C' pane at R1/7 and R9/1, and one from a so far unidentified position on the 'B' pane. This 'B' pane also has one of the major 5c/6c varieties at R3/5, and it seems likely that the other proven major 5c/6c comes from this plate too, but so far unidentified as to position or pane.

Any references to varieties in yellow-brown as coming from the 'Montreal' plate, i.e. this one, are likely to be spurious. As far as is known it was used for production in Ottawa only and was issued in red-brown only. Indeed early printings from it show signs of corrosion on the plate, consistent with the three year gap between its manufacture and being brought into use.



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## FIFTY YEARS AGO - JUNE 1943

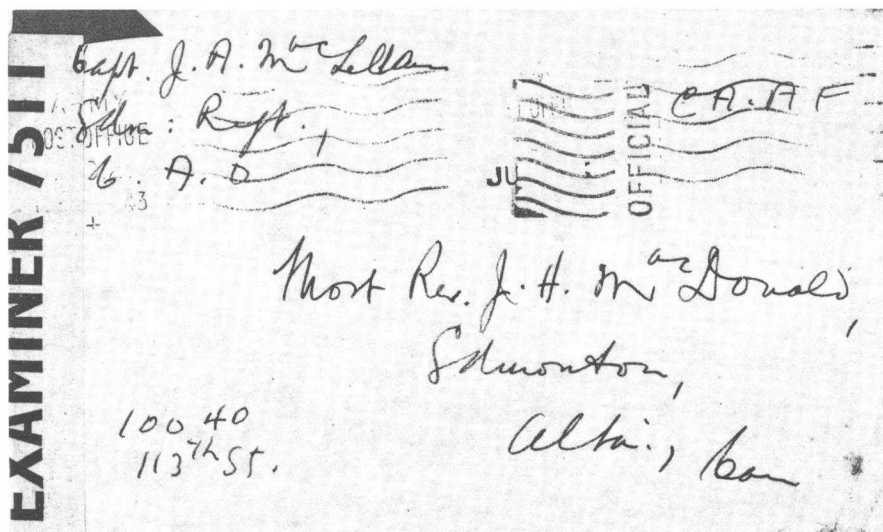
Kim Dodwell

After the see-saw battles of the North African campaigns, the Axis armies were at last defeated in Tunisia by 13 May, 1943, and the Allies were poised to launch into Europe. Among those preparing themselves were the 1st Canadian Infantry Division, who had been awaiting active employment with mounting impatience since arriving in Britain from Canada at the end of 1939.

The 1st Battalion of the Edmonton Regiment was a unit in the 1st Division and the cover illustrated is from their Chaplain, writing home to the Catholic Archbishop of Edmonton. The Edmontonians left their billets in the Peacehaven/Newhaven area on 8 May and, after a month of rigorous Combined Operations training on the west coast of Scotland embarked on the 'Durban Castle' - a peacetime liner of the Union Castle Line converted into a troopship - at Gourock on 14 June.

They remained in the Firth of Clyde for the next two weeks, the men only going ashore three times. Once on the Isle of Arran for a rehearsal of their coming operation, once on Holy Island where they bathed and washed their clothes in streams, and lastly for a route march round Gourock on the 22nd, before the ship, together with others in the convoy carrying the rest of the Division, finally sailed on 28 June.

Well into the Atlantic the men were told of their destination - Sicily. The convoy was fast and the voyage uneventful. Gibraltar was passed on 5 July and, after rendezvousing with other convoys, carrying American troops from New York and British from North Africa, the combined force went ashore on the night of 9/10 July. The Canadians landed almost unopposed. It was not until they had moved well inland that they met



German formations and the pace slowed. The Sicilian campaign and the Italian one to which it led make a long story, one that was important and sad for the Canadian troops involved. I hope to return to it in a future issue.

During the wait in the Firth of Clyde and on the voyage to Sicily, there was plenty of time for writing. The Edmonton's Regimental History tells of letters written by many who sensed these might be the last they would ever write. I have a letter written by a soldier of the 1st Division to his mother, which could have been typical of many. He

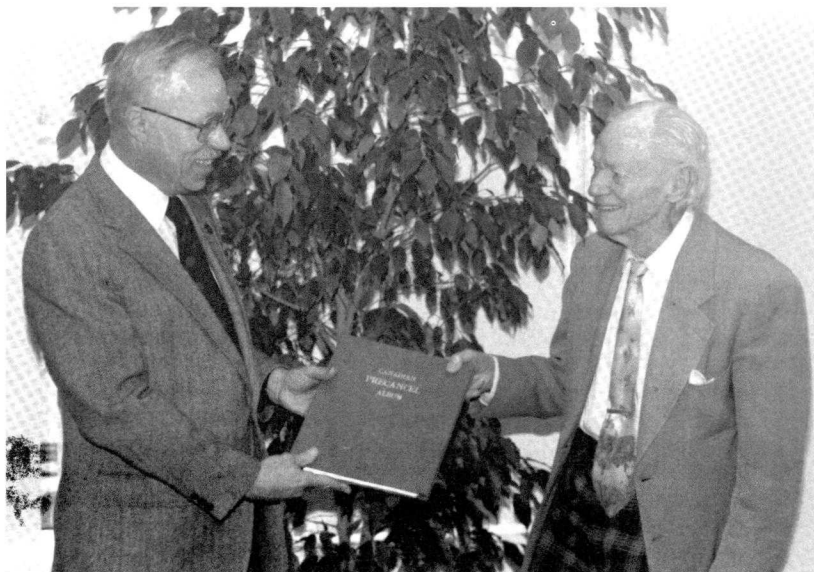
writes, "It is going to be a hard nut to crack, but we have every confidence in ourselves .... the next few months will be trying for us all. I ask you not to worry but to have faith in God and in my capabilities as a soldier".

Letters written on board were bagged and taken back to Britain in a returning ship. They received a red 'OFFICIAL/PAID' between seven wavy lines before going to the Canadian Overseas Postal Depot in Manchester, where the SC2 machine mark with its five wavy lines in black, was applied en route to Canada.

## NEW CANADIAN PRECANCEL ALBUM

Publisher and auctioneer Bob Lee has announced the first album for Canadian precancels for 30 years. The album was produced in consultation with Mr H.G.Walburn, Editor in Chief of the Standard Precancel Catalogue, and follows the arrangement of the latest

(1992) catalogue. Details will be found in Bob's advertisement in this issue; meanwhile our picture shows Bob presenting the first copy of the album to Geoff Walburn; Bob and Geoff are both long-time CPS members.



## IT MAY BE JUST ANOTHER COVER, BUT ....

Stan White



*Transatlantic Air Mail Service. First flight, cover signed by Capt.J.C. Kelly Rogers.*

When I picked up the cover illustrated a while ago for a modest sum, I remembered the 40th anniversary flight cover issued to commemorate the first British airmail service across the Atlantic 5 - 6 August 1939. This anniversary cover was flown in a Concorde with Captain P.R.W.Duffey in command, the cover insert described briefly that 1939 flight and it also left me wanting a little more information about the aeroplane and the pilot that had carried the 1939 cover,

Collectors of Transatlantic covers will know that it was the Short C-Class Empire flying boats that pioneered a regular airmail service between England, Canada and the U.S.A. Range and payload have long been vital considerations in developing passenger and airmail services and it was necessary for the Empire flying boats to overcome this problem if this route and service was to be successfully operated.

When on 5 August, 1939, two Short S30C class flying boats named 'Caribou' and 'Cabot' started the first British North Atlantic air mail service to Canada and the United States, they carried 1,000lbs of mail and no passengers. They needed air-to-air or in-flight refuelling from a tanker aircraft. This solution to the range problem had been worked out with the help of Sir Alan Cobham's Flight Refuelling Ltd, the pilots involved with the refuelling trials being Don Bennett (later to win fame as the founder of RAF Bomber Command's Pathfinders), Captain Gordon Store and Captain J.C.Kelly Rogers. The technique of in-flight refuelling that they developed required the First Officer and the Radio Officer to wind out a grapnel on a long cable from the flying boat's tail, while a tanker aircraft formatted to starboard and fired another cable by rocket to catch on the grapnel of the first. A hose was then wound out

on the cables, from the tanker aircraft to the flying boat, and drawn tight into an airproof fitting. Eight hundred gallons of fuel was then passed through the hose, nitrogen having previously been forced through the hose to prevent electrical discharge. The operation was controlled by flag signals from the aircraft windows!

It was J.C. Kelly Rogers who was flying 'Caribou' on that inaugural flight on 5 August, so presumably the in-flight refuelling presented him with no worries. Coincidentally 'Caribou' herself had participated in the refuelling trials, and on this flight she was replenished in the air over Foynes, Eire. After landing and refuelling at Botwood, Newfoundland, 'Caribou' went on to Montreal and finally New York, where the aircraft was landed by the redoubtable Rogers in bad weather at night time on unfamiliar waters. The flight time was over 30 hours.

Kelly Rogers, like most of the Imperial Airways captains of that period, must have been quite a character as well as a most professional airman. In earlier days he had incurred the displeasure of the airline's management (he belonged to the newly-formed British Airline Pilots Association - BALPA) when he sought the withdrawal of the Budapest service during the winter as it was not adequately equipped. For this he was dismissed, but Imperial Airways had such problems with its pilots and with its own organisational structure that, under some pressure, they paid Rogers first a retaining fee and then offered re-employment. Soon Imperial Airways was to be swallowed up within the British Overseas Airways Corporation, but that's another story.

Around the same time as he made the inaugural Southampton - Montreal

New York flight, Captain Kelly Rogers, as a highly experienced captain, had been given the task of directing salvage operations involving another Empire flying boat, named 'Corsair', which had been forced off course by bad weather over the Congo. The flying boat had been holed while landing on the River Dangu, and had sunk in a few feet of water. After repairs to the hull had been made, Captain Rogers had a dam built across the river to create an artificial lake, thereby avoiding having to wait several months for the rainy season. He was at the controls of 'Corsair' in January 1940 when the aircraft lifted off successfully to return to her normal duties, after some nine months amongst the remote marshy swamps of the Belgian Congo. The village that was created by the 'dam builders' at the scene of this operation was subsequently called 'Corsairville'!

In 1941, J.C. Kelly Rogers was placed in command of a flight of three Boeing 314 Clipper flying boats named 'Bangor', 'Berwick' and 'Bristol'. Winston Churchill flew in these aircraft on more than one occasion, happily taking the controls himself for a while at Kelly Rogers' invitation. The Captain was duly rewarded with an invitation to lunch with the Prime Minister and his family at No 10 Downing Street. My simple researches have not shed any light on Captain Kelly Rogers' career after this time.

What became of the particular aircraft that carried those first mails? 'Cabot' and 'Caribou', during the German invasion of Norway, were given the task of taking an RAF unit to set up radar stations in Norway. It was said that out of sheer airline habit, and although they were now pressed into RAF service, they ran up the Norwegian flag from the cabin mast

when these flying boats alighted at the small port of Bodo. Unfortunately, both aircraft were soon spotted by the enemy and were strafed and destroyed, their crews being brought back to Britain by the Royal Navy. Other

aircraft would take on the task of developing the North Atlantic route at a less stressful time.

That 1939 cover certainly had some interesting associations!

## TRACE MAIL PRODUCTS

Dean Mario

Canada Post Corporation introduced the current trace mail tracking system in 1989. It replaced the former registration and certified mail systems with adhesive labels encoded for tracing through the mail system. The labels are attached to the item (registered, security-registered, signature, proof-of-delivery) and a bar-

coded adhesive strip is removed to be placed within an electronic filing system. Now senders can refer to a toll-free number which gives the location and delivery time of the item by providing the individual code on the receipt. The illustration shows a training example of a proof-of-delivery label.

<b>Receipt</b> <b>Reçu</b> <b>PROOF OF DELIVERY</b> <b>PREUVE DE LIVRAISON</b> <small>Canada Post Corporation / Société canadienne des postes</small>	No 29 000 000 000 Access Code Code d'accès 0000	Name Nom City Ville Postal Code postal Declared Value Valeur déclarée Fee Droit Type of Service Genre de service <input type="checkbox"/> Expedited Accéléré <input type="checkbox"/> Regular Normal Accepted Accepté Date	Discard this portion Jeter cette section Sample Échantillon
	PROOF OF DELIVERY PREUVE DE LIVRAISON Canada Post Corporation Société canadienne des postes 40-076-618 (89-11) CW 000 000 000 CA CW 000 000 000 CA Signature required Signature requise Sample Échantillon CW 000 000 000 CA Signature required Signature requise Sample Échantillon CW 000 000 000 CA		



## SOCIETY NEWS

### REPORT FROM THE SCOTTISH REGION

The Association of Scottish Philatelic Societies' annual congress was held at Falkirk Town Hall on Saturday 20 March, when the Scottish Philatelic Society hosted the proceedings, with our own member, Lynda Schutt from Bristol, as Honoured Guest and Congress Opener. Lynda's grandfather, Adam Smail, was the first President whilst Lynda herself was a staunch member before moving south.

It is pleasing to record that their Honorary President, A. Bruce Auckland FCPS, now in his 98th year, was in attendance.

Thanks are due to the A.S.P.S. for allowing the use of a meeting room for our Scottish members, thus allowing Sandy Mackie, Ian Gregory, Norman Reilly, Bill McVey, Robert McLeish and Jim McLaren to meet and renew acquaintances.

The Collectors day had the usual manned table on behalf of the Society, with our Scottish trio seeking to keep the interests of Canadian philately to the fore.

*Editor's note: Our reporter Jim McLaren was too modest to reveal that he received a trophy from Lynda for his 'Enlist Now' flags.*

### NEWS FROM THE SOUTH WEST ....

The South West group will be meeting, as in previous years, at Portishead, near Bristol, on Sunday afternoon 8 August.

The meeting will be held in conjunction with the Bristol Philatelic Federation's annual convention. The convention is held over two days, Saturday and Sunday, and there are usually at least a couple of dozen dealers in attendance. The Federation's annual competition entries will be on show and refreshments will be available. It is well worth while coming along early to take advantage of the facilities on offer; we shall be meeting from 2pm. The meeting is informal and members are asked to bring along some sheets for mutual entertainment. Anyone requiring further details should contact the Editor.

### AND FROM WESSEX ....

Dorothy Sanderson tells us that her small but keen band met in March and plan to gather again in June. If you are within striking distance of Southampton and require details please get in touch with Dorothy.

### FROM THE C.E.O.

At a recent meeting of the Executive, it was mentioned that there was little activity in the Society's Study Groups. There are six listed in the Members Handbook:

Railway and TPO; Slogan postmarks; Small Queens; Flags and Early Machine Cancellations; Newfoundland and Postal History. Contact members are listed in the Handbook.

We ask members interested in these topics to get in touch with the contact members in an effort to re-activate the Groups. Also, if any member is interested in forming a new Study group, please contact the Editor of 'Maple Leaves'.

## FROM THE PRESIDENT

In the April issue of 'Maple Leaves' you will have received your booking forms and competition entry forms for Convention '93 at Chester, please make your bookings as early as possible, it does make the organisation easier. My thanks to those who have already booked. If you have mislaid a form, let either Brian Stalker or me know and another will be sent.

An outline of the provisional programme is as follows, a definitive programme will be in your Convention packet on arrival:

### **Wednesday 29 September**

Tea from 3.30pm

8.00pm - Bill McCann 'Telegraph Covers & Telegrams'.

### **Thursday**

9.30am - Dr Dorothy Sanderson 'Pre-stamp & Stampless Postal History of Canada & the Maritimes.- 18th & 19th Centuries'.

1.30pm - Coach Outing Albert Dock & Maritime Museum, Port of Liverpool.

8.15pm - Talk to Ladies 'Wandering in Chester'

8.15pm - John Parkin 'Revenues & Cinderella Material'.

Auction material on view.

### **Friday**

9.00am - Meeting of Fellows.

9.40am - Committee Meeting.

11.00am - Presentation of Competition Entries.

Afternoon free for wandering in Chester.

7.45pm - Ladies' Theatre Visit.

8.15pm - Geoffrey Whitworth 'Stamps & Covers of the Pence & Cents Issues'.  
Auction material on view.

### **Saturday**

9.00am - AGM

10.30am - Dr Harry Duckworth 'Cancellations on the Large Queens'.

2.00pm - Auction conducted by Geoffrey Manton.

7.00pm - Sherry Reception.

7.30pm - Annual Banquet & Presentation of Awards.

My Guest at the Banquet will be Dr Brian Holyoak, Chairman, The Chester & District Philatelic Society.

A brief word on the 'Presentation of the Competition Entries'. There have been suggestions that we are not able always to appreciate fully the entries, possibly lack of specialised knowledge, and that we do miss an opportunity to learn from the entries. So, this year, each competitor will be given the chance to tell us about his or her display so that we can benefit further from the devotion involved in preparing the exhibit. The maximum time allowed for each talk will be ten minutes, so it should not involve a great increase in the workload of the competitors; the talks will have no bearing on the assessment of the entries, they will be judged by the usual methods. The talks will simply be for the enjoyment and education of members and, hopefully, add to the satisfaction of the competitors.

Book now for Convention, and enjoy a few delightful, philatelic days in beautiful, old Chester.

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## BOOK REVIEWS

*A continuation from the April issue of reviews of fairly recent publications concerning BNA philately, kindly provided by Ron Winmill.*

**'Catalogue of Canadian Railway Cancellations and Related Transportation Postmarks - Supplement No.1 1991'**, Lewis Ludlow OTB, FCPS. Published by the Canadian RPO Study Group; original catalogue £16, supplement £1.50 - both still available from the Handbooks Manager.

This work, like the original volume, is spiral bound with card covers. The final page of the original was 272 and this work continues that pagination to 332. The supplement is impeccably and precisely done to match the original in format. Lewis Ludlow, an extremely careful student of long standing in this field, had the assistance of an army of 303 reporters contributing to his cause.

The supplement is a compilation of new data published in the R.P.O. Newsletter since the original work appeared in 1982. As James Felton notes in his introductory remarks, there are a few very minor alterations in the cause of technical accuracy. In this format, the work is far more useful to all students possessing the 1982 work.

We all owe a debt of gratitude to Mr Ludlow for his years of devoted service in this field.

**'The Lewis M. Ludlow Collection of Canadian Railway Cancellations and Related Transportation Postmarks'**.

No editor or author is given but the work is published by Robert A. Lee Philatelist Ltd. The soft bound book is a faithful reproduction, on 222 pages, of

three of Ludlow's collections, namely, 'Canadian Mail by Rail, 1836-67', 'Railway Mail Clerk Strikes' and '19th Century Railway Registration Marks'.

The write-ups are an excellent reference and the opportunity to view this material and derive the benefit of Mr Ludlow's years of research is well worth the price of this volume. This work is not for everybody but will be best appreciated by true students of the R.P.O. There is much to be learned by studying this volume.

**'Canadian Revenues'**, Ed Zaluski. Five of seven volumes published to date. Available from the author at 2777, Springland Drive, Ottawa, ON, Canada, K1V 9X2; prices vary but range around £10 per volume.

Each volume is spiral bound, with card covers and a well prepared text. Perhaps one can criticise the quality of some illustrations; however, placed in the context of price, they are acceptable. Each volume deals with a different aspect of the subject; for example, volume four covers the revenues of the Prairie Provinces while volume five deals with the Atlantic Provinces.

Mr Zaluski has painstakingly researched his subject matter and each volume of about 150 pages is packed with information. The few corrections are noted in later volumes - and the number of such corrections are remarkably few! One feature of great value to the student and collector alike is the excellent bibliography.

The author has achieved a delicate balance by incorporating an appropriate amount of technical data and historic research. Mr Zaluski also demonstrates an understanding of the legal ramifications of Revenues; more than the mere stamp attracts his attention. Technical information and historic data are well melded and appear, to the layman, to be well and logically presented.

The reviewer, not being a 'Revenuer' sought the opinion of three men knowledgeable in the field and all concurred that this is by far the finest work ever assembled on the subject. One described the work as "Monumental, encyclopedic in content..." while another said, "This work is to revenue collecting what Boggs represents to the philatelist.... it is the revenue collector's bible." Perhaps these comments are the over lavish praise of the converted; however, if these volumes are only a fraction as valuable as claimed, then Mr Zaluski has presented us with a fine gift.

*Editor's note: Volume one in the series was reviewed in the October 1988 issue of 'Maple Leaves' and we spoke of a planned programme of one volume a year. With five down and two to go, Mr Zaluski is bang on target!*

**'The Specimen Overprints of North America'** (2nd edition), Dr N. Boyd, FRPSC. Available from BNAPS at about \$CAN15 plus handling.

In his introduction to this second edition, Dr Boyd writes, "The new material released from the archives of the American Banknote Company last September has added very greatly to the knowledge of this field of specimen overprints..." In the new edition Dr Boyd has incorporated all the new

material that came to light. He has succeeded in dealing, at a high level of competence, with the specimen overprints on the Canadian pence and cents issues and on various New Brunswick and Nova Scotia stamps.

This work will satisfy a long felt need by collectors of these issues as well as by collectors of forgeries, for this is an excellent reference work for such collectors. No student or collector of proofs should be without a copy.

The only criticisms which could possibly be levelled would relate to the quality of the illustrations and possibly to the conclusions drawn from a study of the material. The latter would seem unlikely and the former flaw does not detract from the academic value of this work.

**'Senator James A. Calder's Complete Plating of the Canada 17c Jacques Cartier From the 1859 Cents Issue'**, edited by J.G.Verge and published by Casca Enterprises at \$CAN 29.95.

Limited to 100 numbered copies, this plastic, spiral-bound, 144 page book features a durable plasticised cover. Verge notes, "When I was informed that Senator Calder's plating of the 17c Jacques Cartier from the 1859 Canada first cents issue was on the market, I felt that before it returned to institutional or private hands, something should be done to share Senator Calder's monumental work with the philatelic community".

This reviewer acknowledges not having seen the original Calder work in ten years; however, based on dim and distant recollections, this work compares favourably. Verge includes a brief biography of the late Senator, followed by a bibliography of his

works. He also cites a selection of the works of other writers on the cents issue and follows with reprints of some Calder articles.

The 'meat' of this work consists of the reproduction of the pages, complete with diagrams which are very clear. The Senator's notes are reproduced below the reproduction, in type, for ease of reading. A further bibliography follows.

While it can, with some justification, be argued that this work is unnecessary to those with a strong library, many articles cited can only be found in scarcer works. The strength of this work lies not in any great academic contribution to the subject matter, but rather in rendering the material available to those now taking up this speciality or to those new to the hobby. Within the context of the above remarks, this work is highly recommended.

**'Canada and the Universal Postal Union. 1878-1900'**, G.B.Arffen. Published by Unitrade Press, Toronto 1992 at \$CAN 29.95 (soft bound).

This 127 page treatment of the subject covers the period of the GPU-UPU to the end of the century. It is an excellent survey of the subject as affecting Canada. While Codding provided a more in-depth picture, he covered a broader period, in a not dissimilar fashion, but it was not his intention to focus on BNA.

Since the work parallels studies made by the reviewer for his research purposes over the years, it is difficult to find fault with Dr Arffen's work. It might be added that this book is particularly useful in conjunction with other books on rates and stamps during the period, such as Arffen's own work

on Small Queens and Winmill's on the Map stamp. The work is profusely illustrated with many scarce items which will probably never be seen elsewhere by the majority of students.

If any criticism can be offered it concerns the footnotes, which reflect the sources available to Dr Arffen and may not be readily available to those in Canada or Great Britain. In some instances it may not, indeed will not, be possible to locate alternatives. To many the PMG Reports (US) will present problems, however, all GPU (UPU) Conventions can be found in English in any number of Treaty Series or the United States Statutes at Large - far more readily available. The Canadian and British PMG Reports are sessional papers and should normally be sought in collections of same, though of course they do exist independently.

Dr Arffen has demonstrated his deep knowledge of the subject through his references - he has demonstrated his familiarity with all the major relevant documents and presents his material with unsurpassed clarity. This excellent work is highly recommended and is an imperative for all serious students of nineteenth century BNA postal history and stamps.

**'British North America and Great Britain 1838-1865'** and **'British North America and France, to, from and through 1685-1865'**, Allan Steinhart. Privately printed, Toronto, 1991.

Allan, dean of Canadian postal historians and, without question, a leading authority on the Trans Atlantic mails to and from BNA, has provided the student with two very fine reference volumes.

To quote Allan in his introduction: "This book is a record of my collection of prestamp and stampless covers to and from British North America, that is Canada, Nova Scotia, New Brunswick, Prince Edward Island, British Columbia and Vancouver Island and Newfoundland..." Together these two volumes constitute an unsurpassed study in print. Allan succeeds in accomplishing precisely what he set out to do. There are several hundred pages (one side only) of photocopies of the many fine items in Allan's collection. These items illustrate the many facets of routes, rates, marks and other factors.

Neither of the books is expensively bound, each is reproduced by the photocopy process. However, the true student of philately is not interested in fancy reproduction on expensive glossy paper. He wants good, sound information on which to base his own studies and write up his own material. These two works provide all the information through the medium of actual examples. Highly recommended, these books will be of some general interest and of profound interest to students of Trans-Atlantic mails.

**'A Source book of U.S. Postal Relations in the Western Hemisphere'**, edited by R.D.Harris. Published in Fishkill, NY, by the Printer's Stone c1990 at \$US50. Available from Argyll Etkin Ltd., 48 Conduit St., New Bond St., London, W1R 9FB.

The Printer's Stone Ltd., under the able guidance of our old friend Dr Arthur Groten, has produced a number of informative reference works and reproductions.

This publication, designed to present original documents, is largely

oriented, as the title suggests, to US postal history. However, there are items of specific interest to BNA specialists. For example, there are nine conventions or amendments thereto relating to Canada-US relations from 1851-1882. Newfoundland is further represented by four items in the 1872-76 era. However, other portions of this work, while not directly concerned with BNA, are of interest because the US served as a conduit for some Canadian mails. Charts of incoming rates and fees (1881-1953) and other similar items are of potential interest and use.

Plastic spiral bound, the 280 pages are crammed full of information. The paper inner cover is enclosed in a clear plastic cover, offering additional protection against the rigours of usage.

From the perspective of a student of BNA postal history the work is flawed because it is not all-inclusive; the Nova Scotia-US Postal Convention is lacking as are some Canadian and Newfoundland Conventions and the British Columbia one. Nor are the PMG (US) Letters relating to service at Pembina (Red River service via Pembina) present.

However, these deficiencies are not to be viewed as failings because the volume only claims to be a survey; completeness in this area is an impossibility in a single volume. The book is designed to reflect the needs of the entire Western Hemisphere, not merely BNA.

This work is not for every student of BNA material as not all will require the original text; yet all students can benefit from it. The book is recommended provided the student accepts the limitations.

## LETTERS TO THE EDITOR

Dean Mario

### GROSS MARGIN OPERATOR

Members may be interested in a new type of POCON (or sub-type) which has recently come to my attention. It has the initials 'G.M.O.' which, the postmistress indicated, signifies 'Gross Margin Operator'. The new cancellation device is somewhat smaller than the older POCON and has the postal code inserted. The previous cancel stated 'SUB 15' and this may be a new name for these postal sub-stations which may not classify as 'R.P.O.s' (Retail Postal Outlets). The location is a confectionery/card shop. The changeover occurred on 15 February, 1993, so I assume there will be many others introduced.



*POCONS old (L) and new*

Sandy Mackie

### MYSTERY MILITARY MARKINGS

I have recently acquired two W.W.I covers bearing cancellations I have not seen before, perhaps someone can enlighten me.

Figure 1 is from a Canadian Soldier's letter written on a Soldiers Clubs Association envelope to Victoria, B.C., it is the only cancellation.



*Figure 1*



*Figure 2*

Figure 2 is on an envelope which also received the Purfleet Camp cancel on the same day and was then forwarded to Canada where a 2c 1Tc brown coil stamp was added and cancelled at Hamilton on 13 June, 1917, before the cover was forwarded to Courtland, ON, where it was backstamped on 14 June, 1917.

Lionel Gillam

### CATHCART, ON.

In the October, 1992 issue you were good enough to publish a letter in which I asked if members had any knowledge of the origins of the name of the above village in Ontario and especially if it





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was derived from the Lord Cathcart who was, I believe, Governor-General of Canada for a brief time in 1846.

It has sometimes been suggested, on what grounds I do not know, that when members seek information via your columns they search in vain. This has never been my experience, and it was certainly not so as far as my October letter was concerned.

Apart from Ron Winmill's letter, which you published in your January 1993 issue and which was followed up personally, I also received a very informative letter from Mr. Rosenblat, a most helpful one from George Manley and most intriguingly of all, two copies of THE BURFORD TIMES. The last were postmarked Brantford, Ont., and both copies refer to local activities in Cathcart which make interesting reading. The fact that neither help in the least to answer the query that I raised does not detract from the fact that a member in those parts took the trouble to help in the only way that he (or she) could, when he (or she) could quite easily have done nothing. I should be grateful therefore if, for no other reason, you would publish this letter since it is the only way in which I can thank the sender. Let me add too that I have read all of both newspapers with considerable interest.

Since I have, of course, written to both Messrs. Rosenblat and Manley personally I do not feel that I should encroach upon valuable space apart from saying that, from information received, it is most unlikely that the village was named after Lord Cathcart; it is much more likely that, as in so many other cases, it was named after an early settler who came from Cathcart in Scotland. This, I believe, is now in

suburban Glasgow. If I am wrong then surely a score (at least) of our Scottish members will sharpen their quill pens and put this ignoramus right.

## Hans Reiche

### LATHEWORK ON 50c ADMIRAL

Mr R. Bayes listed some very interesting 50c Admiral lathework items in BNAPS' 'Topics', vol.50, no.1. He mentioned that no block with full lathework has been reported. The accompanying illustration shows a block with full lathework. It is the only known block with a part plate inscription at the bottom. It comes from plate 3.



*Unique block?*

**John Hillson**

## **SMALL QUEEN PERFORATIONS**

On page 65 of the April issue a letter from Mr Leith states "accurate perforation values can be used to draw meaningful research conclusions on the Small Queen stamp issue, contrary to Mr.Hillson's assertion." Since I hope I have from time to time drawn meaningful research conclusions from the study of SQ perforations, I do not recall ever saying anything so ridiculous. All I said in the letter he cites was that paper was not stable as it expands when wet and shrinks when dry, and that too much importance should not be attached to minor differences in perforation. Since the latter part of Mr Leith's letter is devoted to showing how reducing the length of perforation pins by sharpening will affect the gauge, I am surprised he has not written in enthusiastic support of my 'assertions' which I would have thought were self-evident.

He mentions an article of his in a BNAPS SQ Study Group paper in which he wrote that sharpening shaved 1/2mm off the pins - one notes it is now 1mm. Is this new evidence, or guesswork? In that article he also wrote"..... an attempt to tie Small Queen printing runs with perforation gauge is tough and probably impossible." Quite so.

**'Mac' McConnell**

## **RMS AORANGI**

Just before the CPR establishes an irrefutable claim to a record Pacific crossing, based on my note in 'Maple

Leaves' of April 1993 (p71), I would point out that the Aorangi reached Auckland on 17 September (not 7th) 1939.

*Editor's note; sorry Mac.*

## **The Yellow Peril**

## **THE CANADIAN ROCK OF GIBRALTAR**

Feedback from the 'Rock' article (ML Oct 92) includes information on a recent showing of 'Beautiful Dreamers' on a Toronto TV channel. The programme portrays Walt Whitman's visit to Canada and is available on video.

Dr Maurice Bucke, superintendent of the London insane asylum, was in despair at the treatments in use during the Victorian era. They consisted mainly of restraint and electric shock. At a medical conference in Philadelphia Bucke met Whitman. The doctor was so impressed with the poet that he invited the famous American to visit him in the summer of 1880. The poet's avant-garde ideas on the subject of mental illness, sexuality, the emotions and life in general, radically changed Bucke's life, that of his wife and patients. Bucke subsequently adopted a more humane approach to patient care and began to remove restraints, introduce music and hold social gatherings for women patients and organised sports for men. By 1882 all restraints had been removed.

The show is both entertaining and humorous and it is not necessary to be a doctor, a poet or insane to enjoy the film, it is highly recommended.

Incidentally, the reference to 1899 in line 1 of page 405 is incorrect, it should read 1889.

**Jonathan Rosen**

### **ADMIRAL WAR TAX**

Admiral collectors may be interested in the accompanying illustration of the UL block, from the right hand sheet, from Plate A1 of the 2c red War Tax issue. It shows a nearly full guide arrow in the upper margin.



*War Tax block with guide arrow*

According to Marler, guide arrows were used as cutting guides on sheets of 20x20 subjects, the arrow illustrated falls between the 10th and 11th columns. There are tiny guide dots under the arrow on the straight edge stamps, one on the top stamp and two on the bottom, unfortunately they are not visible in the illustration.

Incidentally, the Unitrade Specialised catalogue (1992) shows both the 1c and 2c as the same price. The 2c red is much scarcer.

*Editor's note: The respective printings of 267.5 million (1c) and 118.4 million (2c) bear this out. The catalogue does show a slight mark up for used 2c values; presumably the very high numbers available preclude any real premium for the 2c value.*

**Alan Spencer**

### **EMPRESS OF IRELAND**

I was very pleased to receive the latest edition of 'Maple Leaves' and found the article on the sinking of the 'Empress of Ireland' especially interesting. The author, Rodney Baker, says that the cachet on the cover he illustrated was in green and that others are known to be in purple. An example in my collection is in light blue.



### **CANADIAN POSTAL ARCHIVES**

The Canadian Postal Archives, formerly at 365 Laurier Street West, Ottawa, has been relocated to the West Memorial Building, 344 Wellington Street, Ottawa, across from the main National Archives building.

According to the press release, the move conforms to the National Archives' policy of facilitating access to its collections by consolidating them in one location, thereby improving its reference and research services. There will no longer be a permanent philatelic exhibit; instead, items from the Canadian Postal Archives will be incorporated in the National Archives thematic exhibitions.

The new mailing address is:  
National Archives of Canada  
Canadian Postal Archives section  
395 Wellington Street  
Ottawa, ON,  
Canada, K1A 0N3.

# AMENDMENTS TO MEMBERSHIP to 25 April 1993

## New Members

2681 Garry Griffis, Canada Coin Stamp & Jewellery Exchange, PO Box 603, Beaconsfield, Quebec, Canada H9W 5V2.

## Reinstated

2307 John William Hughes, 41 Station Road, Cromer, Norfolk, NR27 0DX C, Cov, PH, B.

## Resigned

2397 De La Vergne J N

2527 Heit M

## Change of Address/Alterations

2457 Gartland T E, SNCO Mess, RAFO Masirah, PO Box 731, Muscat 111, Sultanate of Oman  
1188 YAFFE, 2309 Falls Gable Lane #N, Baltimore, Maryland 21209 USA

2480 WARR, B.C.J. Box 672 Station 'B', Happy Valley, Goose Bay, Labrador,  
Newfoundland AOP 1EO

2467 National Archives of Canada, Canadian Postal Archives Section, 395 Wellington St, Ottawa  
ON Canada K1A 0N3

2428 Bayes, R. Pemberton Plaza P.O., Box 34512, North Vancouver, BC, Canada, V7P 3N8

1878 Metropolitan Toronto Library Board, Serials Unit, 789, Yonge St, Toronto,  
ON Canada, M4W 2G8

## Change of Interest

2674 Thompson R B,

BC, C, CR2, DC, N, NB, NS, P, PEI.

## Removed for non-payment of dues

2396 Brown, J.

2666 Lothian, A.M.

2469 Squires, D.B.

2272 Cox, R.P.

2650 Lunn, R.V.

2531 Stager, P.D.

2459 Dodier, R.C.P.

615 Maton, N.E.

2659 Stoller, L.

2320 Drozd, V.B.

2663 Poag, B.J.

2521 Sunderland, D.

2621 Fretwell, J.

2541 Putman, A.R.B.

2602 Wadwell, J.W.A.

2053 Hill, D.I.

1315 Rosenblat, D.G.

2254 Young, M.L.

2479 Hobden, D.

2627 Saint, J.R.

Revised total 489

## CLASSIFIED ADVERTISEMENTS

FOR SALE: 'Maple Leaves' numbers 36, 41, 43, 45-47 and 50-240. Offers to J. Martin, 22 Constable Way, Salisbury, SP2 8LN. Buyer to collect or pay postage.

WANTED. Would any member who has surplus or duplicate plate number or corner blocks, all values, from the 1967-73 Centennial Issue for sale, please write with details and prices, using Scott

numbers if possible, to F.R.White, 3 Brook Terrace, Askham, Penrith, Cumbria CA10 2PQ

EXCHANGE. Squared circle collectors: send me an Ottawa time mark no. 1 and I will send you in exchange a set with a minimum of four matched time marks of another date. Tom Southey, 34456 Ascott Ave., Abbotsford, B.C. CANADA, V2S 4V5

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Slogan Postal Markings of Canada 1931-1940		£8.00
Slogan Postal Markings of Canada 1941-1953		£8.50
The Canada Precancel Handbook	Walburn	£10.00
The Standard Canada Precancel Catalogue 92	Walburn	£4.50
Canada Constant Precancel Varieties	H. Reiche	£5.00
Webb's Postal Stationery Catalogue		£7.50
Canadian Stamps with Perforated Initials	Johnson	£6.50
Canadian Precancelled Postal Stationery Handbook	Manley	£6.00
The Pence Issues of Newfoundland 1857-1866	Pratt	£30.00
Maple Leaves Binders		£6.00
Newfoundland Specialised 92	Walsh	£15.00
Mail by Rail 1836-1867	Gillam	£12.50
The Westhaver-Thompson Collection	Gray	£30.00
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OF GREAT BRITAIN

# Maple Leaves

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# MAPLE LEAVES

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## EDITORIAL

For fear of being branded paranoid, we shall do no more than draw members' attention to Stan Lum's letter in this issue warning of the counterfeiting of the current 43c flag coil stamp.

At Canada's second International Philatelic Exhibition, a 1992 run of 'Maple Leaves' was awarded silver-bronze. From the judges' comments it seems we just missed out on a silver. As one of the adverse comments concerned lack of an annual index, perhaps we would have made it if we had sent a sample of our 'volume' index! We shall know better next time. Our contributors are commended for their efforts however, the judges referred to "...diverse material of permanent significance from many authors" and "...a number of strong articles".

Members will have received the annual auction catalogue with the June 'Maple Leaves', it looks appetising so we hope a good number of members will turn up on Saturday 2 October; a crowded room is always more exciting. Don't forget, if you can make it in the morning there is a chance to hear a world authority on the Large Queen issue, Dr Harry Duckworth, and to see some wonderful material.

Enclosed is the inevitable subscription notice; a modest 50p increase was agreed at the last AGM. Overseas members will no doubt be delighted to see no change in their dollar equivalents, thanks to effective devaluation of Sterling last September. Prompt payment will be greatly appreciated and avoids costly reminders.

**Robson Lowe, doyen of British philatelists, recently acquired a substantial collection of the products of 'The House of Stamps', formerly 'Pro Phil Forum'. Mr Lowe has prepared a brief note on the perpetrators and provided details of the many classic stamps and covers involved. Fortunately, from the field of BNA, only the 12d black seems to have come in for the treatment. Whilst it seems unlikely that the copy 12d would fool a serious collector it is reported that some of the House of Stamps' products are beginning to come before expert committees.**

## **THE HOUSE OF STAMPS**

### **Robson Lowe**

Peter Winter started his business of making reproductions of rare stamps in the early eighties, under the title PRO PHIL FORUM in Bremen, Germany. About 1986, the British Library took action against him for breach of copyright as he had reproduced items from their collections. They won their case and a number of items were withdrawn.

He then moved his operation to Switzerland under the title of 'The House of Stamps' and continued in business until recently.

Their first catalogue was published in 1985 and, more recently, another catalogue was produced in Switzerland.

In these catalogues, stamps were priced from 20 to 45 Swiss francs unused or used singles, and 40 to 80 francs on piece, with covers from 70 to 180 Swiss francs. Most of the reproductions are stamped 'Prefabrik' on the reverse but there are occasional exceptions.

Some of the great rarities such as the British Guiana 1856 1 cent were priced at 50 francs used and 100 francs on cover: the Cape woodblock errors of colour at 45 francs and 95 francs on cover; the Post Office Mauritius were 50

francs and 110 francs on cover; the India 1854 4 annas inverted head at 34 francs unused; the Canada 12d. pair on cover at 135 francs.

European rarities included the Austrian red Mercury at 39 francs, the Bavaria 1849 1kr black pair on cover 175 francs, a French Ceres 1fr. used block of four with one tete-beche cost 120 francs used and a Great Britain £5 mint was only 40 francs. A mint sheet of twenty of the Saxony 1850 3 pfg. was one of the highest prices at 330 francs.



*The 12d Forgery*

The Spain 1851 2 reales blue in pair with the 6 reales on cover cost 90 francs and the Sweden 3sk.bco. error in yellow in pair with the 8sk.bco cost 70 francs mint and 120 francs on cover. The Swiss double Geneva mint was 40 francs and on cover 120 francs, while a block of four Basle Doves on cover cost 175 francs. A mint sheet of six Wurtemberg 1873 70 kr. cost 140 francs and a pair on cover cost 120 francs.

Having seen some of these reproductions in collections, we felt it was necessary to record what we know existed.

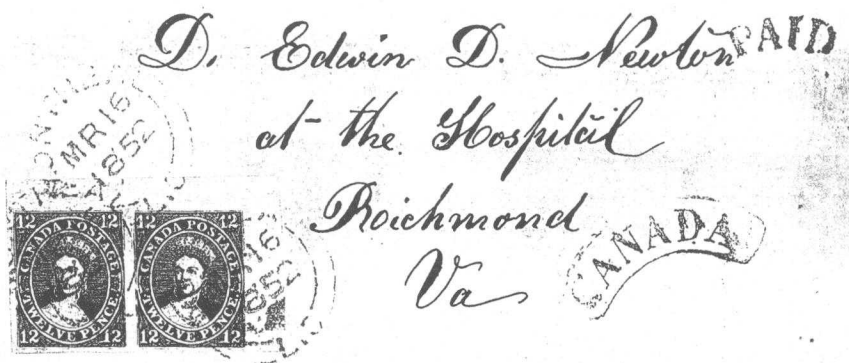
Whilst the classics of many countries were included in the output of 'The House of Stamps', there was only one stamp representing the whole of British North America, the 12d black.

The imitation of the 1851 12d black was printed in blocks of four on a soft white or cream wove paper. The shading behind the Queen's head is wrong and she appears to have a small tuft of hair below her mouth. However,



this is the first of the British Commonwealth forgeries to have been engraved.

Covers were made bearing a horizontal pair cancelled in blue MONTREAL MR 16 1852 and addressed to 'Dr. Edwin D. Newton at the Hospital, Richmond VA'. The cover also has strikes in red of the curved CANADA and the US curved PAID.



*Cover bargain at 135 Francs?*

# THE CANADIAN POST OFFICE DIRECTIONAL MARKINGS AND DEAD LETTER OFFICE, 1870 - 1899 (Part 2)

Roger Grigson

To date there is no accurate information available of any Post Office regulations regarding the fate of 'Dead Letters' which, after attempts to trace either sender or addressee, could not be returned. It has been speculated that the clerks working in this Office could have taken many of them for their own or others' collecting interests, whilst the remainder were, possibly just destroyed. This speculation has in some instances been the only credible answer in trying to decipher covers which do not show sufficient Dead Letter Office (DLO) postmarks to determine whether the letter was sent on or returned.

On 1 July, 1890 the DLO was recognised as a Branch of the Canadian Post Office and on 1 July, 1898 it was decentralised from the Headquarters organisation and separate branch offices were set up across the country. From this date the various offices became gradually more efficient and many earlier handstamps and postmarks disappeared from use.

## **The Postal Markings - Handstamps**

During the period 1870-1899, in addition to the few that were already in existence, many new handstamps were issued for use in dealing with undeliverable mail of all classes. The majority appeared to be used in conjunction with DLO cancellations which took the form of circular date stamps; the others, by the nature of their wording and the mail on which they were used, did not involve the DLO.

So far research has produced over 30 different types of handstamp covering 'Refused' letters, 'Deficient postage', empty envelopes, 'Return to Sender' etc. This number does not include the different measurements and word arrangements of similarly worded types of handstamp.

Some of these marks are scarce and in some instances only single examples are yet known. There have been several other types reported over the years but until examples are actually seen used on cover they cannot be included in any accurate listing.

With practically all of these handstamps it is difficult to determine exactly when and where they were applied to the letters requiring attention as unfortunately no accurate information exists, other than the Post Office directives and instructions, and these were not always very clear.

Post Office instructions were that undeliverable letters had to be clearly marked with the reason for non-delivery before being date-stamped with the cancellation of the Post Office either sending it to the DLO or returning it to sender. This office however was not always the point of mailing. Therefore there are several possibilities available for origin of the handstamp, a) point of mailing, b) transit office, c) receiving office, and d) the DLO itself.

This is a list of handstamps noted from 1870 to 1899 which, due to the nature of the mail on which they appeared, were used alongside DLO cancellations:

ADV : ADVERTISED :  
 ADVERTISED & NOT CALLED  
 FOR :  
 CALL : CLOSED AGAINST  
 INSPECTION :  
 INSUFFICIENTLY PREPAID :  
 NOT AT ADDRESS :  
 NOT CALLED FOR :  
 NOT CALLED FOR MONTREAL :  
 NOT CALLED FOR OTTAWA :  
 NOT CALLED FOR TORONTO :  
 NOT FOUND : NOT IN  
 DIRECTORY : NOT KNOWN :  
 MORE TO PAY :  
 REFUSED : RETURNED BY  
 CARRIER: RETURNED FOR  
 BETTER DIRECTION :  
 RETURNED FOR DEFICIENT  
 POSTAGE : RETURNED FOR  
 POSTAGE :  
 RETURNED TO : UNCLAIMED :

The following have been seen, the nature of the wording and the type of mail on which they were used not requiring the DLO to be involved.

FORWARDED : MISSENT :  
 MISSENT TO :  
 MISSENT TO NORWICH ONT :  
 MISSENT TO VICTORIA BRITISH  
 COLUMBIA :  
 RETURN TO WRITER :  
 PREPAID BY PUBLISHER :  
 POINTING HAND RETURN TO  
 WRITER :  
 RECD AT TORONTO WITHOUT  
 CONTENTS :  
 RECEIVED WITHOUT CONTENTS  
 RETURNED TO WRITER :  
 TOO LATE :

#### **The Postal Markings -**

##### **The Dead Letter Office Date Stamps.**

On a preliminary examination of examples of these cancels there seemed to be many different 'hammers' in use in the DLO but, on a closer examination,

there were just four basic types which when sub-divided can be fairly easily identified and classified -

- 1) Broken circle or split ring (Fig 1)
- 2) Circular date stamp (Fig 2)
- 3) A small circle (Fig 1)
- 4) A small diamond (Fig 2)

The broken circle or split ring has proved the most difficult to separate, with apparently many different types in use. It is possible that continued use of each issued cancel over a period of years may have had some effect on the structure of the lettering within the cancel thus causing original dimensions to change and producing a seemingly different cancel.

The circular date stamps are easily classified by the diameter measurement, the wording, and later the city name, within the cancel.

The final group is the small circle and small diamond both enclosing the letters 'D.L.O.', a small maltese cross and the number 1, 2 or 3.

These cancels were always backstamped on the letter being dealt with. A single strike was the norm in earlier years, but as the service improved, two, then three were used but not necessarily all different types, but always in this order -

- (1) On receipt at the DLO
- (2) By a clerk when dealing with the letter
- (3) When the letter was returned to the sender or replaced back in the mails having been dealt with.

Occasionally a cancel would appear on the front of a cover cancelling a postage stamp. This occurred in the case of a deficiently paid letter; the postage due was collected from the sender or addressee,

whichever was easier to contact; once this deficiency had been collected the DLO added a postage stamp to the value of the postage due, cancelled it with one of their cancels and put the letter back in the mails.

All these cancels were in use in the main office in Ottawa until 1 July, 1898 when the DLO was de-centralised. Branch offices were then established in Halifax, Montreal, Toronto, Winnipeg, and Victoria. Local DLOs were established in Charlottetown, St. John, Quebec, Sherbrooke, Kingston, Hamilton, and London, all with their own separate distinct cancel which now replaced the existing ones.

From the turn of the century the service improved and more new cancellations and handstamps came into use, replacing those already listed. Only a few of the listed handstamps saw use in the 1900s, by about 1920 they had all but disappeared.

With the de-centralisation of the DLO a new era of handling undeliverable letters, new handstamps and cancellations came into being. Consequently new methods and new fields of research for the collector of these operations was necessary; as good a point as any for finishing this brief history of the operations of the 19th Century Dead Letter Office.

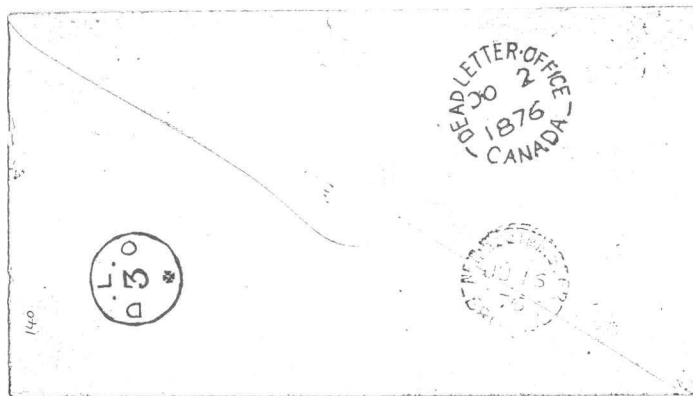


Figure 1

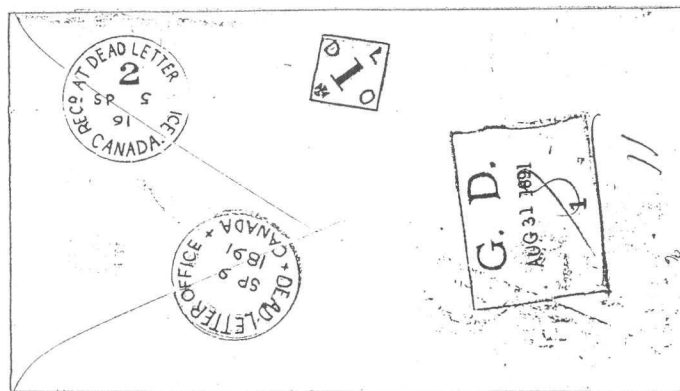
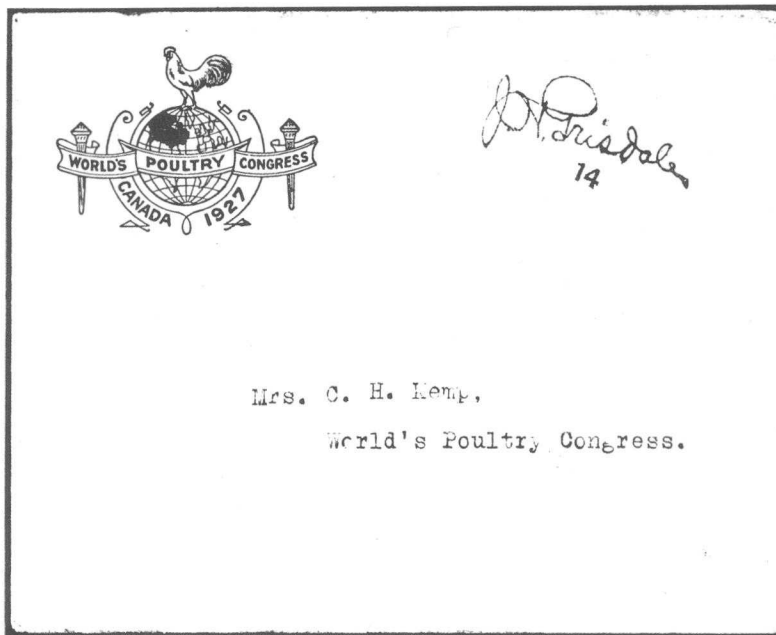


Figure 2

# YEAR OF THE ROOSTER

## The Yellow Peril

## Photos by 'Super B'



*Figure 1. Invitation Size World Poultry Congress cover. Facsimile signature at top right is that of Dr J.H. Grisdale, then Deputy Minister of Agriculture and Congress Chairman.*

There was a time during my youth when I wanted to do more than just hoard stamps; I wanted to form a collection of stamps and another of covers for exhibition purposes. For stamps it was Greek Mythology. The winged Daedalus, as depicted in the 1935 Canada airmail stamp, had aroused my curiosity. By the time I had read how Icarus, his son, fell and drowned in the Icarian Sea because he flew so close to the sun that its heat melted his wings, I was hooked on mythology.

As most of the stamps were inexpensive, from one country, and almost all the information in one

book, I was able to write up the exhibit quickly. Within 18 months I had displayed the collection, received a 'silver' from the American Topical Association and had my name in the local papers. My fame, however, turned to disaster. When I gave a talk on mythology-on-stamps I found, much to my horror, that I could not pronounce the names of the various Greek gods!

This embarrassment killed all my aspiration to be a stamp exhibitor. The collection and the unmounted accumulation of 'Chicken' illustrated advertising covers were shelved. I chose chickens because the word



connotes 'chicks', plus the fact that I was briefly employed by a poultry merchant. The collections remained shelved until one day when I, perchance, noticed an enquiry concerning a poultry congress postmark. Although I have not seen the covers in many years I remembered this cover (Figs 1 and 2) because it did not have a stamp and it was also the one I had intended to feature on the introduction page.

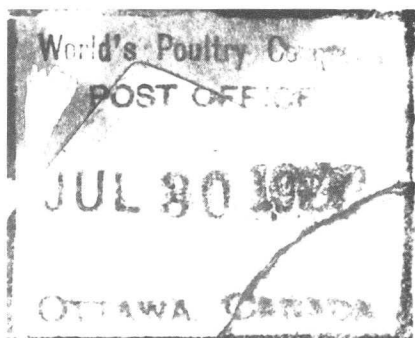


Figure 2. 'World's Poultry Congress Post Office JUL 30 1927 Ottawa, Canada' oblong backstamp in purple (enlarged).

The World's Poultry Congress was held at Lansdown Park, Ottawa from 27 July to 4 August, 1927. Delegates of almost every tongue, race and creed from all four corners of the earth came to exchange information on poultry policies, methods of production and marketing. The congress was a phenomenal success. The opening day drew 5,000 people; by the half-way mark (29 July), 12,000. On this day 4,000 guests attended the Congress Garden Party held at the Central Experimental Farm. Among the guests were the Governor General and the Viscountess Willingdon. By 2 August, people began to realize that the Congress was more than just a hen

show when almost 24,000 visitors came. On 3 August, the Prince of Wales and his brother, Prince George, came to the Congress. The Princes were accompanied by the British Prime Minister (Stanley Baldwin), Canadian Governor General (Viscount Willingdon), Prime Minister of Canada (William Lyon MacKenzie King) and the World Poultry Congress Committee Chairman, Dr. J.H. Grisdale.

The exhibits, like the delegates, came from far and wide. The Prince of Wales showed magnificent specimens of Buff Rocks and a white Wyandott from his farm in Cornwall, England and his Royal father, some pigeons. R. Rabinadrath Tagore, the famous Indian poet sent some ornate birds from Bengal. Another popular and interesting exhibit was the collection of pictures in the Italian pavilion. They were reproductions of old Italian masters where birds have been painted on canvas. Ontario's theme was 'Quality Eggs from Ontario's Egg Basket'. This novel and unique display consisted of 16 large eggs. The eggs, seven feet high and fifteen feet wide, were lying on their sides in giant alfalfa baskets.

The poultry auction held at the closing of the Exhibition was a most exciting event. Two hundred prospective buyers were on hand when the sale opened. The prize lot of the sale was the Prince of Wales' birds that fetched \$250. A Mr. Frank Johnstone bought the trio of bird aristocracy for the Canadian National Exhibition.

I thank Miss Ann Allan, North York Public Library for her many hours of searching the microfiche files for

*Continued on page 137*

## THE PEOPLE ON THE STAMPS - WOLFE & MONTCALM, (Part 2)

Alan Salmon

*The boast of heraldry, the pomp of pow'r,  
And all that beauty, all that wealth e'er gave,  
Awaits alike th'inevitable hour,  
The paths of glory lead but to the grave.*  
'Elegy written in a Country Churchyard' Thomas Gray.

In our last episode, which took us to July 1758, Montcalm had defeated Abercromby at Ticonderoga, Pitt had been appointed British Minister of War and a young Brigadier Wolfe had been outstanding as an aggressive soldier at the taking of Louisbourg.

### **Wolfe.**

James Wolfe was born into a military family, in 1727, at Westerham in Kent. In 1742 he was appointed a second-lieutenant in his father's regiment: he transferred to a regiment going on service in Europe and had his baptism of fire at the age of 16. He found 'my strength is not so great as I imagined'. Nevertheless, tall, slight and red-headed, he was captain by the age of 17 when his regiment was recalled to serve Scotland against the Jacobites. There is a story that he incurred the wrath of the Duke of Cumberland, at Culloden, by refusing to shoot a wounded Highlander. After further service in Europe, where he served with distinction and was wounded, he was posted again to Scotland where he was acting commander of his regiment. During this period he devised a series of battalion manoeuvres which were in use long after his death; it was in Scotland he seems to have aggravated the ill health that dogged the rest of his life.

Wolfe's first action in the Seven Year War was as a lieutenant-colonel

against Rochefort in Brittany; it was a fiasco but Wolfe's reputation for aggressive operations was enhanced, he was promoted to colonel. Then came Louisbourg, where he had command of a brigade. After his brilliant actions there, where he had used light infantry for the first time in a British army, he recommended an immediate advance to Quebec. This was regarded as much too rash, so Wolfe returned to England to try to recover his health. Reports of the actions at Louisbourg had preceded him, he arrived as a national hero. Meanwhile Fort Frontenac had fallen to the British in September and, in the south where Washington had defended the Virginian frontier for three years, Ft Duquesne fell in November, it was renamed Pittsburgh. The events of the year affected the loyalty of the Indians, as they saw the tide had turned; the French could no longer rely on their support.

Pitt now decided on a three-pronged attack: against Niagara to cut off the west, up Lake Champlain to Montreal and up the St Lawrence to Quebec. In January 1759 Wolfe was appointed major-general, in charge of the land forces to attack Quebec. This was a gamble by Pitt as the young general had never led an independent campaign, and he was ill; in December he had written: "I am in a very bad condition, both with gravel &



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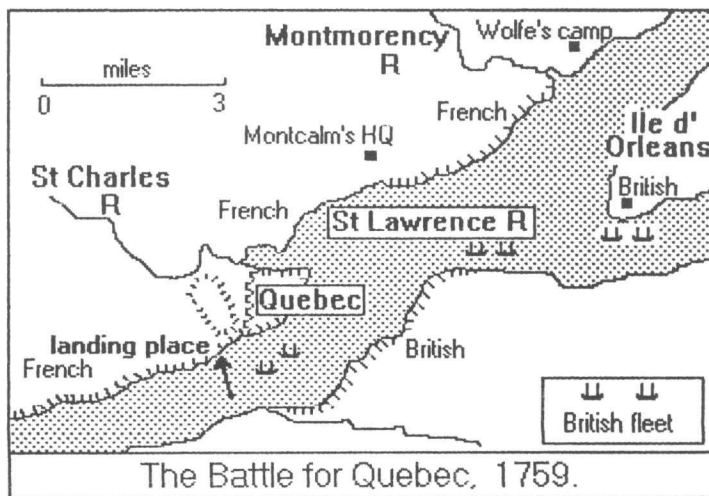
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Rheumatism, but I had much rather die than decline any kind of service that offers." There was opposition in the government, but George II remarked, "Mad, is he? then I hope he will bite some others of my generals." He sailed from Portsmouth in February with 8,500 regular troops, supported by 49 ships of the Royal Navy; they were at Halifax by the end of April. Neither Montcalm nor Vaudreuil believed the British could bring ships of the line up the St Lawrence without Canadian pilots; but they did, with captured pilots and with British pilots led by Captain James Cook (SG 910, SS 763); he was the same age as Wolfe, 32. The army landed on the Ile d'Orleans on 27 June.

### The Plains of Abraham.

Wolfe's objective was to meet the French in the open as he believed his veterans could defeat the French army which was mainly Canadian militia-excellent in defences or in the forests but not in the open. Montcalm's

objective was to hold his positions until winter drove the British fleet away. In July Wolfe placed his guns opposite Quebec, Montcalm attacked them but was thrown back, then began a bombardment of the city. Wolfe now moved most of his army east of Montmorency but could make no progress there. For two weeks in August he was confined to his bed and there was fever in the camp, the effective number of troops was down to 7,000. Montcalm was not in a much better state, desertions, disease and the need to harvest for the winter had reduced his numbers to 11,000. Whilst Wolfe was ill his brigadiers proposed that the army be moved so it could strike eight miles west of the town, cut Montcalm's supply lines and perhaps make contact with the British advancing from the south - Ticonderoga had fallen in July, as had Niagara. Wolfe agreed, action was vital as the fleet would soon have to leave, but, after reconnoitring himself, he changed the landing point to one only one and a half miles from Quebec,



where a path led up the cliffs, it is now known as Wolfe's Cove.

In preparation for the assault, security was tightened and deceptive manoeuvres undertaken. On 12 September his brigadiers argued that the attack was too risky, those who got ashore could be trapped between Montcalm's main army and the French troops guarding the banks up-river, but it went in that night. Montcalm's attention was fixed below the St Charles where he believed the final thrust would come, the British fleet reinforced this fixation with a feint attack. Wolfe recited Gray's 'Elegy' as he was ferried across, he said: "I would rather be the author of that piece than take Quebec." Surprise was achieved, by 4am the lead platoon of 24 picked men, who had gone over in Wolfe's boat, occupied the 180 foot cliff after a brief fight. They were followed by 400 light infantry and Highlanders, and then the bulk of the army. By 6am Wolfe had chosen his battle ground, a plain about a mile from the city named after a pilot, Abraham Martin, and he had 3,300 regulars too deep in a thin red line with another 1,500 on the flanks and in reserve.

Montcalm decided he had to attack as soon as possible - "If we give him time... we shall never be able to attack him with the troops we have." He was already too late and did exactly what Wolfe wanted, at 10am he launched 4,500 French and Canadians against the British. They were allowed to come within 40 paces of the line then they were annihilated by British volleys. Montcalm was mortally wounded, dying the next day in Quebec. Wolfe was wounded when the French attack came in, he was wounded twice more when he led the charge after the decisive volleys, he died on the battlefield.

### **The Aftermath.**

With Montcalm dead, and his army having fled from the battle, Vaudreuil now had his chance to command in the field; he led the remnants around the British towards Montreal, leaving battered Quebec to surrender on 18 September. The British fleet sailed for home on 15 October. Thus ended that year's campaigning. In 1760 Montreal was threatened by three British armies attacking from Lake Champlain, Quebec and Oswego; by September the city was surrounded and Vaudreuil surrendered without a fight, the war in North America was almost over. Rogers, of Rangers fame, was sent to accept the French surrender at Detroit and Michillmackinac, at the junction of Lakes Huron and Michigan. Under the terms of the general surrender all French troops, and anyone else of those remaining who wished, could return to France; religious freedom was granted as were the property rights of those remaining.

At Quebec Wolfe made an audacious attack and, with luck, it succeeded; Montcalm made an impetuous attack and suffered one of the most disastrous defeats in history. Thus was Canada gained and lost. The 'paths of glory' on that day led both generals to the grave. The battle at Quebec was one of the major events in American history, it resulted in the destruction of French power there and Canada passed to the British crown. Now there was no one to threaten the old English colonies, thus were sown the seeds of another major event in American history: Green, in his *History of the English People*, noted that "with the triumph of Wolfe on the Heights of Abraham began the history of the United States."

## 50 YEARS AGO - AUGUST 1943

Kim Dodwell

**PRISONER OF WAR POST**  
**KRIEGSGEFANGENENPOST**  
**SERVICE DES PRISONNIERS DE GUERRE**

**BY AIR MAIL**  
**PAR AVION**

**SAVE TIME**  
**USE WAR MAIL**  
**UTILISER LA POSTE**

**10 CENTS 10**

**RANK & NAME: FLT/LIEUT. D.C. DOUGALL, D.F.C.**  
**(CITIZEN LETTERS)**

**REPATRIERT**

**PRISONER OF WAR No. 39326**  
**(SEE NOTE ON FLAP)**

**CAMP NAME & No. STALAG LUFT III**  
**(INCLUDING SUBSIDIARY**  
**NUMBERING OR LETTERING**  
**IF ANY-E.G. WORKING CAMP)**

**RETURN TO SENDER**  
**FOR REDIRECTION**

**COUNTRY: GERMANY**

On 24 August, 1943, Mrs Dougall, of St Anne de Bellevue in Quebec Province, wrote to her son Donald, of the Royal Canadian Air Force. He was in the huge Stalag Luft 111, a German POW camp for Allied airmen at Sagen, some 100 miles south east of Berlin. She wrote on the special air letter form, printed for correspondence with POWs, which had a tuck-in flap at the back but was otherwise unsealed for ease of censorship. In her letter she congratulates Donald on his recent promotion to Flight Lieutenant, of which she had just been informed by Ottawa.

The citation for Pilot Officer (as he was then) Dougall's DFC, in the London Gazette of 2 September, 1941, describes how he, as a fighter pilot

serving with the RAF's No. 92 Squadron, had given valuable service culminating on a day when, over enemy occupied territory, he had sacrificed his own safety to warn his leader of an incoming enemy fighter attack. He was badly wounded, eventually losing a leg, and was shot down.

After censorship in Canada, the letter would have gone forward via Lisbon and the Red Cross in Geneva to Berlin, where the censor's ringed 'Ab' was struck. Then, or perhaps shortly after, a red crayon 'Repatriert' was written across the front and the letter would have gone into a bag with similar letters back to Geneva and, eventually, back to Canada where the purple 'RETURN TO SENDER/FOR

*Continued on page 144*

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AND

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STRENGTH IN CANADA AND PROVINCES,  
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YOU A SAMPLE CATALOGUE, OR DISCUSS  
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**DEALERS IN  
FINE STAMPS  
SINCE 1924**

# REGISTERED RAILWAY POST OFFICE POSTMARKS OF CANADA

Horace W. Harrison, FCPS

Pioneer efforts in the field of Railway Post Office Postmarks were made by S. Tanner Green, published by Fred Jarrett in his 1929 BNA Catalogue, followed by T.P.G. Shaw in 'The Handbook and Catalogue of Canadian Transportation Postmarks' in the post World War II era.

I have organized these postmarks into five sections, by type, and then chronologically by railroad. Under the railroad name is given the number assigned the postmark and rarity factor in reference (2), followed by the years of use, using dates derived from combining the information found in my collection and references (1) and (2).

These are among the scarcest postmarks in Canadian philately. From a study (see pages 12-14 of reference (2)) using over 150,000 items from more than 30 general and specialized collections of R.P.O. postmarks, a statistically valid rarity scale was established. It begins with 5 for the most common runs to 500 for the scarcest, with 500\* used to indicate so few cancels reported that the statistical calculations yielded a result of rarity sufficiently above 500 as to be well off the scale.

I am greatly indebted to William G. Robinson, OTB, for numerous corrections and updates to the list which follows. Many of the illustrations are drawings rather than photostats as available material does not always lend itself to clear reproduction.

## Section I: Named Railways or Routes - without indicia

Buffalo & Lake Huron Railway:  
RG-1; E 500; Hammer One; 1869-74



RG-2; E 330; Hammer Two; 1875-78



RG-2; 325; 1878-87(1)



Canada Southern Railway:  
RG-4; 350\*; 1875-93



RG-3; 440; 1881-90





Central Ontario Railway:  
RG-5; 500\*; 1886(2)  
One recorded 9/92(20)



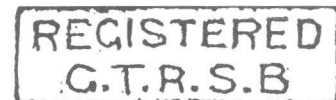
Grand Junction Railway:  
RG-6; 500\*; 1882-85(1)



Grand Trunk Railway:  
RG-7; 480; 1869-76



Grand Trunk Railway, Sarnia Branch:  
RG-9; 500\*; 1877-78  
Two recorded 9/92(20)



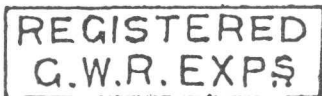
Great Western Railway:  
RG-11; 335; 1869-79



Great Western Railway Accommodation:  
RG-12; 400; 1875-82



Great Western Railway Express:  
RG-13; 425; 1876-78



Great Western Railway-Sarnia Branch:  
RG-16; 500; 1876-78



RG-14; 500\*; 1878-79(1)  
Two recorded 9/92(20)



RG-15; 500\*; 1881-83(1)  
One recorded 9/92(20)



Hamilton & Lake Erie Railway:  
RG-17; 475; 1875-78



Hamilton & North Western Railway:  
RG-19; 500\*; 1878-81(1)



Hamilton & North Western Railway:  
RG-18; 500\*; 1879-82  
One recorded 9/92(20)

REGISTERED  
H & N.W.R.

Hamilton & Toronto Railway (part of the  
G.W.R.):  
RG-21; 500\*; 1877-78(1)

REGISTERED  
H. & T. R

London, Huron & Bruce Railway:  
RG-22; 500\*; 1878-80

REGISTERED  
L.H & B. R

RG-23; 500\*; 1881-86(1)

REGISTERED  
L.H. & B. RY.

Northern Railway:  
RG-27; 500\*; 1877

REGISTERED  
N. R

Port Dover & Lake Huron Railway:  
RG-31; 500\*; 1877(1)  
One recorded 9/92(20)

REGISTERED  
P. D. & L. H

RG-29; 500\*; 1878-82(1)

REGISTERED  
P. DOVER & L. H. R

RG-30; 500\*; 1880(1)  
Two recorded 9/92(20)

REGISTERED  
P. D. & L. H. R

RG-28; - ; 1881(Only Proof Known)(1)

REGISTERED  
P. D. & L. I. RY.

St Clair Branch of the Wellington, Grey &  
Bruce Railway:  
RG-33; 500; 1879-83(1)

REGISTERED  
SICLAIR BRANCH

Southern Extension of the Wellington, Grey  
& Bruce Railway:  
RG-34; 500\*; 1876-79(1)

REGISTERED  
SOUTHERN-EXT

Toronto & Sarnia Railway:  
RG-38; 500\*; 1878-80(1)

REGISTERED  
T. & S.

Welland Railroad:  
RG-39; 370; 1869-80

REGISTERED  
WELLAND R.

Wellington, Grey & Bruce Railway:  
RG-40; 485; 1877-80(1)

REGISTERED  
W. C & B

Western Extension of the Toronto, Grey &  
Bruce Railway:  
RG-42; 500; 1877-82(1)



Whitby, Port Perry, Lindsay & Victoria  
Railways:  
RG-43; 470; 1878-84(1)



**Section II: Named Railways, Routes &  
Termini, with date indicia**

Grand Trunk Railway East:  
RG-8; 450; 1875-89



Grand Trunk Railway West:  
RG-10; 500\*; 1875  
One recorded 9/92(20)



Hamilton & Toronto (on the Great Western  
Railway)  
RG-20; 500\*; 1875-76  
Two recorded 9/92(20)



Midland Railway:  
RG-24; 500\*; 1877-78



Champlain & St. Lawrence Railroad,(5)  
RG-51; - ; 1911(6) Only Proof Known



Grand Trunk Railway(8):  
RG-52; 325; 1918-31(1)



RG-53; 440; 1916-18(1)



Muskoka Branch Railway, unofficial name  
for the Toronto, Simcoe, & Muskoka  
Junction Railway:  
RG-25; 500\*; 1875-77



Northern Railway:  
RG-26; 500; 1875-77



Wellington, Grey & Bruce Railway:  
RG-41; 500\*; 1875-76



Prince Edward Island Railway:  
RG-32; -; 1908(1) Only Proof Known



Toronto, Grey & Bruce Railway:  
RG-35; 500\*; 1876-77



Western Extension of the Toronto, Grey &  
Bruce Railway(7):  
RG-36; 500\*; 1875-76



Toronto & Nipissing Railway:  
RG-37; 490; 1875-78

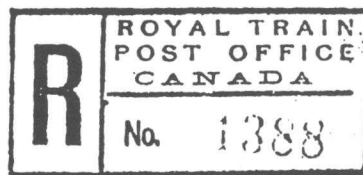


### Section III: R.P.O. Markings which include the Registered Letter Num- ber

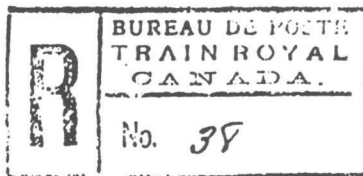
Shushwap & Okanagan Railway:  
Kelowna & Sicamous R.P.O.  
RG-50; 430\*; 1946



Royal Train:  
Not Listed in : 500; 1939 & 1951(10)(12)  
Registry Section



Train Royal:  
Not Listed in : 500\*; 1939 & 1951(11)(12)  
Registry Section



Pacific Great Eastern Railway:  
RG-57; 500; 1932-46(1)(13)

<b>R</b>	Squamish & Quenoi E. P. O. Canada.
	ORIGINAL NO.

Newfoundland Railways:  
RG-70; 500; 1973(17)

<b>R</b>	St. John's & Goose T. P. O.
	No.

RG-80; - ; 1952(18) Only Proof Known

<b>R</b>	St. John's & Hopedale
	No.

#### Section IV: Composite Registered R.P.O. Markings - Boxed 'R' plus Termini Abbreviations(16)

Canadian National Railway (14), ex Grand Trunk Pacific:  
Prince Albert & North Battleford R.P.O.  
RG-54; 500; 1945

No illustration available

Prince George & Prince Rupert (R.P.O.)(14)  
RG-55; 500; 1946

<b>R</b>	P.G. & P.R.
	15

Canadian National Railway, ex Canadian Northern Railway.  
Kamsack & Saskatoon Train (15)  
unlisted; ? ; 1946(13)

FROM KAM. & SASK. TR. ....

REG<sup>d</sup> MAIL

<b>R</b>	KAM - SAS
	9536

Canadian Pacific Railway:  
Calgary & Vancouver R.P.O.  
unlisted; ? ; 1946

CAL. & VAN. R.P.O.

<b>R</b>	642
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Calgary & Vancouver R.P.O. Train:  
unlisted; ? ; 1946

FROM CAL. & V. R.P.O. TR. ....

3

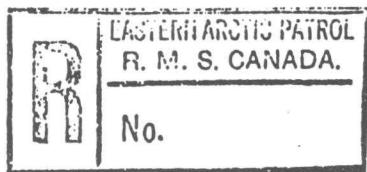
VR.P.O. 38 64 \*

#### Section V: Registered Steamer & Emergency Markings of Canada, including Space for the Registered Letter No.

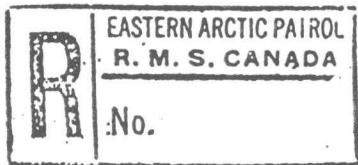
Alberta District Emergency:  
E-10; 490; 1979(19)

<b>R</b>	ALBERTA DISTRICT EMERGENCY DISTRICT DE L'ALBERTA D'URGENCE
	No.

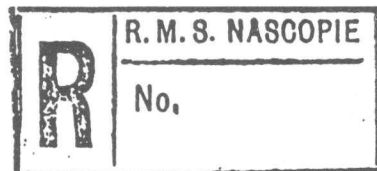
R.M.S. Canada, Hammer One:  
unlisted; ? ; 1941-?(1)



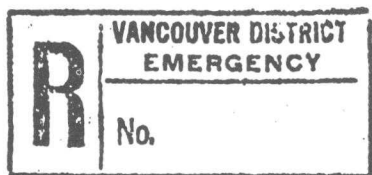
Hammer Two:  
RG-60; ? ; 1944-?(1)(2)



R.M.S. NascoPie:  
RG-61; 500; 1939



Vancouver District:  
E-98; 500; 1971-73



## References

- (1) Pages 269 or 270, Volume XVII, 'Proof Strikes of Canada', J.P.Hughes, Editor, 1992
- (2) Page 265, 'Catalogue of Canadian Railway Cancellations etc.', by Lewis M. Ludlow, 1982

- (3) Page 278, ref. (1)
- (4) Page 154, 'A History of Canadian R.P.O.'s' by L.F.Gilliam, 1967
- (5) Page 1, ref. (4)
- (6) Not shown in ref. (1) but on page 265 of ref. (2), it was present in the Proof Book when I made a tracing of it circa 1967 at the Sir Alexander Campbell Building in Ottawa. It must have fallen out after a photo-copy was made for Ludlow and before one was made for Hughes.
- (7) Page 156, ref. (4)
- (8) In 1923 the Grand Trunk was merged into Canadian National Railway.
- (9) These are impressions from ref. (1) with dates altered.
- (10) Usually struck in purple, this is rather common; scarce struck in black.
- (11) Only known struck in purple in 1939; only struck in black in 1951, this French version is very rare in either color.
- (12) These drawing were made circa 1967 before the ready availability of photo-copiers.
- (13) Photo-copied from ref. (1)
- (14) Page 26, ref. (4)
- (15) Page 32, ref. (4)
- (16) From the color of the inks, plus the over - or under - inking, it is obvious that both the boxed 'R' and the termini abbreviations were applied in the Mail Car where the letter was handed in for registration.
- (17) Drawn from reports only; not seen.
- (18) Page 6, Volume 14, No. 2; Whole No. 52 of the BNAPS R.P.O. Newsletter, W.G.Robinson, Editor.
- (19) Courtesy of W.G.Robinson.
- (20) Robert A. Lee Sale No. 68 of the Lewis M. Ludlow Collection of Canadian Railway Postmarks. Saturday, September 26th, 1992 at Kelowna, B.C.

## The Lesser 5c on 6c Small Queen Varieties

### John Hillson FCPS

The three known strong 5c/6c re-entries have been well documented elsewhere, and while the position of only one has been established all are thought to come from one or other of the twin panes of the Montreal (Type V Imprint) plate made in 1887. Less attention has been devoted to the weaker, but no less important and in one way more significant, examples from the Montreal & Ottawa single pane 100 subject plate made in 1873, and still in use 20 or more years later. This article is devoted to those examples.

While descriptions of the Montreal & Ottawa examples have been made, it was a rather incomplete version that led me to conclude that what was being described were not 5c/6c's at all, but similar varieties to the 1c 'Strand of Hair' of which at least four exist. I was wrong and so that others will not fall into the same trap I show one of the two from which it can be seen that not only is there a strong curved line throughout the top of the head, cutting across the tiara and front hair, and a number of extra dots at the top part of the head, but also there are feint lines through 'AG' of 'POSTAGE' impinging on the rim of the vignette. Three position dots lower left identify it as from Row 2, 10th stamp. The other, which is similar, being from the left hand vertical row can be identified because it has no lower left position dot and is from Row3/1.

These varieties are not known on the earlier yellow-brown printings, which is why I suggest they are even more important in one respect than those from the other plate, which was printed in red-brown shades only, because it proves that the variety



occurred only in the process of repairing the plate by re-entry, and was not present on either plate when in the original state. Indeed feint re-entry marks are to be noted on the example shown, bottom left and in the central area of the scroll-work, top left; marks which have nothing to do with the 5c/6c. Plates were laid down in vertical rows from the bottom up and this is evidence that they were repaired in the same way. Having re-entered position R2/10, over-rocking of a multi-impression transfer roller took place in repairing R1/10, leaving a faint impression of the 5c design on the subject below.

It has been suggested that in addition to those from R2/10 and R3/1 (also described as positions 20 & 21) even feinter 5c/6c's can be found on stamps from R1/10 and R2/1. I doubt that it could occur on any stamp from the top row for this reason; the

*Continued on page 132*

It is most appropriate that a Shakespeare quotation brings to a close Lionel Gillam's series which could best be described as a 'Comedy of Errors'.

## RAILWAY POSTMARK ERRORS (Part 12)

L.F.Gillam, F.C.P.S.

*"What's in a name ?"*  
(Wm. Shakespeare)

In part one of this series I referred to a mythical (and risible) Buffalo & Lake Erie Railway which had as its sole memorial a railway postmark which, in abbreviated form, undoubtedly was intended to stand for the Buffalo & Lake Huron Railway. Known only to have been used in February, 1857, it was, despite this, probably used until the latter part of 1859 when correctly lettered handstamps were brought into use. In a sense, therefore, the original mistake was a first class bloomer. This was no mere misspelling; it was rather, a 'terminological inexactitude', a black of the deepest dye. Nor was it the only one of its kind.

In 1884, or thereabouts, the Canadian Post Office established railway post office facilities on the line of the Erie & Huron Railway which operated between Rondeau, an undistinguished little port on Lake Erie, and Dresden, which it reached via Blenheim and Chatham. Later, in 1886, it was extended via Wallaceburg and Courtright, to Sarnia on the St. Clair River opposite Port Huron in the United States. The purpose of its promoters was clear: by the time of its completion it connected with, or intersected the lines of four main trunk routes all of which were in bitter rivalry for the lucrative freight traffic that the midwestern states of America had to offer. Quite clearly it was hoped that the Erie & Huron would be able to tap as

much local freight and passenger traffic as the Grand Trunk, the Canada Southern, the former Great Western and the Canadian Pacific railways had to offer. Despite this it is very doubtful if the line ever paid its way. When principal contenders for freight and passenger traffic were engaged in vicious 'rate wars', in which freight charges and passenger fares were slashed to ruinous levels, smaller railway fry were usually left with meagre pickings indeed.

But this was no concern to the Canadian Post Office to whom the Erie & Huron Railway was a blessing. It served a purpose very much akin to that of a by-road in the halcyon days of the mail coach in Great Britain, both in accepting and delivering mail from and to the main roads. A railway post office operating on such a strategically placed line scarcely needed the recommendation of a post office inspector. It spoke for itself, metaphorically, of course. Had it done so literally it would not have called itself the Huron & Erie Railway (RR-87), a sort of spoonerism that was enshrined in the postmark used on the line for at least three years between 1884 and 1887.

There is little doubt that the railway was named the Erie & Huron. This terminology is used in the Act of Incorporation in 1873 passed by the Ontario Provincial Government



in 1884 when the line was legitimised by the Dominion Government when it was declared to 'be for the general advantage of Canada', and in 1899 and 1901 when various enactments endorsed its amalgamation with the Lake Erie & Detroit River Railway.

This series of articles, therefore, both begins and ends with the story of a fictitious Canadian railway invented, perhaps, by a busy post office inspector who might well have paraphrased Juliet's immortal words: "What's in a name? that which we call a railway post office by any other name would serve just as well."

**S.Q. VARIETIES** ..... from p130  
only claim I have seen that it does is the description of a line in the 'E' of 'POSTAGE' which no doubt is there, but there is no such line on ANY of the others. I do however have a block which contains stamp R2/1. Very careful examination revealed what would

normally be taken as an insignificant extra line, only 2mm long in the Queen's hair, which just crosses the tiara. There is no question in my mind that because of its position, this line was also caused by over-rocking as above mentioned. There are normally three lines of shading, representing hair, at the top of the head just to the left of the tiara. What is described is a fourth line just above the middle of the three. It also shows that in order to avoid short entries a degree of over-rocking, both in laying down the plate and in repairing it, was probably normal. Where, as is believed, transfer rollers containing only two impressions diagonally opposite each other were involved, there would be no problem, but if, as suggested in my article in the August 1990 'Maple Leaves' (p.11), a multi-denomination roller had been made for repair purposes only, then a plethora of what I have called 'The Enigma Variations' could and did occur.

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# POSTAL HISTORY IN THE NEWS

Ron Winmill

**In a recent letter the question was asked, "What can I get to aid me in my understanding and enjoyment of postal history, from newspapers?"**

In an earlier article (1), the value of the newspaper as a research tool was discussed. This follow-up will attempt to answer the above question. By considering examples from the contemporary and historic press, it is anticipated that the student will come to appreciate the scope of available material.

It must be borne in mind that lesser matters are only infrequently reported in the press these days. This seems to be especially so in cases of criminal behaviour, such as the counterfeiting case recently referred to in 'Maple Leaves' or various robberies etc. Often the initial outrage will be reported but no follow-up on the ensuing trial will appear.

All sorts of postal related matters are reported and, provided the researcher is capable of ferreting out the reports, they can be most useful.

In early Upper Canada/Canada West, it was not uncommon to find a community bearing one name and having another attached to its Post Office. A third name could be advanced which would be acceptable to both the Post Office and the local inhabitants.

## **What's in a name?**

One such case involved the tiny post village of Zone Mills. This hamlet in Lambton County was known as Victoria to all bar the postal service. This was obviously a source of

confusion so, in March 1856, a meeting was called. The local press reported: "At a meeting held in Victoria (Zone Mills) on the 22nd inst., presided over by Geo. Kirby Esq. it was 'resolved,- that it has been found advisable to change the name of the post office from Zone Mills to Florence, taking effect on 1st April.' and it was further resolved that the village should bear the same name. These changes, in the opinion of the meeting, being necessary on account of the rapid growth of the village, and the consequent extension of business and correspondence.

The village and post office of (late) Zone Mills will henceforth be known by the designation of Florence, of which those having occasion to correspond with persons there will do well to take notice."(2)

The utility of such a brief report lies in the fact that it explains the problem and its resolution and provides more detail than the usual philatelic literature(3). Moreover it confirms other sources.

In other instances newspaper reports, either contemporary or historical, can also serve to explain interesting name changes. For example, the Bruce County town of Ripley was once re-named Dingwall for some obscure reason, only to resume its original name some time later.(4)

Other instances are no less confusing and accounts are frequently to be found in similar articles. For example the saga of Brussels, previously known as Ainleyville and later Dingle, is elaborated upon in an article.(5) Dozens of other examples can

be cited and these are of considerable interest to the postal historian.

In recent years, few new post offices have been established; however, during the years up to World War 1, thousands were opened. Such events were often reported in the press.(6) Recently, post office closures by the Canada Post Corporation have been in the news. These post offices are either being abandoned or replaced by retail postal outlets. The solutions to the numerous problems encountered, and the debates leading up to these decisions, have frequently been well documented in the press.

### **Post office closures**

The village of Newbury decided to take over its own postal outlet and the initial proposal was outlined in a June 1990 article.(7) A series of pieces subsequent to that date elaborate on the situation. In the case of Melbourne the post office was shut down and a privately run retail postal outlet was opened.(8)

The same occurred in Hyde Park, however this solution failed as remuneration was deemed inadequate by the contract holder. To many, these and the other 80-plus closed post offices represent a serious loss. They leave a void or, to quote former Mossley postmaster Jim Wallace, the post office in a local store was a 'gathering place for the community'.(10)

In other locales the so-called 'super mailboxes' were the critical issue. One such community was Lambeth, a small town just south of London, where residents were concerned that the extra automobile traffic generated by the presence of these boxes in the neighbourhood posed a hazard for their children.(11)

### **Punkey Doodle's Corner**

Other articles appear which deal with peculiar matters. For example, Punkey Doodle's Corner was a post office opened for a single day at a special event in Waterloo County. A substantial article on this event was published and, it elaborates on the postal presence. Perhaps a cover reposes in your collection and you seek answers to the many subtleties surrounding it? Newspaper articles can provide answers by supplementing official sources

### **Interrupted mail**

Perhaps a cover you own bears some sort of mark indicating a delay in delivery? Perhaps the cover was damaged in an air crash or train wreck. Robberies were all too common and were a frequent cause of delayed mail. One such instance involved the robbery of a mail train between Woodstock and Ingersoll. (13) Not as spectacular, but of interest to postal historians, was a notice announcing that Stayner's son had been charged with theft from the mails.(14) Not all modern day postmasters are honest either. For example, the postmaster at Dresden absconded with funds.(15)

Another threat to the mails was fire. This was all too common; indeed, given wooden structures and the primitive means available to tackle conflagrations, it is surprising that this menace was not far greater. During the period 1840-1860 several major post offices were consumed: Sarnia and Hamilton once each, while the London post office was subjected to this indignity on two occasions in just over a year. Nor were fires less of a problem in smaller centres. For example, post offices in both Wanstead and Sombra were burnt down.(16)

A degree of caution must be exercised when research involves fires because, while they are reported, not infrequently the report fails to mention the destruction of the post office. Such was the case with the conflagration which consumed the suburban London post office of Kensington.(17)

Delivery and transportation of the mails is of crucial importance to the student of postal history. Robberies and natural disasters aside, accidents were probably the greatest peril faced by the mails. Railroad, steamer and stage coach accidents were commonplace. Typical of these was a fatal stage coach accident near Montreal, in which mails from Canada West were involved.(18) An alteration in the pattern of mail dispatch to local offices could create considerable opposition, especially if it caused delays. Such a case involved the mails at the hamlet of Ravenswood,(19) where alterations were to be made in order to accommodate a new post office about to open.

### **Post Office opened**

As mentioned earlier, new post offices were established regularly. However, from time to time it became necessary to replace older structures, either because of their destruction or because they proved inadequate due to the pressures of growth. In 1950, Thamesford (20) did see a new post office erected and opened.

Postal historians often find it helpful to know something of the background of the appropriate postmasters. Occasionally these biographies are to be found in unusual places. That of London postmaster, the late Dr MacDonald, appears in an obscure Huron County paper.(21) Dr MacDonald was politically very

powerful, so he received his reward. Other biographies appear because the postmaster was locally extremely important. Many went on to prominence in other fields of endeavour and, justifiably, their obituaries reflect these facts. An instance of this was London postmaster G.J. Goodhue.(22)

### **Delivery of the mail**

Postal delivery in the earliest times was in person at the wicket or from private drawers. Letters for delivery were advertised in the local newspaper for one month and if not called for were returned to sender. These 'lists of letters' are useful to postal historians as often one can deduce periods of absence from them and/or follow the life of the addressee. Other historians and genealogists also find them useful. Such lists are to be found in many newspapers and, as this advertising offered an important source of cash revenue to the impoverished newspaper proprietor, friendship and political consideration often entered into the advertising decisions. Blatant political considerations on the part of local postmasters could be quite flagrant abuses, even to the point that the local postmaster would defy a direct order from Deputy PMG Stayner. Such a case occurred at Long Point.(23) A handful of larger towns and cities employed a system of private letter delivery. London, a city of some 10,000 souls, for some years in the 1850s and 1860s, witnessed a system operated by J. Nicolls, letter carrier.(24)

With the passage of time, free door-to-door delivery became routine in larger centres, then smaller centres such as Sarnia benefitted from this improved service. Not only were new centres receiving free door-to-door delivery, but service was gradually

extended to additional suburbs, London being a case in point.(26) People no longer travelled to the post office to dispatch their letters. The street letter boxes were from time to time repositioned; this occurred in almost every centre, large or small.(27)

Pick up and dispatch schedules from the letter boxes and from the post office, have always been important to the residents of a community and were frequently advertised. Port Sarnia used such advertisements to promote their facility.(28) In recent times aeroplanes and trucks have taken over the transportation of the mails. Few are aware however that inter-city buses have been employed to move the mail. Petrolia was one such centre, there being several articles outlining the use of buses, over a two-year period.(29)

Not only postal history, but stamps, local clubs etc. are featured. The development of local philately in all its many aspects can best be studied through the columns of local newspapers. References are numerous, some quite extensive, such as a fine piece done on the London Philatelic Society.(30)

This research note has not been offered with the intention of providing a comprehensive survey of postal development in Canada. The intention was to highlight a few developments, not necessarily the most important, and to illustrate them through newspaper articles. It is hoped that in this way the reader can become familiar with the breadth of material available through the medium of the newspaper.

#### References:

1. 'Research Sources for Postal Historians' - R.Winnmill. 'Maple Leaves' April 1992, pp321/2.

2. *Lambton Observer and Western Advertiser*, 3 April, 1856, p3 c1.

3. 'Ontario Post Offices' Vol.1 - R.C.Smith. Pub. Unitrade Press 1988, p215. Smith notes only the change of post office name to Florence from Zone Mills. He fails to note that the village was actually known as Victoria. This is important as at least one letter from Sarnia, addressed to Victoria, was received at Zone Mills. See also 'Ghost and Post Offices of Ontario' F. Carter. Personal Impressions Publishing, 1986, p103; Carter notes the village as Victoria.

4. 'Ripley Once Abandoned That Name in Favour of Dingwall; Later Adopted Original Title'. *London Free Press*, 1 October, 1938, p1 c2/3.

5. 'Ainleyville or Dingle? It's Really Brussels'. *London Free Press*, 11 April, 1990, pB1.

6. 'New Post Offices'. *Sarnia and Lambton Observer Advertiser*, 5 September, 1862, p2 c5.

7. 'Village Proposal for Mail Takeover A Unique One'. *London Free Press*, 30 June, 1990, p1 c5/6.

8. 'Melbourne Post Office Closes Doors'. *London Free Press*, pB2 C6.

9. 'Hyde Park Residents Outraged at Closing' D. Collins. *London Free Press*, 23 September, 1989.

10. 'Mossley Post Office Draws Townsfolk Together' - M.MacArthur. *London Free Press*, 16 July, 1990, pB1 c2-6.

11. 'Lambeth Residents Fear Boxes Threaten Safety of Children' - L. Marchildon. *London Free Press*, 26 June, 1990, pB10 c1-3.

12. 'Postal Boom in Punkey Doodle's Corner' - R.Platiel. *Toronto Globe and Mail*, 28 June, 1982, p2 c1-9.

13. 'Loot Mail Car'. *London Free Press*, 28 August, 1957, p1 c1-9 & p2 c7/8. This rare mail train robbery was well covered over several days in virtually every paper.

14. *Niagara Chronicle*, July or August 1850, p3 c2. Date is uncertain due to torn page.

15. 'Dresden Postmaster in Court'. *Petrolia Advertiser-Topic*, 20 August, 1953, p5 c6.

16. 'Fire at Sombra'. *Sarnia Observer*, 26 November, 1897, p4 c3. 'Fire at Wanstead'. *Sarnia Observer*, 2 March, 1900, p4 c5.

17. 'Destroyed the Grocery'. *London Free Press*, 22 January, 1901, p6 c6.

18. 'Stage Accident'. *Niagara Chronicle*, 18

February, 1848, p3 c3.  
 19. 'Ravenswood'. Sarnia Observer, 2-September, 1880, p8 cl.  
 20. 'Thamesford's New Post Office Ready for Opening'. London Free Press (St. Thomas edition), 18 August, 1950, p19 c3-6.  
 21. 'Dr MacDonald Speaker of House'. Wingham Advance-Times, 28 July, 1954.  
 22. 'Funeral of the Late Hon. G.J.Goodhue'. London Free Press and Daily Western Advertiser, 15 January, 1870, p3 c4.  
 23. Oxford Star and Woodstock Advertiser, 26 May, 1848, p2 c4.  
 24. 'Private Letter Delivery Serviced London'. London Free Press (Section 7), 11 June, 1949, p124 cl-8  
 25. 'Free Mail Delivery'. Sarnia Weekly Observer, 21, August, 1908, p1 c5.  
 26. 'Get Suburb Mail at Door Monday'. London Evening-Free Press, 4 October, 1958, p35 cl-9.  
 27. 'New Location for Street Box'. Petrolia Advertiser Topic, 26 May, 1955, p1 c5.  
 28. 'Post Office Port Sarnia'. London

Observer and Western Advertiser, 27 March, 1856, p1 c6.  
 29. 'Improved Postal Service for Town Starts Sunday'. Petrolia Advertiser-Topic, 11 February, 1954, p1 c3.  
 30. 'Stamp Club Membership Declines But Not Enthusiasm'. London Free Press, 2 April, 1992.

**'ROOSTER'** continued from p 116  
 newspaper reports on the Congress. Thanks also to Professor Steve Leeson of the University of Guelph (Department of Animal and Poultry Science) for his help.

Happy New Year! Cock-a-doodle do!

#### Reference:

BNA Topics, January-February 1992, P36.

*Editor's note: This report was completed in the morning of 23 January, 1993 – The Year of the Rooster.*



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## SOCIETY NEWS

### FROM THE PRESIDENT

New members for the Exchange Packet circuit are still required and present members should note that Reg Lyon is still asking for more contributions. The Packet is a service to members that we want to maintain, but it does require your support.

My second plea is for the recruitment of new members; to an extent this is with my Treasurer's hat on, a reduction in our numbers is beginning to show in the subscription income. If only one in ten of the present members was to recruit a new member it would make a significant difference to our numbers, our accounts and to the services your Society can provide. Please go into your local societies, give displays and recruit a new member.

Convention is now almost upon us; from the returns already in it looks as though there will be 60+ at the Banquet. But there is still time to book, if you get the word to me by 15 September there will be room for you. Potential visitors from overseas will note that the exchange rate is better than it has been for some time; the opportunity is unlikely to last for much longer - action this day!

You have the Competition forms, please let Brian Stalker have your entries as soon as possible so he can arrange the stands. You also have the Auction catalogue and will have noted the fine job that John Parkin has done in its production. It's a bumper issue, and Geoffrey Manton will be pushed to his professional limits to complete the dealings in his usual two hours.

Nan and I visited Liverpool recently for the 50th Anniversary of the Battle of the Atlantic; amongst the ships on show was HMCS Algonquin one of Canada's 5,000 tonne destroyers - she looked like a light cruiser to my oldish eyes. We toured the Albert Dock, which Conventioneers will visit; the Tate Gallery Liverpool is now open there. The Maritime Museum was formally opened by Her Majesty Queen Elizabeth in May; it now has a major gallery dedicated to the Battle of the Atlantic. With shops and restaurants - the Indonesian Bistro is excellent, The Scouse Kitchen is not for philatelists - there is again something for everyone.

The excellent philatelic programme is as outlined in the last issue of Maple Leaves. Chester is looking great. If you have not done so, book for Convention now. Nan and I look forward to welcoming old friends, and to making new ones, at Chester

**Alan Salmon**

### JOB OPPORTUNITY

Due to matters beyond his control our Advertising Manager, Ged Taylor, has asked that a volunteer be found to take over his post. The responsibilities are not onerous and the job is administrative rather than a selling exercise.

If you feel able to help your Society by taking up this post, or if you seek further information, please contact the Editor as soon as possible so that the matter can be resolved at Convention.

## STOP PRESS

The Annual General Meeting of the South West Group will be held at Portishead, in conjunction with the Bristol Federation Convention, on **Sunday 15 August**, not 8 August as indicated in the June 'Maple Leaves' (p96).

### FROM THE C.E.O.

Should any members have any points relating to any aspects of the Society, will they please send them to me: Dr Charles Hollingsworth, 17 Mellish Rd, Walsall, West Midlands, WS4 2DQ.

### ANNUAL GENERAL MEETING

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting, to be held at the Queen Hotel, Chester, on Saturday 2 October 1993, commencing at 9am, nominations are sought for the following offices:-

1. President
2. Three Vice Presidents
3. Secretary
4. Treasurer
5. Three Committee Members,  
one from each region.

Nominations and any proposed amendments to the Rules should be sent to the Secretary to be received no later than 25 August 1993.

### FELLOWSHIP

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

- (a) Outstanding research in the postal history and/or philately of British North America or
- (b) Outstanding services in the advancement of the interests of the Society.

Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship rule No2. Such nominations must be on a prescribed form which is available from the Secretary, and must be submitted by 25 August 1993.

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

Members who have not paid the current year's subscription by 31 December will be removed from the *Maple Leaves* circulation list and reinstatement will incur an additional fee of £1 or its \$ equivalent.





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EDWARD VII ISSUE  
EXHIBITION & FAIR COVERS  
FANCY NUMERAL & SPECIALTY CANCELLATIONS  
1859 FIRST CENTS ISSUE  
FIRST DAY COVERS  
FLAG CANCELLATIONS  
FOREIGN COVERS  
FORGERIES  
INTERNATIONAL MACHINE CANCELLATIONS  
JUBILEE ISSUE  
LARGE QUEEN ISSUE  
LEGISLATIVE MARKINGS  
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MAP (1898) ISSUE  
MAPLE LEAF ISSUE  
MILITARY POSTAL HISTORY  
MOON, MOTO & POCON CANCELLATIONS  
NASCOPIE POSTAL HISTORY  
NEW BRUNSWICK POSTAL HISTORY  
NEW BRUNSWICK STAMPS  
NEWFOUNDLAND POSTAL HISTORY  
NEWFOUNDLAND STAMPS  
N.W.T. POSTAL HISTORY  
NOVA SCOTIA POSTAL HISTORY

NUMERAL ISSUE  
OFFICIAL STAMPS  
OFFICIALLY SEALED STAMPS  
O.H.M.S. PERFINs  
ONTARIO POSTAL HISTORY  
PATRIOTIC COVERS & POSTCARDS  
PENCE ISSUES  
PERFINs (PRIVATE)  
PLATE BLOCKS  
POSTAGE DUE ISSUES  
POSTAL HISTORY COLLECTIONS & LARGE LOTS  
POSTAL STATIONERY  
PRECANCELS  
P.E.I. POSTAL HISTORY  
PROOFS  
QUEBEC POSTAL HISTORY  
QUEBEC TERCENTENARY  
RAILROAD POST OFFICES  
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## BOOK REVIEWS

In addition to the survey of recent book publications, kindly supplied by Ron Winnill, there are several works in the French language which should be of interest to members sufficiently proficient in that language. These are summarised below.

**Les MOTO du Québec (107pp); Numéros Administratifs et les MOON du Québec (126pp); Les POCON du Québec d'Après les Cahiers d'Épreuves (51pp).**

All are by A. Walker and are published by Société d'Histoire Postale du Québec. The three volumes are available singly from M. Michel Gagné, 72 De Montbrun, Boucherville, Quebec, Canada, J4B 4T9.

All three works are listings of these cancels as they exist in the province of Quebec. The works are generously illustrated and appear to be competently assembled.

Although published in French, even those not intimately familiar with the language should have little problem in benefitting from these works. Reproduction is clear and the 8 1/2" x 11" format is quite acceptable. Spiral bound, these volumes feature plasticised boards which yield a definite element of durability.

While the quality of these works is above average and the information present appears accurate, it is quite possible that the reader would find the corresponding Hughes volumes better suit his or her requirements. This comment is in no way intended as a criticism of the works, merely a reminder to the reader to check and determine specific needs.

Four earlier volumes are also still available:

**La Première Route Postale au Canada (43pp) -. \$6; Lettres Sous le Régime Français et Premières Marques du Bas-Canada (236pp) \$20; Cahier du 10e Anniversaire 1980-1990 (157pp) - \$30 hardbound; Les Marques du Québec, période 1876-1907 (165pp) \$20.**

The first three of these titles are by Guy des Rivières and the fourth by M. Gagné.

There is a considerable body of literature on Quebec postal history available to the student. In addition to these seven volumes, several others have, over the years, been published by two Quebec organisations. It is to be regretted that they are not advertised in the English language periodicals because the contents are, without question, of great value to students.

**The History of the Calgary Philatelic Society (64pp) – \$2 + \$2 postage.**

Written by Dale Spiers, this work is available (in English) from the Calgary Philatelic society, Box 6830, Calgary, Alberta, Canada.

With the celebration of its 70th anniversary, this publication was prepared from club sources.

As Kathryn Lamb has commented in her review in another publication,

this work could have benefitted from interviews with senior club members. While it would also have benefitted from additional illustrations and elaboration on some points, in all fairness, the author no doubt had to live within financial and time constraints in publishing this work.

Soft bound and stapled, it is amazing that such a fine, glossy paper volume can be sold for \$2. For what this

work purports to be, an account of the club and its activities, it is well worth the price, because the author has accomplished what he set out to do, at modest cost. In this day and age, that is rare.

The lack of illustrations should not deter a potential reader because surely the printed content is what the reader is interested in - the information should be paramount.

## LETTERS TO THE EDITOR

### The Yellow Peril

#### MORE COUNTERFEITS

The 1993 postal rate for domestic letters was increased from 42c to 43c at the beginning of this year. Already, excellent counterfeits of the 43c coil stamp have surfaced. A single used on a 'Toronto Star' return-addressed envelope and an unused pair were seen at the Royal Philatelic Society Convention in Ottawa on 30 April.

The counterfeits are ungummed, untagged and come in vertical strips of ten. When compared to the genuine, the colour is more intense, lettering thinner, paper whiter and perforation measures 10.5 as opposed to 10.0. It is believed that they were printed in Hong Kong by a photo-laser process. Parallel to the amusing and popular tale of the Centennial counterfeits being used to pay for drugs, these 43c counterfeits were used to trade for cigarettes

*Editor's note:*

*A report we read indicated that the*

*counterfeits were spotted by a collector on incoming mail and the source was traced to a Toronto variety store. The proprietress said that a customer had offered the stamps in payment for some cigarettes.*

### Bob Bayes

#### 10c ADMIRAL

In his letter in the January issue of 'Maple Leaves', dealing with a 10c plum pair, Jonathon Rosen says "In many early issues, including the Admirals, a jumbo stamp often adjoins stamps with smaller margins".

This would seem logical and not uncommon as suggested. The position of the engraved area varies somewhat on each printed sheet, therefore a fixed side gauge cannot be used on the perforating machine and sheets must be aligned by means of a sight gauge. If more space is evident in one stamp then it follows that less will be evident in an adjoining stamp.

Susan So

## MIRROR IMAGE - YUKON AIRWAYS

I am somewhat disappointed that no one has replied to Mr. Spencer's inquiry in *Maple Leaves* of June 1991, since there are some very good collectors of semi-official air mail stamps in our society. Hence, I offer the following.

Of all the airway companies that issued their own stamps, it is interesting to note that large quantities of ONLY Yukon Airways forgeries (not to mention reversed proofs) exist. There are more forgeries than real stamps and the fakes are still traded as proofs. Could it be that if excellent forgeries of these stamps can be mass produced, then a single stamp, reversed or otherwise, can be made just as easily?

As recently as April 1993, they were listed for auction under the description: 'Yukon Airways, 4 Proofs on gummed wove in Blue, Orange, Red, & Rose, NH, VF.' Could it be that these questionable items have been accepted for so long that they have become legitimate?

My copy of the mirror-image reverse proof is printed on card and is about the same size as that of Mr. Spencer's. The dealer who sold it to me would not guarantee its authenticity nor could he explain the reason the proofs were made in reverse. He did, however, price it as a 'good' forgery. I was told that there have been more of these proofs on the market recently and they are selling for less than they did ten years ago.

The following description came with my proof:

"The romantic Yukon had one semi-official airmail stamp issued in 1928. It had a very short life and is now well worth the price it commands. This RARE Die Proof is, of course, a mirror image die proof, the only way it exists.

The engraver was W.H. Jordan(sic). Before he retired long ago he worked for Canadian bank note companies on our currencies. As a sideline he engraved the famous letterhead the late Arthur Szyk created for me."\*

Assuming that these mirror-image proofs are genuine, the disturbing question is 'Why were they printed reversed?'

\* Probably referring to a famous Winnipeg dealer.

### *Editor's note:*

*The genuine stamps were probably printed, by lithography, by Clarke and Stuart Ltd., in Vancouver, and the design was indeed engraved by W.H. Jordon. In connection with Alan Spencer's original query, I referred to an article by H.L. Banner who actually visited the printers and spoke to Mr Jordon in 1950. Banner specifically referred to four 'small' and six 'large' die proofs showing the reversed image and one assumes that he was happy they were genuine; he made no comment on the reason for a 'reversed' die. If more than this stated number are shown to exist then the possibility of forgery does rear its head. I have seen a similar item offered at auction. Perhaps proud owners would care to report their holdings.*

*As to the 'normal proofs' in the four colours stated, these are undoubtedly forgeries or, at best, bogus items; a fifth colour, green, exists but very few were printed in this colour.*

## AMENDMENTS TO MEMBERSHIP to 25 June 1993

### New Members

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## CLASSIFIED ADVERTISEMENTS

FOR SALE. Scarce philatelic literature

a) The Canadian Philatelic and Curio Advertiser. Vol1, Nos. 1,2 & 4 (1886) b) Toronto Philatelic Journal. Vol1, Nos. 1-3, 5-10 & 12 (1885/6) c) The Useful Instructor (Pub. Halifax N.S.) Vol1, No. 1 (1887) 2 copies. d) Young Canada (Pub. Neal's Harbour, N.S.) Vol1, No.1 (1887) 3 copies. Offers invited for these small and (probably) short-lived magazines. They will be available for inspection at Convention in Chester. Best offer before 3 October, 1993 secures. Offers to David Sessions, 36 The Chimes, Nailsea, Bristol, BS19 2NH, England.

FOR SALE. Maple Leaves Nos. 140-233 for only £40 or near offer; collect or pay postage. G. Bellack, Rushmere, The Green, Hartfield Rd. Forest Row, E. Sussex, RH18 5NN.

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**FIFTY YEARS AGO ...** *Continued from page 121*

'REDIRECTION' was applied. Before the letter could reach him, Flt.Lt. Dougall had been exchanged, together with other incapacitated POWs, for a similar number of seriously wounded German prisoners from Britain.

This exchange was arranged by the International Red Cross and is described in George Musk's book 'Canadian Pacific'. Two ships were involved, the Canadian Pacific's 'Empress of Russia' and the Swedish-

American Line's 'Drottingholm' which, by a strange coincidence, also had Canadian connections in that it had started life as the old Allan Line's 'Virginian'. The two ships were illuminated by floodlights at night and had to pass both ways through the mined Skaggerack, escorted by a German minesweeper. They arrived back at Leith to a tumultuous welcome on 26 October. No doubt Mrs Dougall's son would soon have been on his way back to Canada, long before her letter which did not get back until 8 February, 1944.

THE CANADIAN PHILATELIC SOCIETY  
OF GREAT BRITAIN 1992/93

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The Canada Precancel Handbook	Walburn	£10.00
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OF GREAT BRITAIN

# Maple Leaves

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# MAPLE LEAVES

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**Vol.23 No.5**

**OCTOBER 1993**

**Whole No. 245**

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## EDITORIAL

These notes are being written shortly before travelling to Toronto for the annual convention of our sister society, the British North America P.S.

Having prepared an exhibit for the competitive display and, at the same time, done likewise for our own competition, I was given pause for thought. The problems in mounting the two exhibitions seem totally diverse. For BNAPEX the entries are limited to between two and ten frames (32 sheets and 160 sheets) and the problem concerns limiting the entries, in some cases, to less sheets than the exhibitor wants. The problem for organisers of the CPS competition lies in attracting sufficient entries to create genuine competition and provide compulsive viewing; yet our entries are

limited to a maximum of 18 sheets!

The CPS has always tried to avoid charging a convention fee to members, who pay only for their own accommodation, food and social events. This means that the competition has to be of modest size to avoid the very high cost of hiring adequate exhibition space. But the paucity of entries suggests that this, at least, does not constitute a problem.

Why is this? Are our friends in North America naturally more competitive, are we too diffident about the quality of our collections? Is this diffidence a contributory factor to the relative lack of success of our major sporting teams? Is the Editor rambling again.... ?

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Bill Robinson gave a fine display of ship mail along the British Columbian coast at the Perth Convention in October 1992. The material was unfamiliar to many of those present and Bill kindly agreed to make his notes available to a wider audience. The pity is we are unable to reproduce the hundred or so slides Bill showed in the course of his talk.

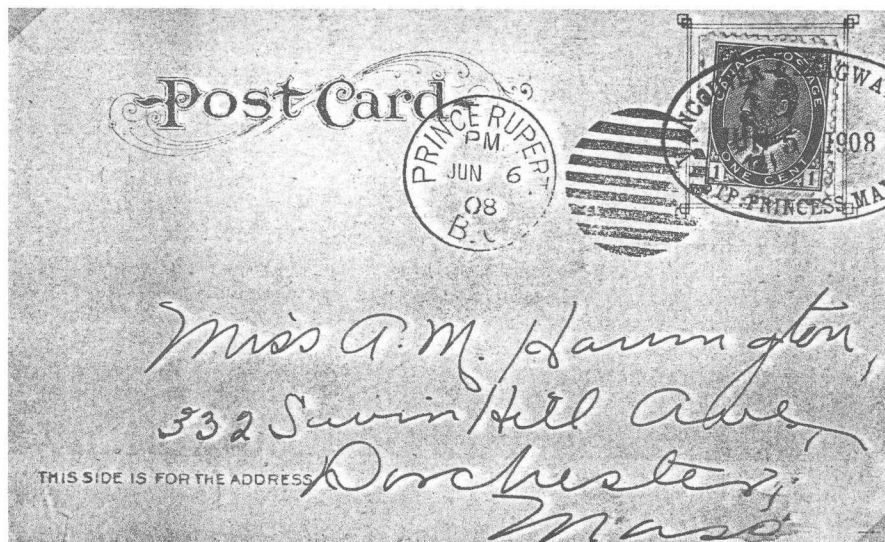
## SHIP MAIL ALONG THE B.C.COAST

W.G.Robinson

During the latter part of the 19th century and the first half of the 20th, most of the mail up and down the B.C. coast was carried by local steamers under contract to the Post Office Department. The vast majority of these were ships of the Canadian Pacific Coast Steamships (and its predecessors the Canadian Pacific Navigation Co. and the Esquimalt and Nanaimo Railway Co.), the Canadian National Steamship Co. (and predecessor Grand Trunk Pacific Steamship Co.), and the Union Steamship Co. of British Columbia.

The Canadian Pacific and Canadian National ships were mostly on the main run between Vancouver or Victoria, Prince Rupert and Skagway, Alaska - with stops at way points. Union served mainly the mining, fishing and logging settlements off the beaten track along the Inside Passage. Canadian Pacific also serviced the west coast of Vancouver Island.

Much of the mail accepted or discharged at way points can be identified by ship markings - such as the oval 'Vancouver & Skagway R.P.O./ Str.PRINCESS MAY'.



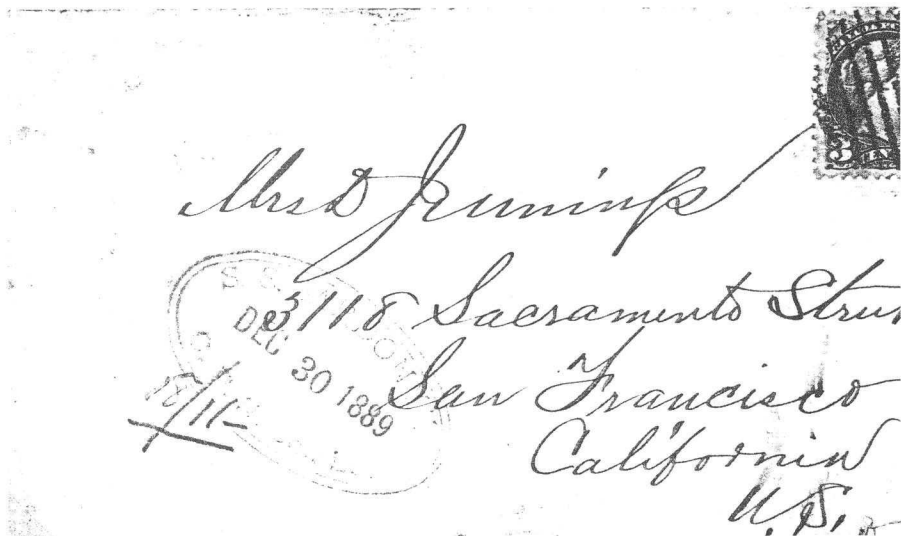
The 'Princess May's' oval marking - Vancouver & Skagway R.P.O.

A ship which covered the Sidney-Gulf Islands - Fraser River run was the S.S.Iroquois, which sank in a squall on 10 April, 1911 with a loss of 14 lives, while the S.S.Charmer of C.P.Navigation served the Vancouver-Victoria run for many years. This company, was purchased by the Canadian Pacific Railway Co. in 1905.

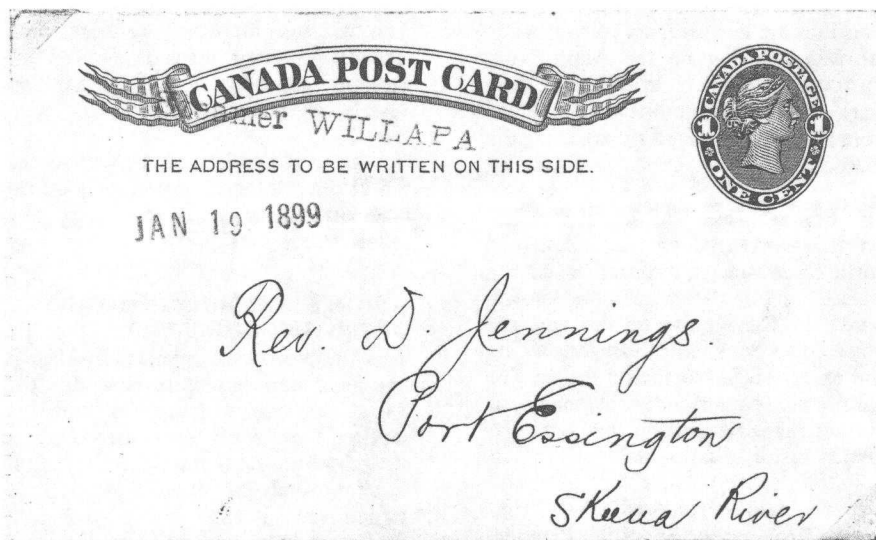
Some of the markings do not name a specific ship, while other markings do designate the ship. S.S. Queen City was a C.P. Navigation ship used on several runs; straight-line markings, from the west coast of Vancouver Island, the Vancouver & Naas River R.P.O. oval and the Vancouver & Prince Rupert R.P.O. oval are all recorded from this ship.

## CANADIAN PACIFIC RAILWAY - B.C. COAST STEAMSHIPS

The S.S. City of Nanaimo worked mainly between Vancouver, Victoria



*Double oval 'S.S. Sardonyx/C.P.N.Co.Ltd.' -latest recorded example, 30 December, 1889.*



*Straight line 'Steamer WILLAPA' - earliest recorded example, 19 January, 1899.*

and Nanaimo for the Esquimalt & Nanaimo Railway, and later for the C.P.R., while the S.S. Princess Beatrice was used mainly on the Alaska run. S.S. Princess May was also a fixture on the Alaska run. The former is known to have featured the Victoria-Alaska R.P.O. double oval and the latter the Vancouver & Skagway R.P.O. oval.

Another C.P.R. ship on the Vancouver-Skagway run was the wooden S.S. Princess Royal built at Esquimalt in 1905-06.

A long time traveller on both the Gulf Islands and Alaska runs was the S.S. Princess Mary. She was built at Paisley, Scotland and later cut into two and lengthened by 40 feet. Both an oval marking and a rectangular purser marking are known from this vessel.

S.S. Princess Alice used a purser's ticket stamp on many trips to Alaska

and various oval markings. The Princess Louise was almost a sister ship to the Alice. She also served the Alaska run for many years and various rectangular markings are known.

The ill-fated S.S. Princess Sophia used a purser's ticket stamp in 1913-14; only two examples are reported. A straight line marking is also known during the same period. She ran aground on Vanderbilt Reef in Lynn Canal on 24 October, 1918 and sank the next day with the loss of all 343 aboard. This was the only major tragedy on the Alaska run.

One of the reliable ships on the Victoria-Vancouver run was the S.S. Princess Victoria. A 'Vic. & Van. R.P.O.' steel cds was used on this ship, and a few favour strikes of a purser's ticket stamp are known. Another ship on this run was the S.S. Princess Charlotte. Rectangular purser

markings are known from periods when she was relieving on the Alaska run. Vancouver 'Way Mail' machine markings are noted on mail received from the C.P.R. coastal ships during the 1930s.

S.S. Princess Norah was the last C.P.R. ship placed on the commercial north coast run (as opposed to Alaska cruises). A circular marking is known. When the C.P.R. gave up this run, she was sold to Northland Navigation Co., and became S.S. Northland Prince. She did not carry mail under that name, as by that time, all mail on the coast was carried by air.

The real orphan of the C.P.R. coast fleet was the S.S. Princess Maquinna which served the west coast of Vancouver Island for some 30 years. A rectangular marking is recorded in 1913, a straight line in 1939 and a circular marking in 1942.

Before leaving the west coast of Vancouver Island, we should also mention the Mail Packet Cox which ran between Alberni and Ucluelet about 1916-17. An oval marking is recorded, but little else is known about this small vessel.

**GRAND TRUNK PACIFIC. later CANADIAN NATIONAL STEAMSHIPS**  
Before World War I, the Grand Trunk Pacific Railway Co. completed their transcontinental line to Prince Rupert, and placed two fast ships - the S.S. Prince Rupert and S.S. Prince George on the run from Prince Rupert to Vancouver, Victoria and Seattle. Oval markings inscribed 'Vancouver - Prince Rupert R.P.O.' and the ship name were originally used. Later oval, rectangular and straight-line markings are known.

The twin oval markings, were inscribed 'R.O.P.' in error instead of 'R.P.O.'. Despite numerous mishaps these two vessels served for 40 years.

Several smaller vessels, such as the S.S. Prince Albert, served the Queen Charlotte Islands and used rectangular purser stamp markings.

### **UNION STEAMSHIP COMPANY OF BRITISH COLUMBIA**

This company was organized by British and local management in 1890, and the S.S. Cutch was obtained to start the service. One cover is known with a straight-line marking. S.S. Comox, Capilano and Coquitlam were built at Vancouver in 1891 using steel hull sections fabricated in Glasgow. Further vessels followed, and the company was awarded mail contracts, starting in 1906, covering canneries, mines and logging camps off the main run to Alaska.

The first markings are known from S.S. Comox in 1906 - the earliest being the oval 'Vancouver & Port Neville R.P.O.', 18 March, 1906. From 1907 to 1909 Comox used a straight-line marking.

S.S. Camosun has two straight-line markings known from 1906 to 1914. One example of another straight line with S.S. 'CAMOSUN' is known during 1908. An oval marking inscribed 'Vancouver & Prince Rupert/R.P.O./Str.Camosun' is known from 1908 to 1911, the earliest reported example being 22 November, 1908. Later this ship used a marking with several straight lines and no frame.

S.S. Cassiar also used a Vancouver & Port Neville R.P.O. oval, and one example is known, dated 25 June, 1909.

S.S. St. Denis was a small steamer chartered in 1909 to replace the first S.S. Venture, destroyed by fire. The latest known example of mail from this vessel is dated 2 November, 1910. As she foundered with all hands on 21 November, 1910, it is doubtful if a later example will be found.

S.S. Cowichan, built in Scotland in 1908, was employed on the Vancouver & Cracroft run. A Vancouver & Cracroft R.P.O. marking is known, as is a straight-line marking, similar to that of the early Camosun.

The second S.S. Venture was built for the Boscowitz Steamship Co. in Scotland, 1910. She became part of the union fleet in 1911. The only examples reported of 'Venture' markings are a dual inscription (1913), a straight line marking and a rectangular marking of 1931.

S.S. Chelohsin was built in Ireland in 1911. An oval marking is known from 1913 to 1917. A rectangular marking is known from 1928 to 1930, the latest reported example being 21 March, 1930.

S.S. Cheakamus was built in North Vancouver, 1913, and served from then until 1942. An octagonal ticket stamp is known during 1937.

S.S. Ballena was formerly the 'Joan' of the Esquimalt & Nanaimo Railway. She joined the Union fleet in 1914, and burned in 1920. One example is known of a straight-line marking - probably from 1916.

S.S. Catala was built in Scotland in 1925, and worked on the Prince Rupert and 'cannery' runs. A rectangular marking is known from 1926.

S.S. Cardena was similar to 'Catala' and operated the same runs. A straight-line marking is known from 1927 to 1930.

S.S. Lady Alexandra was an excursion steamer on Howe Sound, a rectangular marking is known from 1929 to 1931.

S.S. Lady Cecilia and S.S. Lady Cynthia were sister ships, originally British World War I minesweepers, converted in Scotland in 1925, for use as passenger vessels. They served Howe Sound until the 1950s. A rectangular marking dated 17 December, 1928 is known from the 'Cecilia', while an octagonal marking is recorded in 1931 on the back of a commercial cover. The front of the cover shows a straight-line 'Way Mail' marking, which is not often found on Union S.S. mail. Rectangular 'Cynthia' markings are known from 1931 and 1936.

S.S. Lady Pam was a small steamer built in 1883, and modernized for Union S.S. in 1935. One rectangular 1943 marking is known.

M/V. Lady Rose is a small vessel, built in Scotland in 1937. She served west Howe Sound for Union S.S., from 1937 to 1951, and now provides passenger, mail and freight service from Port Alberni to Tahsis and way points on the west coast of Vancouver Island. A rectangular marking is known from 1937 to 1940, while a 1987 cachet celebrates her 50 years of service. The cachet has been noted in use up to 1990 without the 1937-1987 inscription.

It is hoped that this brief survey of the ships and some of the markings used will give readers some insight into mail delivery on this rugged coast during the period in question.



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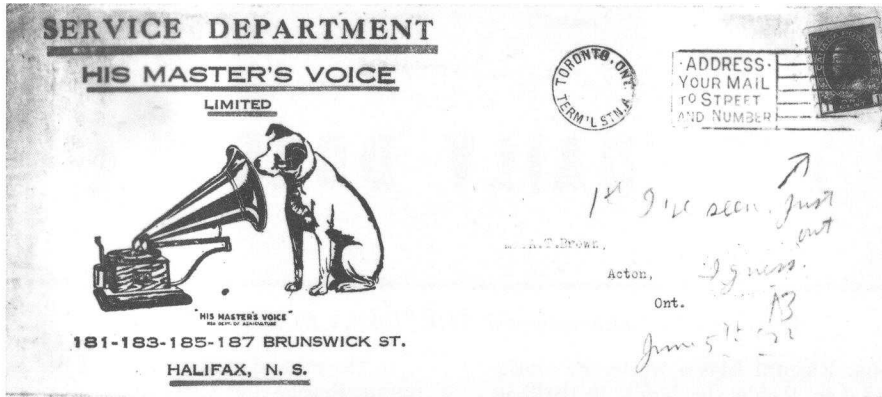
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**DEALERS IN  
FINE STAMPS  
SINCE 1924**

# SWEET MUSIC

The Yellow Peril

Photos by 'Super B'



*Nipper and the gramophone.*

I just couldn't resist adding this most attractive, large, green and red 'HIS MASTER'S VOICE' illustrated advertising cover to my music collection'. The cover depicts 'Nipper' the dog listening to a sound reproducing machine. This world-famous trademark is from an 1899 painting by the British artist Francis James Barraud. Over time, the popular painting of Nipper became possibly as well or even better known than the Mona Lisa!

The artist's brother, Mark Henry Barraud, had a bull-terrier - named Nipper because of his habit of nipping at children's and visitors' heels. After Mark died, Nipper went to live with Francis. It was during the early days of phonographs when waxed cylinders were used. Barraud noticed how the dog cocked his ears and listened whenever the phonograph 'talked'. Whether one of the voices resembled that of the dog's master is not known but Nipper's intense attitude gave

Francis the inspiration for a picture. He painted Nipper listening to the phonograph and entitled the work 'His Master's Voice'.

Thinking that the painting might interest phonograph manufacturers Francis took it to a business then prominent in the sale of wax cylinder machines. Strange as it may seem, they were not impressed. He next approached the Gramophone Company who asked him to substitute a disk gramophone for the cylinder phonograph in the painting. In 1900 the company bought the revised painting and its copyright. That same year, Emile Berliner, inventor of the microphone and the disc record, registered 'Nipper' as a trademark - first in the United States and subsequently in Canada, thereby commencing Nipper's rapid rise to fame.

'Daily Dozen' is the name of a



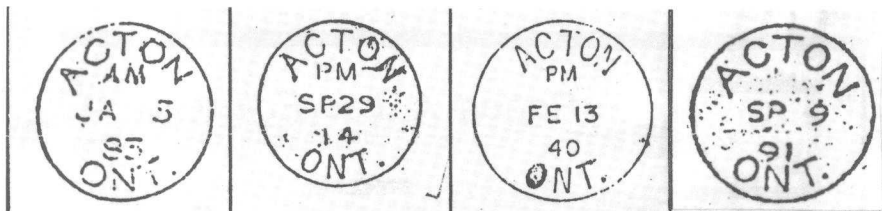
*Acton June 5 22 backstamp and 'THE "DAILY DOZEN"' (in red)*

song. Richard Myers wrote the music and Leo Robin the lyrics. In 1928 it appeared with other songs such as "We Might Play Tiddle de Winks" and "He Man" in a musical with the bizarre title "Hello Yourself!" The fact that there are so few references in print to this musical production suggests to me the reviews were poor and the "Daily Dozen" no hit single. Apparently, "Hello Yourself!" etiquette did not have much appeal for polite audiences of the time.

The above unsealed envelope, prepaid by a 1c (for printed matter) yellow Admiral horizontal coil stamp, is tied by a dateless Toronto hub "ADDRESS YOUR MAIL TO STREET AND NUMBER" slogan cancellation. It is sent to Mr. A.T. Brown, Acton, Ont. and is backstamped 'ACTON JUN 5 22 ONT.' I was just about to improve the appearance of the cover by erasing the pencil note when I saw the arrow pointing to the stamp. Mr. Brown, the addressee, must have noticed the new yellow coil stamp as soon as he received the letter for he annotated the cover "1st I've seen. Just out I guess. AB June 5 22."

The printed matter rate of 1c per 2 ozs. to Empire and UPU countries was increased to 2c on 1 October, 1921. In accordance with UPU regulations the colour of the existing 2c red stamp was changed to green; and to avoid having two green Admiral stamps simultaneously, the colour of the 1c green stamp was changed to yellow. The 1c yellow stamp, however, was not issued until eight months after the change of rate, on 7 June, 1922.

The date of issue of the 1c yellow coil is not known. Member Hans Reiche states on page 37 of his 1965 'The Admiral Stamps of 1911-1925' that: (1) the Philatelic Agency has no record when this stamp was issued; (2) Holmes gives it as 1922; (3) but it is believed that they were issued earlier because the UPU letter and printed matter rates were changed around 1st October, 1921. Mr. Reiche's belief that the yellow coil stamp was issued earlier may not be too far-fetched after all. As a matter of fact, 5 June being two days earlier than the accepted first day for the regular 1c yellow stamp opens up the matter of the 7 June, 1922 date for further research. Coil stamps usually appear at the same



*Full circle proof strikes of the Acton hammer.*

time or shortly after the regular stamp - not before. Furthermore, since 5 June in 1922 was a Monday, the new coil stamp would have had to be purchased on the preceding post office business day, Saturday, 3 June, if not before. (Heaven only knows when the coil stamps were delivered to Toronto's Terminal Station A.)

Even the postmarks check out. The Acton backstamp (with its time indicia removed) is convincing and matches the 1914 proof above. As to the "ADDRESS YOUR MAIL TO STREET AND NUMBER" machine cancellation, this slogan was first put to use at Toronto in 1922 (Maple Leaves, April 1957, Whole Number 47 page 254). Member Dan Rosenblat advises that it was used as early as 27 May 1922 - also from Terminal A.

After weighing the facts, I am inclined to rule this cover provocative - indeed positively erotic. As an Admiral enthusiast and a bit of a first-day nut and music lover, I find this treasure more than sweet music to my ears

#### **Acknowledgements**

*Thompson Consumer Electronics Canada Inc. and the Wall Street Journal are acknowledged for their kind assistance. Thanks also to Miss Ann Allan of the Don Mills Public Library for her painstaking research into behaviour manners of the twenties. A very special "thank you" to Mr. Oliver Berliner for the gift of the Nipper story and for providing so much interesting information on his grandfather's creation.*

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#### **Footnotes:**

*1. Dateless hubs, hubless machine cancels, and circular date stamps with time indicia removed are not uncommon in this class of mail.*

*2. In 1987, Germany honoured Emile Berliner with the stamp '100 years of Disk Records'.*

---

## **EDITOR ON THE MOVE**

**A preliminary warning to all readers and contributors -**

**I shall be moving to Worthing in mid-November. The provisional date is 18/19 November and response to correspondence, for several weeks around that time, will be more tardy than usual.**

**The new address will be: 99, Offington Ave., Worthing, W. Sussex, BN14 9PR**



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## THE 'ROYAL' LINE, (1910-14) L.D. (Mac) McConnell

The success of the integrated CPR line of railways and steamships, especially as the prairie and western provinces opened up and large scale immigration developed, prompted the Canadian Northern Railway to expand in the years prior to the first World War.

Whilst the CNR was progressing from its hitherto restricted prairie province territory it also moved into shipping. Maritime operations were served by two subsidiary companies; the Uranium Steamship Co. and Canadian Northern Steamships Ltd. The first operated a number of secondhand vessels on a Rotterdam - New York run via Halifax.

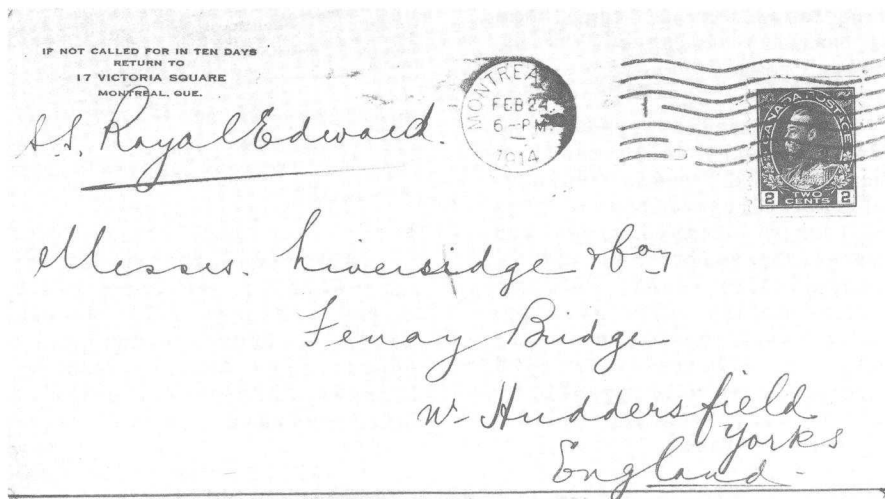
The Canadian Northern Steamships operated a fortnightly

passenger and mail service from Canada to Avonmouth (U.K.) and was more widely known as the Royal Line. The fleet consisted of two sister vessels, the 'Royal Edward' and 'Royal George', each 11,150 tons, 526ft (160m) long by 60ft (18.25m) beam.

The Canadian Post Office awarded the Canadian Northern Steamships Co. a contract for the fortnightly service and this opened when the Royal Edward sailed from Avonmouth on 12 May, 1910.

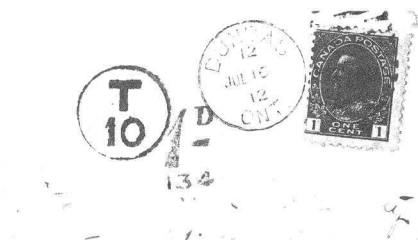
Avonmouth, as a terminus, had been made possible by the completion of the Royal Edward Dock and remained the eastern terminus throughout the life of the line.

Sailings were to Quebec and



Montreal to Huddersfield (England) per SS 'Royal Edward' leaving Montreal 26 February, 1914.

Montreal, with a call at Rimouski, during the eight months of the year when the St. Lawrence was open to navigation. The winter terminal was originally Halifax until December 1913 when it was changed to St. John NB.



*Short-paid postcard from Dundas to Cowes, Isle of Wight (England) with Canadian T10 and UK 1d/134 of Bristol as port of entry. Not designated but almost certainly carried by 'Royal Edward' ex Montreal, 18 July, 1912.*

The 'Royal' pair were popular despite a tendency to roll heavily during bad weather which earned them the nicknames 'Rolling Edward' and 'Rolling George'.

On her maiden voyage 'Royal Edward' crossed from Avonmouth to Rimouski in 5d 22h 45m (19.1 knots) but normal passages averaged 6 1/2 days (17 1/2 knots). For speed, comfort and reliability they compared well with the Liverpool Mail service. Only one mishap occurred, when the Royal George became stranded approaching Quebec on 9 November 1912 and appeared destined to be trapped by ice but was unexpectedly refloated just before the river froze.

Both vessels were requisitioned for troop transport in October 1914 and for a short while the service was maintained by substitution of the Uranium

company's ships 'Campanello' and 'Principello' until it closed down completely.

The Royal Edward was torpedoed by UB14 on 13 August, 1915.

Mail can be found directed for carriage by the 'Royal' ships. Other eastbound mails carried can be identified if shortpaid, by the postage due marks of Bristol (134) applied on entry to the UK postal system as it was the only North Atlantic line into Avonmouth at that time.

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BRISTOL.	ROYAL GEORGE, May 26
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For full information write to Canadian Northern Steamships, Ltd., Bond Court, Walbrook, London, E.C., or to West End Office, 65, Haymarket, London, W.1.	
R.W. Chapel Street, Liverpool; 141, Corporation Street, Birmingham; 65, Baldwin Street, Bristol; or to Local Agents, Hartley Bodder and Son, 75, Queen Square; E. G. Langley, 17, Morley Road, Bodminster; and H. W. Gapper, 2, Cromwell Road, Bristol.	

*Advertisement in the 'Western Daily Press' (local Bristol paper) of 3 May, 1910, concerning the inaugural sailings from Bristol.*

Mails from some New England states of the U.S. were carried by the 'Royal' Line after transit through Canada. Underpaid items usually require some identification by Canadian markings in addition to Bristol entry marks.

Canadian Northern Railways did not reach the Pacific coast until 1915 and the Company was in liquidation by 1917 so the Atlantic service was never revived after the War.



Short-paid postcard from Marlborough, Mass., to Cheltenham, England with Canadian T10 mark applied in transit and Bristol 134 1d due mark on entry to U.K. Almost certainly carried by S.S. 'Royal George' ex Halifax, 10 December, 1910.

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## A Bo(e)ring Squared Octagon

### Robert Lunn

Map stamp collectors are fortunate to have had two important historic events take place during its usage that have helped to enhance the rich postal history surrounding this issue. One event was the lowering of the postal rate between countries of the Empire from five cents to two cents (Imperial Penny Postage); the other, the one I would like to touch on in this article, was the Boer War.

Collectors have undoubtedly seen examples of the colourfully illustrated Boer War Patriotic Covers. What many collectors may not have seen is a Canadian stamp bearing a South African cancel. In fact a cancel from within the war zone. Figure 1 shows a map stamp having an Orange Free State squared octagonal cancel from Ficksburg, dated 17 July, 1900. The squared octagon is a variation of the better known squared circle.



*Figure 1 - South African postmark on map stamp*

Canadians arrived in South Africa in November of 1899 and fought until the spring of 1902. There were 1019 contingents in total. One of the best known battles that Canadian soldiers were involved in was the battle at Paardeberg. However it is likely that Canadians fought elsewhere in South Africa as well, presumably under the command of British officers. The question I have been trying to answer is whether any Canadians fought in or around the town of Ficksburg.

Between 8 July, 1900 and September, 1900 there was a major battle at Brandwater Basin, Orange Free State. Lieutenant - General Sir Archibald Hunter was overall commander of the forces converging on Brandwater Basin. Hunter was a shrewd leader and had been a major player in the defence of Ladysmith earlier.

Hunter was of the opinion that the Boers were planning to break out of the Basin by Ficksburg and a road to the west. On 23 July attacks began on the two northern passes. Final surrender of the Boer commander, Prinsloo, came on the morning of 30 July, 1900.

All this brings me back to the stamp shown in figure 1. It would appear that the stamp was used on mail that originated or terminated in Ficksburg during the early stages of the battle of Brandswater Basin. Could Canadians have participated in this battle? As Ron Winmill states: "Canadian or any other foreign stamps had no postal validity within South Africa". Therefore what led to this



## FIFTY YEARS AGO - OCTOBER, 1943

Kim Dodwell

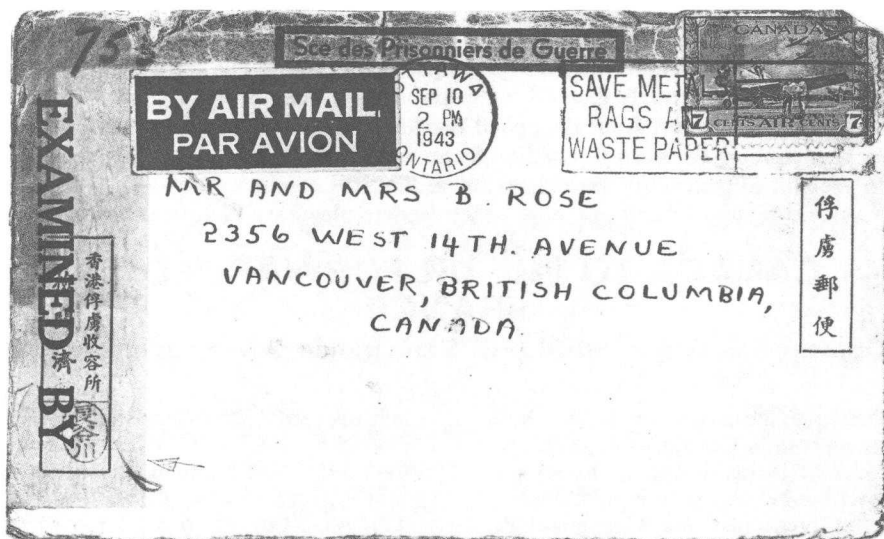
In the summer of 1941 there was doubt in Britain as to the exact intentions of the Japanese. In the hope of adding weight to the factors deterring them from entering the war, it was decided to reinforce the Hong Kong garrison. British troops were already fully occupied elsewhere, so the Canadian government was asked to send two battalions and a brigade headquarters, which they did in November.

The freshly arrived Canadians, 1975 in all, had little time to settle down and complete their defensive positions before the Japanese attacked Pearl Harbour on 7 December, and Hong Kong the next day. The small garrison was overwhelmed after a gallant fight, and for the 1685 surviving Canadians there started nearly four years of captivity under the most appalling conditions. By the war's end, 267 of these young men had died in captivity.

Mail from Canada to the prisoners is not particularly rare, partly because much of it was held back by their captors and never delivered, to be found in unopened bags by the rescuing Allies in 1945. Surviving mail going in the opposite direction, from the camps to Canada, is scarcer, and I make no apologies for the condition of the cover illustrated. It is an envelope specially printed for use by the POWs and was sent by Jack Rose, who was in the 'H' Camp. The Japanese characters on the right read 'POW Mail', and those on the left frame the oval chop 'kanji' of the Hong Kong censor, with the transparent sealing strip of the Canadian censor (no.444 - Ottawa) stuck over it.

The Swedish-American ship 'Gripsholm' completed two voyages carrying internees, mail and Red Cross parcels, meeting Japanese ships in the neutral ports of Lourenço Marques and Marmagoa on the first and second voyages respectively, under arrangements made by the International Red Cross. However, the ship arrived back in New York from these exchanges on 25 August 1942 and 2 December 1943, so this cover did not travel on the 'Gripsholm'.

The other route by which POW mail to and from Japan travelled was via Russia, which remained at peace with Japan until after the war with Germany had been won. Mail was exchanged at the Anglo-Russian check point in northern Persia, but I have been unable to find out how mail from the Canadian prisoners travelled from there. If it was bagged separately, it would have been treated as North American mail and sent across Africa to Lagos, thence to Natal (Brazil) and up to Miami, New York, Montreal and Ottawa. If however the Japanese had bagged the mail from Canadians together with that from the British Hong Kong POWs, then it would have gone through North Africa to Gibraltar, Lisbon and Britain. Although not endorsed for air mail treatment until the cover reached Ottawa, it would have almost certainly been given airmail status as far as Britain: Hopkins ('A History of Wreck Covers') describes a BOAC flying boat crashing in Co. Derry, Eire, on 28 July 1943 carrying 30,000 letters from British POWs in Japanese hands; this would have been mail arriving from Russia.



For anyone wishing to know about Hong Kong Canadian POW mail, the Centenary Anthology of the Canadian Military Mail Study Group of BNAPS (available through Bob Lee @ £18) has two good articles; one on the 'Gripsholm' transfers by Rich Toop, and the other by Ken Ellison on the subject in more general terms. In the latter there is an illustration of a cover from Hong Kong to Canada that had a

10c Special Delivery stamp affixed in Ottawa in August, 1942. This cover was from the first batch of mail received from the prisoners, and the Special Delivery treatment was a measure of its importance to Canadians. By the time my cover arrived in Canada the excitement must have died down, and a 7c air stamp, paying for the airmail service within Canada, was deemed sufficient.

*Continued from page 161.*

I would be interested in hearing from other Maple Leaves members who may have some additional knowledge of Canadian participation during the Boer War. Also it would be interesting to hear from any other collectors who have examples of Canadian stamps bearing South African cancels.

#### Acknowledgments

*Billig's Philatelic Handbook. HJMR Co. Billig's Philatelic Publications, North Miami, Florida*

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**Winmill, R.B.** *The Evolution of Imperial Penny Postage and the Postal History of the Canadian 1898 Map Stamp; Jim A. Hennok Ltd., Toronto, 1982*

For the postal historian the interest of covers and letters is primarily in tracing routes and rates, together with a study of postal markings. The contents of letters, especially from the early days of the postal system, may reveal historical details of significance, apart from the postal markings. The letter depicted here is one such, describing the hazards endured by an early immigrant to Canada, including an account of quarantine arrangements on the St. Lawrence. We hope to publish several further letters, perhaps other readers also have historical letters....

## CANADA TO THE UK FORWARDED TO FRANCE

Dorothy Sanderson FRPSL, FCPS and Malcolm Montgomery MBE

The letter illustrated was written by a young man in Canada, George Jeffery, and sent to his mother in London; it describes his voyage to North America, an outbreak of Cholera on board the ship (and a 'remedy' made available by a fellow-passenger) the quarantine station near Berthier in the St. Lawrence, and the Cholera epidemic in Quebec in 1832. It travelled through the Queenston and Lewiston Exchange Offices, thence to New York for a private sailing ship to Liverpool. It was delivered to Mr Jeffery senior in London and was then forwarded from London to Boulogne, where George Jeffery's mother was on holiday, that summer of 1832.

The markings on the entire are quite complex and are explained below-.

Reverse:

'LIVERPOOL SHIP LETTER'  
Willcocks M1, boxed; red circle  
London arrival, 'SE 5 1832';  
incomplete black double-circle  
'BOULOGNE', and a note: 'Recd at  
Boulogne, Sept. 8 1832'.

Obverse:

Red double circle 'HAMILTON UC'  
with manuscript date, 30 July 1832;

indistinct red 'LEWISTON' and 'U.S.P.  
Paid 25', in red. 'ANGLETERRE PAR  
CALAIS' two-line, in black, and  
incomplete black double-circle  
'CALAIS SEP'.

Rates:

British North America:

Hamilton to Queenston (less than 60 miles):	4 <sup>1</sup> /2d Cy.
Ferriage:	2d Cy.
Total:	6 <sup>1</sup> /2d Cy.

United States:

Lewiston to New York (over 400 miles) 25c:	1s 3d Cy.
Total prepaid in Canada:	1s 9 <sup>1</sup> /2d Cy.

United Kingdom

Ship letter fee:	8d Stg.
Inland postage (170-230 miles):	11d Stg.
Total collect in London-	1s 7d Stg.

London to Calais

(prepaid, red manuscript):	1s 2d Stg.
----------------------------	------------

France:

Calais to Boulogne (collect, black):	12 decimes.
Of this, 6 decimes was sea postage (black handstamp).	



The edited contents of the letter are as follows:

"Hamilton (Gore District) Upper Canada  
July 22. 1832

Dearly beloved Mother

I parted from you on the 23d April & should have taken the opportunity of sending you a line by the Pilot, who left us off Deal the following day, but I was not prepared for so early an opportunity; & indeed, having parted but 24 hours previously, I should have had little to communicate - We had 30 Emigrants in the steerage & 4 Passengers besides myself in the cabin - You know we had 2 Wesleyan Missionaries, one of whom (Mr Newlove) my Father saw and spoke to; he was a promising young man but has since died at Montreal of the Cholera Morbis - The 2 Missionaries used to perform Church of England service every Sunday during the passage, & their good example & pious deportment had the most beneficial influence throughout the ship during our voyage - Mr Sifton (a Cabin Passenger who is come out to sell Morison's Pills) cured the Cabin Boy of the Cholera by means of these pills - I saw the cure, and (under God) am now and have been since I left you in perfect health by the continual use of these same pills..... We arrived at the quarantine ground

on 1st June, when we were ordered 3 days quarantine: now the wind (N.E.) was at that time most favorable being sufficiently high to carry us to Quebec in 3 hours if we had not been obliged to stop, but not being too violent; the next morning; however, this same wind increased to a hurricane, broke 5 cables of our Ship & obliged our Pilot to take us into a small harbour or pool at Berthier for safety - Gros Isle (the Quarantine Station) is 30 miles below Quebec - Berthier 24 miles below Quebec - This poor Pilot was drowned in this tremendous River 4 days after and I understand that many Pilots & others perish yearly in the same way - The Thames can give no conception of the St Lawrence - but I have not room for description - We could not get off shore for three weeks the water being sufficiently high to float us in that situation only every Spring tide - we missed getting off the first Spring tide and succeeded the second - The hurricane lasted 10 days, during which time many ships were damaged exceedingly, & some entirely lost by its violence - Whilst at Berthier, we heard that the Cholera was clearing Quebec of its population & indeed I had most ample opportunity of judging what this scourge can do, when 3 weeks afterwards I myself saw at Quebec the Deadcart at every hour day and night drawn slowly through the deserted & silent streets piled up with dead

corpses and some half-alive wretches who, 'ere dead, were confined and buried - You may easily suppose, such being the state of Quebec, that I had no means of getting forward, as no man could venture by land or water to Quebec at that crisis; so that I could not get any luggage forward..... I arrived at York July 12, having stayed at Montreal 3 days..... York is flat & unhealthy, as is almost the whole of Upper Canada, the inhabitants being very subject to the Lake Ague & Fever - As soon as I could get my luggage up to York from Montreal by the boat (which boat takes 2 Weeks to perform that distance) I proceeded to Hamilton and called on Mr McNab who readily, on the introductions which I produced, accepted my services..... I am sorry to find Religion at so low an ebb in America; it is indeed almost despised: there is as yet no place of worship at Hamilton except a small Scotch Chapel. I do not know how it comes to pass; but the 3 young men in

the office, Mr M. & all about seem unusually good people & are honorable & in high estimation, & yet openly laugh at all Religion as humbug, and I have met with a thousand examples of the same kind thro' Canada,..... I have yet many things more to tell you which I must altogether omit, indeed I have no room to tell you of the Ice Spring in Summer which furnishes hot water in Winter & many other natural wonders. Whenever, my dear Mother, you think of me, remember that God sees me & preserves me: I feel it, I know it: He has kept me in sound health, whilst in every part of Canada hundreds have fallen & are now falling Victims to the Cholera. He has privately counselled me when I have asked his advice. He has evidently befriended me in many plain instances. I cod. particularize, but have no more room. May He be always with my dear Mother & Father & Brothers & Sisters, is the wish of Your most affectionate & dutiful son."

George



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## THE PEOPLE ON THE STAMPS - SAMUEL HEARNE

### Alan Salmon

*On that journey, moving slowly,  
Many weary spirits saw he,  
Panting under heavy burdens,  
Laden with war-clubs, bows and arrows,  
Robes of fur, and pots and kettles,  
And with food that friends had given  
For that solitary journey.*

*'The Song of Hiawatha'*

*Henry W Longfellow.*

Samuel Hearne was the first European to travel overland to the Arctic Sea. The 200th anniversary of his journey is commemorated on the 6c stamp issued in 1972 (SG 682, SS 540). It depicts the map, from his journal, of the region at the mouth of the river he called the Copper Mine.



Hearne was born in London, England, in 1745; his father, the senior engineer of the London Bridge Water Works, died when the boy was three years old. After some elementary education he joined the Royal Navy at the age of 11; probably because of a need for employment rather than to satisfy a desire for fighting and heroics. He served as a midshipman and was in action against the French in the Seven Year War (1756-63). Leaving the Navy at the end of the war we next know of him when he joined the Hudson's Bay Company (HBC) in 1766.

### On the Bay

His first appointment was as the mate of the 'Churchill', based at Prince of Wales Fort (Churchill MB), which was engaged in trading with the Eskimos. Two years later he became mate of the 'Charlotte', engaged in whaling. In 1768-69, whilst at the Fort, he improved his navigation by watching, and presumably assisting, an astronomer who was observing the transit of Venus between the Earth and the Sun. Captain Cook (SG910, SS 763) led an expedition to Tahiti as part of the co-ordinated effort to observe the transit.

The Governor of the Fort was Moses Norton, the son of an Indian and of a previous Governor. In 1768 Indians, coming to trade, brought pieces of copper; they said the source was the great river running into the north sea. This excited Norton, he went to London and persuaded the HBC Committee to authorise an expedition to discover the source of the copper and to chart the land between the mine and the Fort. Norton chose Hearne to lead the expedition but planned the operation and selected the members himself. Besides Hearne, there were two white cronies of Norton, two Crees employed by the Company and several Chipewyans to carry Hearne's



baggage; the leader of the Chipewyans was to act as a guide. Little food was provided, the expedition was to live off the land, and it departed late in the year.

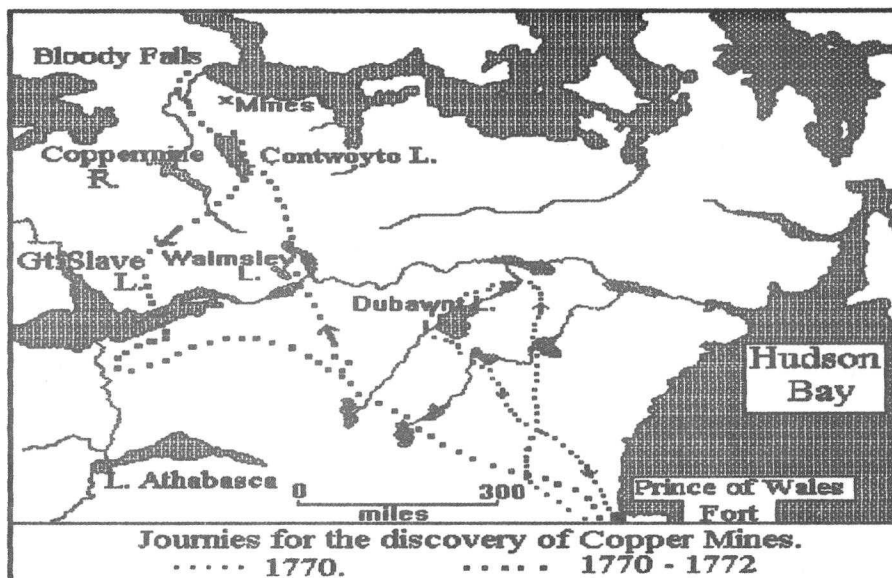
### Try and Try again

They left on 6 November 1769; by 11 December Hearne was back at the Fort having been robbed and deserted by the Chipewyans some 200 miles to the north-west. The five HBC men had suffered considerably from the cold and hunger. Hearne arrived 'to my own great mortification and to the surprise of the Governor. Thus ended my first attempt to find the grand river of the copper mines'.

More Chipewyans had arrived at the Fort whilst Hearne was away, one said he had been near the river. Norton engaged him as the guide for a second expedition and decided that no women should travel with the party. Hearne says Norton 'well knew that we could

not do without their assistance for hauling our baggage, dressing skins for clothing, pitching camp, getting wood, and for other purposes'. The feminist movement may well have begun in the NWT of Canada!

Hearne set off again in February 1770 with two Crees and three Chipewyans; he had insisted that no other European go as they were no help. He was carrying a 60 lb pack, including his quadrant for estimating latitude. By mid-July they were on a great watery plain, deep into the rocky, tundra region known as the Barren Grounds. The weather had been bad, snowstorms in July, and food had been scarce. 'We often fasted...once upward of seven days, during which we tasted nothing except a few cranberries, scraps of old leather, and burnt bones'. Two factors did not help; when they killed a large animal they could feast but did not have sufficient man (or woman) power to carry the remains with them, and the



Chipewyans they met would give food to Hearne's Chipewyans but not to him and his two Crees.

His guide said that they could not reach the river that year and that they should winter with the Indians they had met, especially as there were many caribou in the region. The expedition then followed the Indians, who went wherever the roving caribou went. They were led west to Dubawnt Lake; when they were 450 miles from the Fort double disaster struck. On 12 August a gust of wind blew down his quadrant, it was broken and of no further use. That same day six Indians stole all his belongings, including his gun; he put up no fight. That night he decided to return to the Fort with Chipewyans who were bound there with furs. On the return journey the hunting was good but the weather was bad; Hearne and his Crees were extremely cold as they had no women to make suitable clothes for them and the Chipewyans would neither trade clothes nor allow their women to help.

### **Matonabbee**

Fortunately the party met an Indian, Matonabbee (SG 1319, SS 1233), who had worked at the Fort for several years where he had learnt English. His parents were Chipewyan, his mother had been a Cree captive. He was six foot tall and a great hunter; Hearne said 'he combined the vivacity of a Frenchman and the sincerity of an Englishman with the gravity and nobleness of a Turk'. He had shown such qualities that he had been sent as an ambassador from the Fort to ensure peace between the Chipewyans and Athabaskan Crees; both traded at the Fort and were usually at war. He made several visits to the tribes, displaying great bravery, and eventually succeeded in establishing

peace, to the benefit of the Indians and the HBC. Matonabbee ensured that Hearne and his Crees were well-clothed and they travelled together part of the way to the Fort. En route Matonabbee asked Hearne if he would try again to reach the mines, Hearne said he would if he could find a reliable guide. Matonabbee offered to be his guide as he had been in the region the previous year; the scene was set for the final attempt.

### **The Copper Mine**

Hearne arrived back at the Fort on 25 November 1770, after nine months of hard travelling; on 7 December he was away on his third attempt. The saga was familiar, intense cold and days without food, but now when they caught a large animal they had enough women to carry the remains with them and Matonabbee's leadership was first-class. They kept close to the forest until mid-April when they went north, moving with the caribou. At Walmsley Lake, Matonabbee arranged for most of the women and the children to camp whilst a striking force went forward, light and fast. Hearne was now aware that the Indians were going to attack the Eskimos who fished for salmon in the Coppermine. Hearne protested, but eventually, fearful for his life, he told them he 'did not care if they rendered the Eskimos extinct'.

They were joined by some Copper Indians and the war-party, now some 150 strong and travelling up to 30 miles a day, reached the river on 14 July. There the Indians found a camp of about 20 Eskimos; men, women and children were killed, 'they all fell a sacrifice to Indian barbarity'; Hearne 'stood neuter in the rear'. He moved in with the attack as he was afraid to stay apart from the Indians in case an

Eskimo escaped and found him alone. He paid dearly for this; an Eskimo girl was speared several times whilst clutching his legs. Years later he wrote 'even at this hour I cannot reflect on the transactions of that horrid day without shedding tears'. He named the spot Bloody Falls. After the Indians had destroyed another camp and killed two old Eskimos, abandoned by those escaping, they told Hearne they were now ready to assist him again in his survey. He reached the sea on 17 July.

He found the mines, about 30 miles from the mouth of the river, but the ore, although of good quality, was too sparse to be of any significance. He also noted that the Coppermine River was useless for navigation, being narrow, full of shoals and with numerous falls. The journey was not the commercial success that had been desired, but Hearne was the first European to reach the Arctic Ocean overland from Hudson Bay and he brought back copious notes on the land and its people.

### **Aftermath**

About 20 July the group set out south-east at speed to get back to their wives, some days travelling over 40 miles; Hearne's feet left a trail of blood as he walked. Having found the women they camped for several days; the rest gave time for his feet to heal, he had feared he was going to be left by the Indians. On Christmas Eve 1771 he was the first European to see Great Slave Lake; they took over a week to cross the ice. Eventually '...on the morning of 29th of June 1772, I arrived back at Prince of Wales Fort. I had been absent eighteen months and twenty-three days on this, my third expedition'. He had travelled almost 5,000 miles in search of the new Coppermine.

Hearne returned to be mate of the 'Charlotte' once more, however in 1774 he was sent to establish Cumberland House, the HBC's first western inland trading post, on the Saskatchewan River; it is the oldest settlement in Saskatchewan. In 1776 he was promoted to Governor of Prince of Wales Fort. In 1782 three French ships, supporting the Colonial rebels, attacked it with 300 soldiers; Hearne had 39 men, he surrendered without a shot being fired. The Fort was destroyed but he was back to build Fort Churchill the next year. Matonabee hung himself when he heard of the capture of the Fort.

In 1787 Hearne returned to England, in poor health, to write his story of the discovery of the Coppermine River, the flora and fauna of the north-west and of the Indians. He died in London in 1792 of the dropsy, swelling caused by fluid which has leaked from the circulatory system; he was 47 years old. He was somewhat timorous, and yet with a taste for adventure. He had tremendous endurance, these long journeys were on foot, unlike Kelsey and Henday he could not go by canoe, the terrain precluded this; he learnt the only way to travel then in the Barren Grounds was with the Indians. He was a fine observer and writer. His account of his travels was published in 1795, the first great classic of Canadian exploration.

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## **EXCHANGE PACKET**

**Reg Lyon needs your material NOW.**

**There are willing buyers out there, so why not turn over some of your unwanted material?**

**9, Fairfield Cres. Llantwit Major,  
S. Glamorgan, CF6 9XJ.**

At the C.P.S. Convention in Malvern (1991), Dr Russell displayed registered and rate covers. Following the display, Stanley Cohen formally handed over a file of research carried out by the late George Searles FCPS, on condition that the material was written up for publication in 'Maple Leaves'. George Searles had written a short article in ML in 1965 (No. 95 pp 273-8) but it was felt that a more complete record would be helpful to students.

## COMPULSORY REGISTRATION BETWEEN THE UK AND THE COLONIES

Dr Michael Russell

The story begins in October 1955 when George Searles, intrigued by the label on the reverse of a cover obtained some years previously (Fig.1), wrote to the P.O. Records Dept. in London to try to find out more about it. The initial response was merely provision of photostats of P.O. Guides for January 1867 and October 1867, which made clear the change which had taken place between these dates, viz the extension of the system from 'Inland Only' to include the colonies.

Fortunately George stuck to his task and, in September 1956, the Records Dept. found the relevant Treasury Warrant dated 24 June, 1867. A month later a photostat record of the complete correspondence arrived and George was in business!

The correspondence starts with a letter from the Post Office to the Treasury, asking permission to extend to the Colonies a policy that had been introduced in the UK on 1 August, 1862:

17th February 1865

To the Treasury

In my letter of the 17th January 1862 I represented to your Lordships the necessity which appeared to me to exist for making a regulation that all letters unquestionably containing coin, whole bank notes, watches or jewellery, dropped into the letter boxes without the security of registration, should be compulsorily registered, and charged on delivery with a double fee; and you were pleased, by your letter of the 13th of the following month to sanction such a regulation; restricting it, however, in the first instance, to inland letters

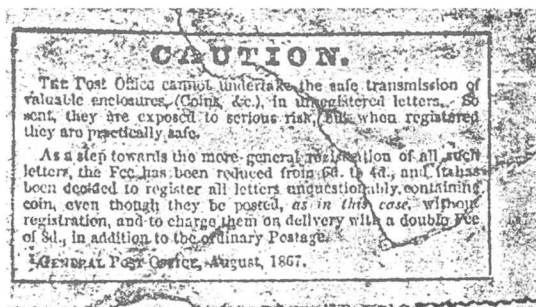


Figure 1. Label showing that a letter from Canada had been compulsorily registered on arrival in the UK and that double the registration fee (2x4d) had been charged to the recipient. Photo of the label and front of the cover appear on p294 of 'Maple Leaves', June 1965.

unquestionably containing coin and passing through the chief office in London.

This regulation was carried into operation on the 1st August 1862, and having been attended with marked success, your Lordships, by a letter dated 9th April 1863, authorized its extension to cover letters passing through the Dublin and Edinburgh Offices and all the Provincial Head Offices.

I think that the time has arrived when the regulation may be advantageously extended to letters addressed to British Colonies and Foreign countries: and I request the authority of your Lordships for making the necessary proposals to the several Colonial Governments, through the Colonial Office and direct to the Heads of the various Foreign Post Offices with which arrangements exist for the registration of letters.

As regards the division between this Country and the various Colonies and Foreign States of the double fee on letters which may be compulsorily registered, I propose that the same principles shall be applied as now exist in the case of letters registered in due course: that is, that in those instances where the registration fee is now divided between the despatching and receiving Post Offices (as is the general practice) the double fee shall also be divided: and in those instances where the fee is now retained altogether by the despatching Office, to this same office shall also be paid over the double fee.

The response was swift, on 24 February the Treasury gave the go ahead:

24th February 1865

I am directed by the Lords Commissioners of Her Majesty's Treasury to state that the Lords have had before them your Lordship's letter of the 17th inst, recommending that the system of compulsory registration now in force in regard to letters containing coin passing through the Chief office in London, the Dublin and Edinburgh Post Offices, and all the provincial Head offices should be

extended to letters addressed to British Colonies and Foreign Countries.

I am to state that My Lords, in compliance with Your Lordships recommendation, sanction the said extension being carried into effect, and authorize you to make the necessary proposals to the several Colonial Governments, through the Colonial Office, and direct to the heads of the various Foreign Post Offices with which arrangements exist for the registration of letters.

With regard to the division between this country and the various Colonies and Foreign States of the double fee on letters which may be compulsorily registered, My Lords concur with Your Lordship in opinion that the same principles should be applied as now exist in the case of letters registered in due course, that is, that in those instances where the registration fee is now divided between despatching and receiving Post Offices, the double fee should also be divided and in those instances where the fee is now retained altogether by the despatching office, to this same office should also be paid over the double fee.

On 3 March, 1865, Sir P. Rogers Bart., for the Post Office, wrote to the Colonial Office asking them to approach the various Colonies.

3 March 1865

In order to put a stop to the frequent loss of letters containing coin forwarded through the post without the security of registration, and to remove from the officers of the Post Office the temptation of dishonesty offered by the passage of such letters, a regulation was made in 1862 that all letters, unquestionably containing coin, which might be dropped into the letter boxes in this Country without the security of registration, should be compulsorily registered, and charged on delivery with a double registration fee.

This regulation, however, was restricted to letters addressed to places within the United Kingdom, as without the concurrence of the several British Colonies which have entered

into arrangements with this office for the exchange of registered letters, under certain conditions, the measure could not be extended to the colonies.

More than two years' experience having proved the utility of this regulation, the P.M.G. considers that the time has arrived when it may be advantageously extended to letters addressed to and received from the several British Colonies; and with the authority of the Lords Commissioners of her Majesty's Treasury his Lordship requests that Mr Secretary Cardwell will have the goodness to make a proposal on this subject to the governments of the under-mentioned Colonies vizt: Canada, New Brunswick, Nova Scotia, Prince Edward Isld, Newfoundland, Bermuda, Antigua, Bahamas, Barbados, Brit. Guiana, Dominica, Grenada, Honduras, Jamaica, Montserrat, Nevis, St Kitts, St Lucia, St Vincent, Tobago, Tortola, Trinidad, Turks Isld, Cape of Good Hope, Natal, St Helena, Mauritius, Ceylon, Hong Kong, Labuan, Falkland Isles, Gambia, Gold Coast, Sierra Leone, Lagos, New South Wales, South Australia, Queensland, Victoria, Western Australia, Tasmania, New Zealand, India.

It is proposed that the double registration fee which may be charged on letters containing coin thus compulsorily registered shall be shared equally between the despatching and

receiving offices, in the same manner as the fees charged on letters which are now registered in the usual manner.

In the event of a double registration fee being charged on a letter supposed to contain coin, and proof being afterwards afforded by the person addressed that such letter did not contain coin, authority will be given to refund the charge.

In communicating with the several Colonial Governments on this subject, the Postmaster General requests that Mr Cardwell will be good enough to state that, for the present, the concurrence only of the respective Governments in the proposed regulations is asked for, and that the time for carrying the new system into operation will be left for future arrangement.

Pencilled notes in the margin of the letter are interesting. They reflect India's special status with her own Secretary of State. There is 'omit' against New Brunswick, which is odd as they did not join the Dominion of Canada until 1 July, 1867, the same time as Nova Scotia. Trinidad had to pass a special Act and some Colonies obviously took their time to reply.

*To be continued*

### **CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN**

Annual subscription, due on 1 October, £10.50, payable to the Society, to  
Dr John Gatecliff, Subscription Manager

The dollar equivalents are \$21 CAN (+ \$5.00 if airmail delivery required) and \$18 US (+ \$4.00 if airmail delivery required)

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

Members who have not paid the current year's subscription by 31 December will be removed from the *Maple Leaves* circulation list and reinstatement will incur an additional fee of £1 or its \$ equivalent.

A description by Winthrop Boggs in his epic 'CANADA', is usually taken at face value, but nothing is sacred. Horace Harrison, FCPS, kindly drew our attention to a recent auction offering and we felt readers might like to share in the discussion of .....

## A REGISTERED GEM



The magnificent cover illustrated here featured in a Maresch sale on 9 December last and the description was based upon that in Boggs' 'CANADA', where the cover is illustrated on pl59.

Subsequent to release of the catalogue, two collectors contacted the auctioneers to say the rating, as described, was incorrect. The original description suggested that the 21d rate was a double Canadian Packet rate plus a double registration rate; Bill Maresch swiftly put out a revised description to interested parties, which suggested that 20d covered the double Cunard rate, via New York, plus 1d for registration in Canada only. At the time (December 1857) neither registration to USA nor to the UK could be prepaid. The UK

authorities, noting the straight line 'Registered', (barely visible in the illustration), duly registered the letter for transportation in the UK by application of a red 'Crown' registered mark and charged the 6d collect (see manuscript '6').

A backstamp shows that the cover travelled on the 'Arabia', a Cunard ship, thus confirming the Cunard rate, but Horace Harrison is convinced that the 21d is an overpayment of 1d, the post office at Barrie not being stocked with 10d stamps. There is support for this contention in two covers sent from Barrie in 1858 and 1859 (sold by Harmers in 1976) with the 10d rate covered in each case by 3d + 7½/2d



stamps. He is also reasonably confident that English mail was at this time transmitted through the U.S. and on to London in closed bags, an arrangement made by the GPO in London leaving the Canadian authorities nothing to do with the arrangements in either direction.

Facility to register mail from Canada to London, whether direct or through the U.S., came into being on 1 January 1858, similar arrangements for U.S. - London mail having been instigated on 1 May, 1856. Postmarked 21 November, 1857 (London arrival

7 December), the cover in question is therefore one of the last to travel under the pre-January 1858 arrangement.

U.K. postal historian, Vivien Sussex, confirms that 6d was indeed the G.B. internal rate from 1848 to 1862 and she is of the opinion that the Crown Registered mark is late use of a worn London Crown rather than a Liverpool Crown.

All of this goes to show that a true student takes nothing for granted and the new owner has a good story, even if it did cost almost \$25,000 to acquire it!

## SOCIETY NEWS

### From the CEO.

At a recent meeting of the Executive, several points were raised; I was asked to bring them to the attention of members and if members have any useful comments it would be appreciated if they could pass them on to me so that they may be discussed at the A.G.M.

1. **Competition Rules.** These are listed in the Constitution and Rules. As the number of entries at recent Convention Competitions has been less than they used to be, we wondered if members had any thoughts on revision of the rules to reflect changes in collecting interests.

2. **Exchange Packet.** The Exchange Packets are circulating again but the Packet Secretary, Reg Lyon, tells me that there is a real need for a big increase of booklets of material to go into the packets. It would be appreciated if members with material for disposal would prepare some booklets and send them to Reg.

3. **Study Groups.** The list of Study

Groups and their contact members are in the Members Handbook. The activity of study groups has declined in the last few years. It would be appreciated if any members who would like to join the Study Groups would get in touch with the contact members. Also if there are any ideas on forming study groups on different subjects will they please let us know so that we can publicise it in Maple Leaves.

If any members wish to raise any points relating to any aspect of the Society will they please let me know - Dr. C.W. Hollingsworth, 17 Mellish Road, Walsall, West Midlands, WS4 2DQ.

### CLASSIFIED ADVERT.

For Sale: Literature etc. 'Toronto' 18 photogravure views c 1914 £6 incl. 'Toronto' - illustrated tour. Large format, contains history, first post office, trams, vintage cars, mail handling, aviation etc. £8 incl. 'Maple Leaves' - eight years from Jan.84 to date, complete with members lists, indexes, convention catalogues and other well illustrated catalogues - £20 collect or add postage. Major T.S.Martin, 323 Chesterfield Road South, Mansfield, NG19 7ES



## LETTERS TO THE EDITOR

Harry Lussey

### NAILS 'N SCREWS 'N PINS 'N PERFS

I have just finished reading the notes by Hans Reiche and Ron Leith in the April issue of *Maple Leaves*. David Izzett's reply to the former took care of things and I know that Frank Campbell actually saw the 'nailed' process. As regards Ron Leith's letter to the Editor, headed 'Small Queen Perforations', which was critical of the Kiusalas gauge and expounded a theory that sharpening pins on a rotary perforator altered the perforations on a stamp, I should like to offer some comments.

In his comments regarding Mr Hillson's notes, Mr Leith continued his criticism of the Kiusalas and his 'pin sharpening' theory. First let us consider his Kiusalas comments. These raise a question regarding his conception of what Kiusalas is and what it was designed to do. To use Leith's own phraseology, 'I shudder every time I read a poorly researched article', criticising the Kiusalas as an inaccurate measuring instrument. **THE KIUSALAS IS NOT A MEASURING DEVICE!**

The Kiusalas provides philatelists with an absolutely exact reproduction of the spacing between the holes in the counterpart wheel of the various rotary perforators used by the American Bank Note and British American Bank Note Companies in the perforation of Canadian stamps. There is no such thing as a 'margin of error' with the Kiusalas. If a stamp is placed in the Kiusalas, with the same degree of care as is essential when using the Instanta, and the perforations do not coincide

with one of the rows of dots, the stamp was perforated by someone other than the Bank Note Co. Paper shrinkage is of very minor importance. The sheets were gummed before perforating and Bank Note Companies would be stupid to attempt perforating any sheet that was not perfectly dry. It would result in a tangled mess in the perforator.

The paper sustained a certain amount of stress as it was fed through the perforator and, on rare occasions, this resulted in some irregular perforations. These can usually be noted without the use of a glass and are seldom encountered. It is impossible for 'pin sharpening' to influence perforation spacing; more on this later. There will be instances, and these are rare, where the perforations on a stamp will not meet a row of dots on the Kiusalas perfectly, being off to an extremely small extent. If this should involve the 66/1000s row of dots then check the 65/1000s and 67/1000s and it will be found neither of these rows are close to the perfs on the stamp. In such cases it is clear that the 66/1000s wheel was used to perforate the item.

Mr Leith's arithmetical calculations fail to impress me as do some of his statements based on these calculations. I would much prefer to see some photographic evidence rather than verbiage. This applies particularly to his statement - "We note many cases where stamps have different perforations on all four sides often with none of them matching Kiusalas number". Obviously he has access to a Kiusalas so it would be a simple matter to put one of these stamps on a Kiusalas and make a photo of each of the four sides of the stamp. I am sure that we would all appreciate

viewing one of these rare items. In using any gauge, it is essential if you are comparing the perfs on the left of the horizontal row, that your head is directly over that part of the stamp. Then, in checking the right side, your head should be shifted so that it is over the right side, merely turning the head slightly will not provide an accurate check. It is also necessary that the stamp be perfectly flat and not turned up slightly at either side.

At one point Mr. Leith strongly recommends that the Kiusalas Gauge NOT be used when conducting philatelic research projects. This is hardly appropriate when there is rather strong evidence that he does not understand the function of the Kiusalas. He then terms a calibrated Instanta the most accurate measurement gauge available. I will not argue as it is an excellent 'measurement gauge' if you keep the stamp in a perfect horizontal position against the vertically sloping lines on the gauge.

Now let us turn to 'the sharpening of the pins'. Condensing what Mr Leith states on p 66 of Maple Leaves we have "There have been numerous attempts to explain perforation value changes...most have been disproved...

only one still remains credible in light of all logic, physical parameters and actual measurements. It is the hypothesis that the pins become blunt and require periodic sharpening. Each sharpening shaves approximately 1mm off the pins resulting in a 0.10 increase in the metric perforating gauge. This explains why only a small proportion of Small Queens perforations fall on Kiusalas numbers, why we routinely have compound perforations, and why perforation gauges increase with time". He refers to the Small Queen Group Newsletter article he wrote some time ago. Very briefly he contended that, after three sharpenings, the perforation on a perf 12 item would become very close to 12 1/2. Rather than attempt to dispute any of these unusual conclusions I think it more effective to illustrate the makeup of the rotary perforating equipment used by the Bank Note Companies. This information has been available to philatelists for many years and I have taken it from my old friend Win Boggs' writings on 'Early American Perforating Machines and Perforations'. The following reproductions are from the drawings incorporated in the patent papers filed by the Bemrose Brothers in England on their rotary perforating machine. The perforations used by the Bank Note

Fig. 4.

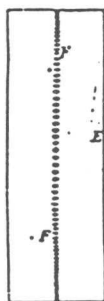


Fig. 5.

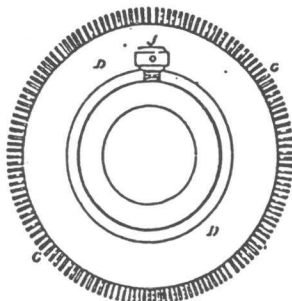


Fig. 6.

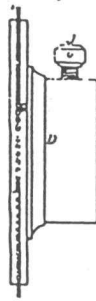
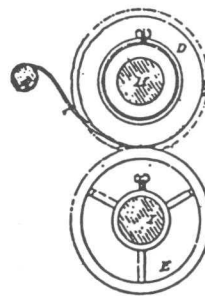


Fig. 12.



Companies producing Canadian stamps are reproductions of the original equipment with some minor improvements.

Figure 4 is an edge view of the counterpart wheel, with the holes drilled into it, which determine the spacings in thousandths of an inch between the centre of one hole and the centre of the next. Different wheels exist on different machines and these determine the perforation of any given stamp. Figures 5 & 6 are side and edge views respectively of the perforating wheel. This can have several hundred pins which fit, almost perpendicularly, into the holes in the counterpart wheel. Figure 12 shows how the perforating pins fit, to their full length, into the counterpart holes as the two wheels mesh in rotation as the spindles turn. In view of the alignment of the two wheels there can be a tight tolerance in the diameter of the pins and the counterpart holes. From time to time some adjustments may be required and the pins might be sharpened a few times before being discarded. However, irrespective of the length of a pin, it is the spacing between the holes in the counterpart wheel which determine the perforation gauge and the spacing never changes. Stamps perforated by a machine in 1880 will have the same perforation as stamps perforated in 1885.

While Mr. Leith's theory may be intriguing, collectors may be wasting their time searching for 'pin sharpening' varieties. With due acknowledgement to Mr. Leith I would like to end this Letter by saying - I hope these comments have at least directed a few Small Queens students to exercise caution when reading or publishing articles on this fascinating stamp issue.

## The Yellow Peril

### CANCELLATIONS

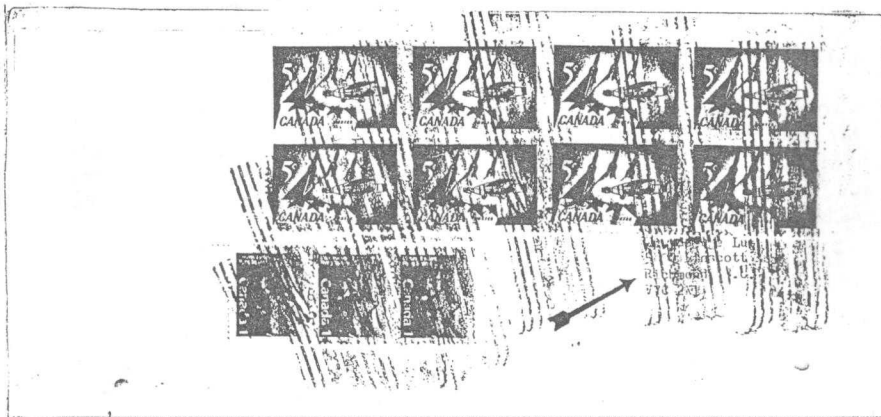
There are heavy cancellations and there are heavy cancellations. The roller cancel on this cover is one of those.

Two weeks after posting the above letter in Toronto, it was returned to sender without any explanation or the usual non-delivery markings. The reason was too obvious. An over-zealous postal worker got carried away with the hand canceller. The clerk cancelled both the stamps and the address - thus rendering the letter undeliverable. Traces of the address can still be seen where the arrow is pointing.

The following is a portion of a letter from Tim McGurrin, Officer Federal Government Relations, Canada Post Corporation, dated 10 March, 1993 to my MP:

"The proper procedure for the cancellation of stamps requires that the official Canada Post Corporation postmark be used at all times. When mail items are too bulky or too fragile to be cancelled mechanically, or when an item has been overlooked in the machine cancellation process, our employees must hand cancel the item using a revolving canceller, a rubber date stamp or hand steel date stamp.

I can understand that stamp collectors do not want the cancellations to decrease the philatelic value of stamps, and upon examination of the photocopy enclosed, I agree that the stamps were cancelled excessively with a roller canceller. Please convey our apology to your constituent for any inconvenience he was caused by this incident.... I would like to mention



*A prime contender for entry into the 'Guinness Book of Records' as a heavy cancellation!*

that the best way to do so (i.e. obtain a clear cancel. Ed.) is to have the stamps handcancelled properly and legibly at a postal outlet, or to forward them under cover, with a request for the special handling required.

With regard to the fact that the address on the item was obscured by the cancellation, while the cancellation was excessive, I should mention that our addressing standards dictate that the mailing address should appear in the centre of the envelope, leaving approximately 2cm blank at the bottom of the envelope. Stamps should be affixed at the top right-hand corner of the envelope. These procedures allow for the most efficient transmission of mail through our mail processing equipment."

Credit, however, must be given to

Canada Post for returning the letter and not putting it in the waste paper basket or through the shredder.

*Editor's note: In a gesture of good will, a copy of the above letter, together with complimentary stamps (ten) was sent to the YP. Letters from Toronto are now humanely cancelled. The above letter was inspired by Gerry Churley's complaint in the April '93 issue of 'ML'. In a footnote to that letter we spoke of our own letter of complaint to Canada Post. We received a very civil acknowledgement, dated 13 May, 1993, from the Customer Service section at Antigonish, promising a reply from the 'department in charge of the stamp month cancels'. We are still waiting....*

## BOOK REVIEW

**Canadian Revenues - Vol 6** by Edward Zaluski. Available from the author at 2777 Springland Drive, Ottawa, ON, Canada, K1V 9X2, approx. £10.

This volume continues the series begun by Mr Zaluski in 1988. Every comment applicable to the first five volumes, made in ML number 243, is also applicable to this volume.

In his 146 page work, Zaluski deals with the revenues of Ontario and Quebec. This is done in an organized and effective fashion. If criticism can be levelled, it would be that a full volume should have been devoted to each province, thereby enabling Mr Zaluski

to expand the material. However, this seven-volume series is a labour of love and the constraints of time, research facilities available and the costs associated with publication must weigh heavily.

This work, and the previous five volumes, are all highly recommended to all students of revenues and philatelic literature. In May 1994, the final volume in the series is scheduled for publication and, if Mr Zaluski holds true to form, then nobody will be disappointed. The philatelic community owes a great debt to Mr Zaluski for sharing his knowledge with us through the medium of this series.

**R. B. Winmill.**

## AMENDMENTS TO MEMBERSHIP to 22 August 1993

### New Members

2683 Langley, Bill, 2785 Cathian Court, Mississauga, Ontario, Canada L5L 2C6.  
2684 Bett, Ian R, PO Box 691, Station B, Willowdale, Ontario, Canada M2K 2P9.  
2685 Bloomer, Randall A P, 210 Stanmore Lane, Winchester, Hants, S022 4BL. CL, CS, PH, PS.

### Reinstated

2459 Dodier R. 1315 Rosenblat D G.  
2650 Lunn R V. 2627 Saint J.P.

### Deceased

989 Boyd, Dr N

### Resigned

1050 Richardson S T.

### Change of Address

121 Avery, Derrick A, 3 The Nook, Broadgate Avenue, Beeston, Nottingham, NG9 2JB.  
2170 Cooper D, P O Box 2372, Postal Station "P", Thunder Bay, Ontario, Canada P7B 5E9.  
2616 Gilbert, Patrick W, PO Box 5295, Station "C", Montreal, QC, Canada, H2X 3X4.  
1792 Pekonen, W, Ste 209-7300 Moffat Rd, Richmond, BC, Canada, V6Y 1XB  
2610 Stahl, Gerhard, Hohe Warte 5, D-37127 Meensen, Fed. Rep. of Germany.  
2441 Witton George, Lasmo Oil Pakistan Ltd, c/o Lasmo PLC, 100 Liverpool Street, London, EC2M 2BB.

### Change of Interest

1489 Benningen, Jack

Per, WPG PH.

**Revised Total 495**

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OF GREAT BRITAIN 1992/93

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The Canada Precancel Handbook	Walburn	£10.00
The Standard Canada Precancel Catalogue 92	Walburn	£4.50
Canada Constant Precancel Varieties	H. Reiche	£5.00
Webb's Postal Stationery Catalogue		£7.50
Canadian Stamps with Perforated Initials	Johnson	£6.50
Canadian Precancelled Postal Stationery Handbook	Manley	£6.00
The Pence Issues of Newfoundland 1857-1866	Pratt	£30.00
Maple Leaves Binders		£6.00
Newfoundland Specialised 92	Walsh	£15.00
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Nova Scotia: Post Offices, Masters & Marks	MacDonald	£18.00

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OF GREAT BRITAIN

# Maple Leaves

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# MAPLE LEAVES

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## EDITORIAL

Since writing the October editorial we have seen BNAPEX in Toronto and the CPS Convention in Chester come and go. Two totally different types of Convention but each, on its own terms, very successful. A report of the CPS show will be found elsewhere in this issue.

Members will be pleased to know that Stanley Cohen, FCPS, is still keeping his hand in, despite a self-imposed exile to Spain. Aided and abetted by fellow member Dan Rosenblat from the USA, he has been deeply involved in Supplement No. 2 of 'Collecting British Squared Circle Postmarks', which arrived on the

editorial desk recently. If it seems a little strange that two CPS members, resident outside the UK, should be involved in a research work on British postmarks, it gets worse; the two remaining co-authors, Maurice Barette and Dominique Chaillon are French!

The Canadian Postal Archives have advised that their latest acquisition takes the form of Harry Sutherland's papers relating to the Royal Philatelic Society of Canada. The archive dates from 1957 and documents the organisational aspect of philately in Canada and internationally through the activities of the 'Royal'.

Canada features a topical cover collection on Queen Victoria and flag cancels from the Victorian period. The finest King Edward VII collection ever compiled with essays, large and small die proofs, plate proofs, imperfs, plate blocks, booklets including the unique 2¢ imperf of 2 panes tete-beche with full plate imprint, precancels, rare and unusual rate and illustrated covers, etc. A superb Quebec issue collection with large and small die proofs, imperf blocks, plate blocks, and rare rate and illustrated covers. Also strong postal history sections of Numerals, Leafs, 1898 2¢ Maps, Admirals and 1927 to 1938 issues.

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## FATHERS OF CONFEDERATION

### The Yellow Peril

Photo by Super 'B'

A solitary 3c brown commemorative stamp was issued on 15 September, 1917, to mark the 50th anniversary of Canada's Confederation. The design of the stamp is most intriguing. Within the tiny available space are no less than 26 historical figures; unusual though this may be, it only partially accounts for my great interest in the stamp.

The picture in the stamp is a reproduction of the painting entitled 'Fathers of Confederation' by Robert Harris who, besides being an artist, was also a talented musician. Harris played the violin, flute and cornet. It is a remarkable coincidence that he was selected to paint the same 'Fathers' he had entertained as a member of the orchestra at the 1864 ball in their honour. The following caption from a Confederation Life Association poster tells the story of the painting so well that it is quoted here:

*"In 1883 the Canadian government commissioned Robert Harris to paint the Charlottetown Conference of September 1864. The work was to include 23 Fathers and Hewitt Bernard, secretary. Asked to change the setting to the larger Quebec Conference of October the same year, he added 10 figures. A preliminary charcoal sketch or cartoon was done in Charlottetown and the final painting in Montreal. In May 1884 it was hung in the Parliament Buildings in Ottawa. It went to England's Festival of Empire in 1911, returned to Canada and was destroyed when the centre block burned February 3, 1916. On September 1, 1964 - one hundred years after Charlottetown - the same scene began to emerge again. Rex Woods was embarking on a commission by Confederation Life to*

*recreate the heirloom for presentation to the nation during the 1967 Centennial of Confederation. The 14ftx8ft painting for Parliament followed a detailed 5ftx3ft model. Three delegates to the London Conference of 1866, officially recognised during the Diamond Jubilee in 1927, were added on the right."*

The 1917 commemorative, which paid the domestic and US. (including Mexico) letter rate of 2c postage plus 1c war tax, brought an end to the policy of showing the war tax separately on the stamp. This stamp could also be used to pay the Empire rate but only until 1 October 1921 when that rate was raised to 4c. After the stamp had been in use for only four and a half months, a notice from Ottawa dated 26 January 1918, was sent to postmasters stating, "the issue of Confederation stamps being exhausted, Postmasters are again supplied with the regular Three Cent issue. They are requested to dispose of their stock of the former stamps before resuming the sale of the latter." Presumably the 'regular' three cent issue above refers to the 2c plus 1c brown war tax stamp that was in use before the 3c Confederation issue. This 'regular' stamp was replaced by a 3c Admiral, also brown, on 6 August 1918. True to the nature of the beast - the war tax, intended merely as a temporary measure, remained in effect until 1 July 1926.

A rather undesirable feature of the Fathers of Confederation stamp is its poor centring - reflected in catalogue pricings. Very fine mint stamps are three times the price of fine and four times the used. Other peculiarities include the scarcity of used blocks and first day covers. Used blocks dated in 1917 are valued two and a half times

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Mrs. P. Gleason,  
475 Somerset Street, West,  
Ottawa, Ont.

*3c Confederation stamp tied to K.C. Cochrane advertising first day cover with Brockville 15 September 1917 "SAVE YOUR MONEY BUY WAR SAVING CERTIFICATES" International machine flag.*

more than mint blocks. But in terms of scarcity the first day covers are the main attraction. Present estimate is that not more than ten exist, including the one illustrated above. There should be more buried treasure considering that 98,850,000 stamps were printed! Granted, it is not known how many of this impressive total were used on the first day. Collectors, regardless of their areas of interest, would be well advised to be on the look out for the stamp on a first day cover. A find would indeed be an achievement. A block of this stamp on a first day cover, even without a cachet, can bring a handsome reward. Good hunting!

As an additional point of interest, ten years later a similar stamp was issued on 29 June 1927, to commemorate the 60th year of Confederation. It is bilingual, green and part of a set of six stamps. This 2c stamp is slightly wider than the 3c issue. Its overall width is approximately 35 1/2 mm. The vignette is 31 mm and comprises the total 33 delegates and the secretary. The earlier 1917 3c stamp is a

millimetre narrower but its picture space measures 23 1/2 mm. Because it is 7 1/2 mm smaller in the vignette area than the 2c stamp, there is only room for 26 'Fathers', eight figures are omitted.



*Blocks of the 1917 and 1927 Fathers of Confederation stamps comparing their designs and widths with special emphasis on the vignettes.*

It has been said many times before that we tend to overlook postal history in the making, that is, today's activities within Canada Post. Dean Mario has advised us, from time to time, of Post Office innovations and here reports on the latest initiative concerning the special delivery service.

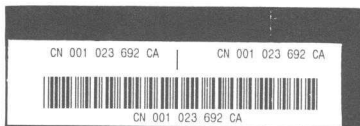
## 'XPRESSPOST' SIGNATURE MAIL

### Dean Mario

Canada Post has introduced another feature to its signature mail system. The new 'Xpresspost', introduced in some localities on 1 September, 1993, will be combined with the present red, blue, and greetings special delivery envelopes which were hitherto untraceable. A new red label, complete with bar code, is affixed on the item (either the special envelope or parcels up to 30kg.), postage is attached, and the item is

deposited at a postal outlet or a letter box (for products purchased in advance). A toll-free telephone number can be used to determine when the item has been delivered. Guaranteed delivery standards include next business day for local mail and within two business days for regional or national mail between major Canadian centres. A C.O.D. option is included within this new service.

Telephone no. N° de téléphone	
Shipper Expéditeur	
Address Adresse	
City Ville	
Country Pays	
Postage Code postal	
Consignee Destinataire	
Address Adresse	
City Ville	
Country Pays	
Postage Code postal	



33-086-516 (93-06)

*The new, bar-coded 'Xpresspost' label.*

## FATHERS OF CONFEDERATION - continued from previous page

### References:

Bileski, K. **The Canada Basic Catalogue**. 4th edition. Winnipeg: K. Bileski Ltd. 1969

Boggs, Winthrop S. **The Postage Stamps and Postal History of Canada**. Kalamazoo, Michigan: Chambers Publishing Company, 1945

Williamson, M. **Island Painter: The Life of Robert Harris (1849-1919)**. Charlottetown: Ragweed Press, 1983

### Editor's notes:

*A fake first day cover of the 1917 stamp is known and the editor owns a block of four with a forged 1917 postmark - the Nanaimo Squared Circle (2nd state).*

*2c Admiral stationery post cards with statistical data printed on the face - one version in English and one in French - were also issued to complement the 1917 Confederation issue.*

*The 1927 2c Confederation stamp on a fdc is comparatively common.*

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## COMPULSORY REGISTRATION BETWEEN THE UK AND THE COLONIES (Part 2)

Dr Michael Russell

A copy of this letter from the Post Office was sent to all the Colonies under cover of the following circular letter:

Downing Street 13th March, 1865

I transmit to you herewith a copy of a Letter from the Post Office, containing a proposal for extending to the Colonies a system which is said to have worked successfully in this Country, under which Letters containing coin and posted without Registration, should be compulsorily registered and charged on delivery with a Double Registration Fee. I should wish to be informed at as early a period as may be practicable, whether your Government are prepared to concur in the adoption of this arrangement.

On 6 April, 1865, Mr W.H.Griffin, Deputy P.M.G. of Canada, replied to Mr Godley, the Governor's Secretary, accepting the proposal:

Post Office Department Quebec  
6th April 1865

With respect to your reference dated the 3rd instant, received this morning, of a circular from the Right Honorable the Secretary of State for the Colonies, transmitting a proposal from the Imperial Post Office that letters passing between Canada and the United Kingdom which may contain coin and have been posted without registration should be compulsorily registered and charged with a double registration fee - I am directed by the Postmaster General to state very respectfully for his Excellency's information that there can be no objection to concurring in the extension of this system to such letters passing between Canada and the United Kingdom and that such a regulation might indeed be expected to have a very salutary effect.

This department will be prepared to give effect to the system proposed from whatever date it may suit the Imperial Post Office to select.

This letter was accompanied by a letter from Viscount Monck, Governor General of Canada, to the Rt. Hon. Edward Cardwell, Secretary of State:

Government House  
Quebec, April 6th, 1865

With reference to your circular Despatch of the 13th March in which you transmitted to me a copy of a letter from the General Post Office containing a proposal for extending to the Colonies the system pursued in the United Kingdom with regard to the registration of letters containing coin, I have the honour to transmit to you a copy of a letter from the Canadian Post Office Department expressing its readiness to adopt such a system at once.

On 1 February 1866 the registration fee was reduced from sixpence to fourpence in the UK, a copy of the original notice, dated 22 January 1866 is shown at figure 2.

On 31 August, 1867, the Post Office sent out a circular letter to all the Colonies giving notification of the date of commencement of the scheme:

General Post Office  
London, August 1867

The Government of                    having signified its consent to the proposal made by this Department in March 1865, that letters containing coin posted in the United Kingdom addressed to                    or posted in                    addressed to the United Kingdom, on which the fee for registration has not been





## REDUCTION of Fee on Registered Letters for British Colonies and Foreign Countries.

ON the 1st February next and thenceforward, the British Registration Fee on every Registered Letter posted in the United Kingdom addressed to any British Colony or Foreign Country, will be reduced from *Sixpence* to *Fourpence*.

The same reduction will take place in the fee chargeable on any Newspaper or Book Packet addressed to a British Colony or to the Kingdom of Italy, which the senders may desire to register.

Registered Letters, however, addressed to France, or to any Foreign Country the correspondence of which is sent in the French Mail, will continue chargeable with a registration fee of the same amount as the postage to which they are liable.

To the following Countries and Places, Letters are sent, as a rule, by way of France and in the French Mail, viz. :—

Baden, Bavaria, Switzerland, Wurtemberg, Greece, the Papal States, Tangiers, Tunis, and the places in the Levant at which France maintains Post Offices (Constantinople and Alexandria excepted), a List of which appears at page 80 of the "British Postal Guide."

In consequence of this reduction in the amount of the British fee for Registration, the total Registration fee required to be paid in advance on Registered Letters addressed to the undermentioned Countries and places will, in each instance, be reduced *to the extent of Twopence*, and will be as follows :—

	Reduced Registration Fee.
Austria ... ..	{ When specially addressed } s. d. via Italy ... .. } 0 9
Places in Turkey, Moldavia, Wallachia, the Levant, &c., at which Austria maintains Post Offices, viz. :—	
Botuschany, Fiojeshte, Bakan, Berisal, Bucharest, Fookschan, Jassy, Piatra, Roman, Antivari, Durazzo, Valona, Galatz, Giurgovo, Ibraila, Philippopol, Plevna, Rustchuk, Sofia, Adrianople, Bey- rout, Bourgas, Cufia, Candia, Canca, Cavalla, Chia, Constantinople, Tchernavoda, Dardanelles, Gallipoli, Jaffa, Kustendjie, Ineboli, Lagos, Larnaca, Mitylene, Retimo, Rhodes, Salonica, Samsoun, Seres, Sinope, Smyrna, Sulina, Tenedos, Trebizond, Tultcha, Varna, Volo, Janina, Jerusalem ... ..	{ When specially addressed } via France and Austria. } 0 7
Ionian Islands ... ..	
Greece ... ..	
Alexandria ... ..	
Cairo, Damanour, Kaferzajet, Tanta, Birket-el-Sab, Bentra, Zagazik, Zifta, Miholla, Samanud, Mansours, Damietta, Suex, and Porto Said ... ..	Ditto ... .. 1 0

### By Command of the Postmaster-General.

GENERAL POST OFFICE,  
22nd January, 1866

Printed by W. P. GARDNER, 4, Langley Street, Long, Acre, London, W.C.

W.H.Griffin, Postmaster General, Canada, instructions to the  
Postmasters of the Canadian Offices of Exchange  
Quebec, Montreal, Ottawa, Kingston, Totonto, Hamilton.

P O D 24 Sept. 1867.

Sir,

In accordance with the terms of an understanding entered  
into between this department and the G.P.O. England, the  
Postmaster General desires me to inform you that, on and after  
the 1st. proxo. any letters found to contain coin, as well as  
any having the word "Registered" written upon them which may be  
posted in the U.K. for Canada without registration, which will  
be forwarded to Canada charged with the double registration  
fee, credit will be taken by the Imperial Post Office for one  
half such double fee, and I am to instruct you, after the date  
named to deal in a similar manner with all such letters  
addressed to the U.K. which may be posted at, or received in  
the Mails for transmission through your office.

(Sg) Wm. White.

24th. September, 1867.

Instruction from Canadian Postmaster  
General to the postmasters of the  
Canadian Offices of Exchange, Quebec,  
Montreal, Ottawa, Kingston, Toronto,  
Hamilton.

*Figure 3.*

**REGULATIONS for the REGISTRATION of POST  
LETTERS transmitted between THE UNITED  
KINGDOM and BRITISH COLONIES.**

WHEREAS by an Act of Parliament made and passed in the session of Parliament, holden in the third and fourth years of the reign of Her Majesty, chapter 96, for the regulation of the duties of postage, it was enacted, by section 39 (after reciting that it might be expedient that certain post letters should be registered), that in case the Postmaster-General should, at any time, deem it expedient that all or any post letters should be registered by the post office, the Postmaster-General might, with the consent of the Commissioners of Her Majesty's Treasury, forward letters so registered without charging any additional rate for the registration thereof, or he might charge for any letter so registered such rate of postage, in addition to any other rates payable under the Post Office Acts, as the Postmaster-General, with the consent of the Commissioners of Her Majesty's Treasury should from time to time direct (but such registration should not render the Postmaster-General, or the Post Office Revenue, in any manner liable for the loss of any such post letters or the contents thereof), and that all registered letters should be delivered to the post office, and also be delivered by the post office, at or between such hours in the day and under all such regulations in every respect as the Postmaster-General should from time to time appoint, and that the Postmaster-General might therein require such registration rate to be paid on the letter being put into the post office. And by section 60 it was further enacted, that in all cases in which the postage of any unstamped letter should not have been paid by the sender, it should be paid by the person to whom the letter is addressed on the delivery thereof to him, but that if the letter should be refused, or the party to whom it is addressed should be dead or could not be found, the writer or sender should pay the postage; and that the now reciting enactment should apply to every packet, new-paper, and thing whatsoever chargeable with postage, which should be transmitted by the post: And by section 63, it was also enacted, that all post letters should be posted, forwarded, conveyed, and delivered under and subject to all such orders, directions, and regulations, and under and subject to all such conditions, limitations, and restrictions as to the form, size, dimensions, enclosures, or otherwise as the Postmaster-General, with the consent of the Commissioners of Her Majesty's Treasury should from time to time direct.

And whereas by a certain other Act of Parliament, made and passed in the session of Parliament holden in the tenth and eleventh years of the reign of Her Majesty, chapter 85, for giving further facilities for the transmission of letters by post, and for the regulating the duties of postage thereon, and for other purposes relating to the Post Office, after reciting the said hereinbefore

recited Act, it was enacted by section 13 that it should be lawful for the Postmaster-General and any officer of the Post Office to detain any letters which should be posted or sent by the post contrary to the regulations of the said now reciting Act or the said hereinbefore recited Act, or contrary to any regulations made under the authority of the said now reciting Act or the said hereinbefore recited Act, or contrary to the regulations of any Treasury Warrant which should be issued under or by virtue of the said now reciting Act, or which had been or should be issued under or by virtue of the said hereinbefore recited Act, and to forward such letters to the places of their destination, charged with such rates of postage as the Postmaster-General, with the consent of the Commissioners of Her Majesty's Treasury, should from time to time direct.

And whereas by the said two hereinbefore recited Acts respectively it was provided that whenever the order, consent, authority, or direction of the Commissioners of Her Majesty's Treasury was prescribed by the said Acts, such order, consent, authority, or direction (not being by Warrant) might be signified either under the hands of the Commissioners of Her Majesty's Treasury, or any three of them, or under the hand of one of their Secretaries or Assistant-Secretaries.

And whereas, in pursuance of the said recited Acts, a system of registration has been established whereby the public have been and are entitled to forward letters by the post between the United Kingdom, and certain British colonies, at a certain charge or registration rate of postage, in addition to the other rates of postage payable thereon, and it is expedient that such system of registration should be extended in manner and according to the regulations hereinafter mentioned and contained:

Now I, James, Duke of Montrose, Her Majesty's Postmaster-General, by and with the consent of the Commissioners of Her Majesty's Treasury, signified under the hand of one of their Secretaries whose name is hereunto set, do hereby order, direct, and declare as follows:—

1. The registration rate of postage payable on letters posted in the United Kingdom, addressed to any of the British colonies respectively mentioned or specified in the schedule hereunder written, and registered during the ordinary hours appointed for the registration thereof, at any post office in the United Kingdom, shall be four pence, and such registration rate shall be paid at the time of such letters being posted.

2. All letters containing coin, and all letters which shall have written or put thereon the word "Registered," or any other word or words of the like meaning or to the like effect, whether the same shall have or contain therein coin or not, posted at any post office in the United Kingdom, addressed

Figure  
4.

to any of the British colonies respectively mentioned or specified in the schedule hereunder written or posted at any post office in any of such respective colonies, addressed to the United Kingdom, shall be delivered to the post office for registration, and shall be registered by the post office at the time of the same being posted, and a rate of postage of four pence for every such letter registered at any post office in the United Kingdom during the ordinary hours appointed for the registration thereof, shall be charged for such registration, in addition to any other rates of postage payable thereon; and every such registration rate shall be paid at the time of such letter being posted.

3. If any such letters in the second clause mentioned shall be posted without being registered as therein mentioned, such letters shall be registered at any post office in the United Kingdom through which they may pass in course of transmission thereof by the post, and shall be forwarded so registered to their destination, and shall be charged with a registration rate of postage of eight pence, in addition to any other rates of postage chargeable or payable thereon, with a deduction nevertheless equal to the amount of any stamps which may have been affixed to such letters in payment, or part payment, of the registration rate chargeable thereon.

4. Any such letters as are hereinbefore in the third clause mentioned may be detained for the purpose of being registered at any post office in the United Kingdom through which they may pass in course of transmission thereof by the post until the next ordinary despatch to that by which they would have been forwarded, conveyed, and delivered if they had been registered by the post office according to the directions hereinbefore in the second clause mentioned.

5. These regulations shall come into operation on and from the first day of October next.

*Figure 4 continued.*

paid, should be compulsorily registered and charged on delivery with a double registration fee, I am desired by the Postmaster-General to acquaint you that, with the sanction of the Lords commissioners of the Treasury, this arrangement will come into operation on 1st October next.

On and after that date, therefore, any letters found to contain coin, as well as any having the word "Registered" written upon them which may be posted in the United Kingdom without registration, will be forwarded charged with a double registration fee,

*The Schedule above referred to.*

Antigua.	Montserrat.
Bahamas.	Natal.
Barbadoes.	Nevis.
Bermuda.	New Brunswick.
British Guiana.	Newfoundland.
	New South Wales.
Canada.	New Zealand.
Cape of Good Hope.	Nova Scotia.
Ceylon.	
Dominica.	Prince Edward's Island.
East Indies.	Queensland.
Falkland Islands.	Saint Helena.
	Saint Kitts.
Gambia.	Saint Lucia.
Gibraltar.	Saint Vincent.
Gold Coast.	Sierra Leone.
Grenada.	South Australia.
Honduras.	Tasmania.
Hong Kong.	Tobago.
	Tortola.
Jamaica.	Trinidad.
	Turk's Island.
Labuan.	
Lagos.	Victoria
Malta.	Western Australia
Mauritius.	

Given under my hand this twenty-fourth day of June, one thousand eight hundred and sixty-seven,

*Montrose.*

Her Majesty's Postmaster-General.

I hereby signify the consent of the Commissioners of Her Majesty's Treasury to the foregoing regulations.

*George Ward Hunt.*

credit being taken by this Office, in the letter Bill for your Office, for one half of such double fee, and I am to request that, after the date named, you will deal in a similar manner with all such letters addressed to the United Kingdom which may be posted in the Colony.

In the event of a letter being supposed to contain coin, and being consequently thus treated, and proof being afterwards afforded that the letter did not contain coin, the amount charged should be refunded.

Mr W.H.Griffin, on behalf of the Post Office Department in Canada, replied on 24 September 1867, acknowledging the arrangement:

Post Office Department  
Ottawa 24th September 1867

I beg to acknowledge your letter No.569 dated 31st ultimo, with respect to the future compulsory registration of all letters found to contain coin, or which may have the word "Registered" written upon them but which have been posted, either in the United Kingdom or Canada, without registration, and I have the honour to inform you that instructions, relative to the future treatment of such letters will at once be issued to the Postmasters of the several Canadian Offices of Exchange.

On the same day, instructions were sent out by Mr Griffin to the main Canadian Post Offices advising that the new regulations would come into force on 1 October 1867 (figure 3).

These instructions were

extending the Act of Parliament, accompanied by the full details signed by James, Duke of Montrose, PMG, on 24 June 1867 (figure 4).

To round off the story, there follow illustrations of three covers bearing the 'compulsory' registration labels, all from Canada to the UK and dated 1888, 1896 and 1910 (figures 5 to 7). The first is illustrated courtesy of Stanley Cohen, FCPS, the other two courtesy of Dr Charles Hollingsworth, FCPS.

It will be seen that the wording of the labels changes very slightly over the years. A number of covers exist showing the charge was made on letters arriving in the UK from Canada, I have not yet seen an example of a cover so treated on arrival in Canada from the UK.

There remains the question of how long these regulations remained in force.

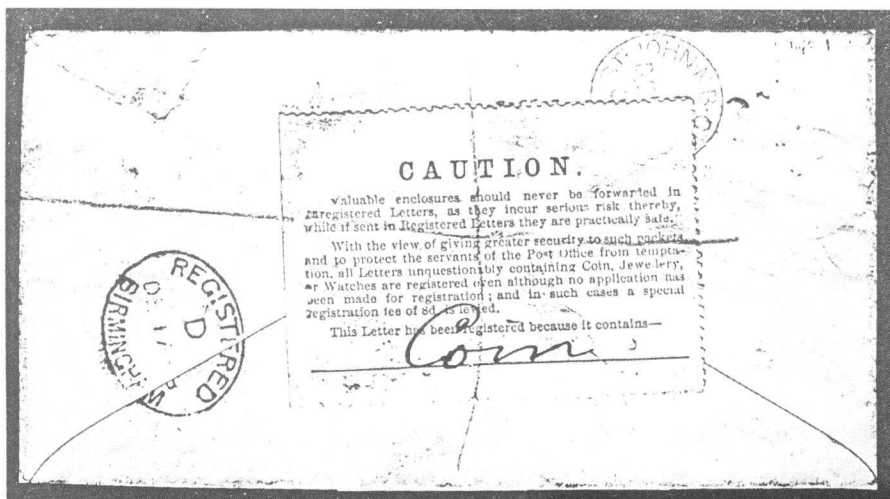


Figure 5.

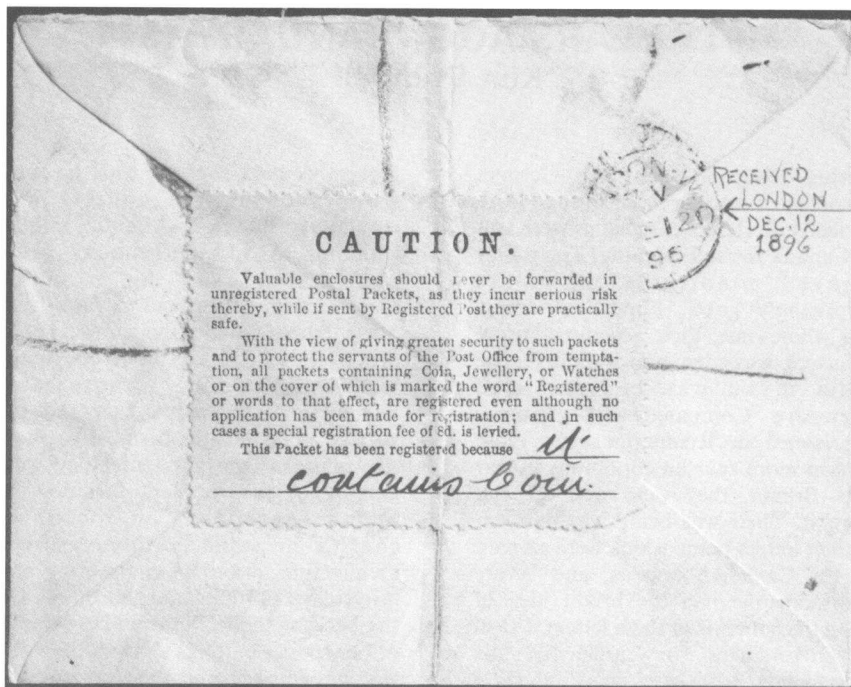
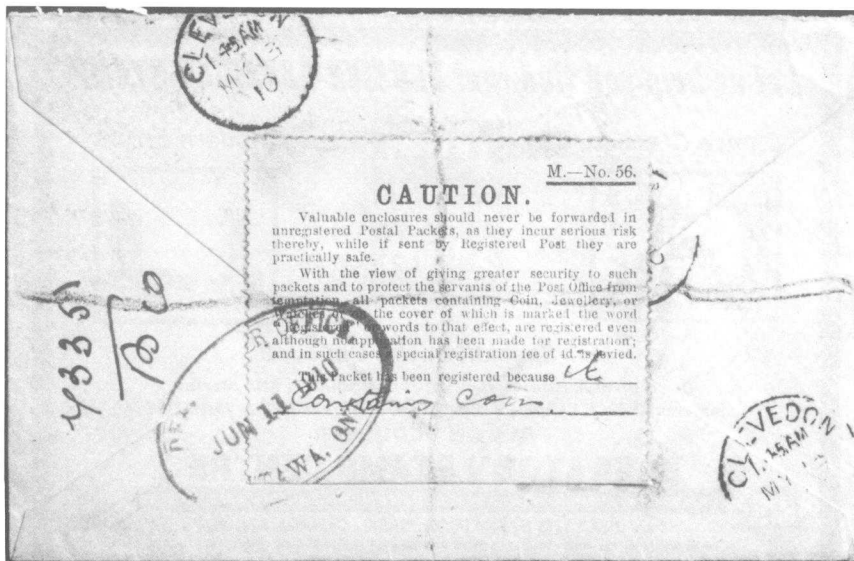


Figure 6. (above)

Figure 7. (below)



## FIFTY YEARS AGO - JANUARY 1944

Kim Dodwell

During 1943, many of the German prisoners of war captured in the North African and Italian campaigns were sent to Canada for safe-keeping. There they enjoyed conditions that were surprisingly good. Food was ample and wholesome; their accommodation, if austere, was adequate, and the regime could in no way be considered oppressive. Compared with Germans imprisoned in Russia, or even those kept in more spartan conditions in war time Britain, they were well off and knew it. Their well-being was reflected in their letters home which were all read by the Canadian censors, and before long someone had the bright idea of using the contents of these letters, so full of enthusiasm for camp life, as propaganda.

The contents of a letter dated 19

November 1943, together with the outer front showing the address and regulation 30c trans-Atlantic airmail franking to add authenticity, were photographed and this facsimile, together with the printed extracts from other letters, made the subject of a propaganda leaflet. The letters make interesting reading, with repeated references to the ample diet and the writers' good health. In most of them they write of the good use they were making of the excellent facilities for taking educational or vocational courses in subjects ranging from architecture, electrical engineering and law, to locksmithing and shorthand. On the back of the leaflet are photographs of newspaper cuttings showing how the war was going against the Germans and one or two POWs in a Canadian camp tucking into a large plate of food.

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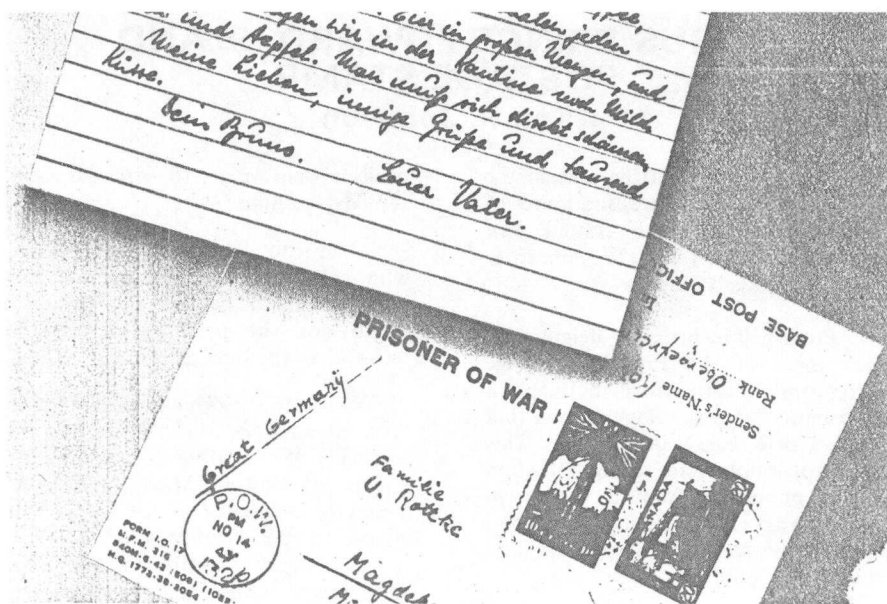
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*A letter that saved lives?*

The leaflet is 10 1/2 x 8 1/2 inches, and has a code number G4a, showing that it was a British (as opposed to American) leaflet, printed in Luton. Many thousands of copies would have been dropped over the German lines in Italy.

Throughout the Italian campaign the Germans were adept at delaying the Allies' advance, taking every advantage of a terrain ideally suited for defence, and selling their lives as dearly as possible. The costly battle for Cassino is the best known example, but there were many other actions in which the defending Germans were able to inflict casualties on their attackers out of all proportion to their numbers. Although propaganda leaflets such as this would have made no impression on the morale of the elite formations such as the Parachute Divisions and Panzer Grenadiers, not all the German infantry units had the same dedication.

There were a few among the ranks who, when the opportunity came, would change the appalling dangers and discomfort of the infantryman's lot for the life described in the leaflet. Surrendering enemy not only usually saved their own lives, but often, in doing so, the lives of a greater number of their attackers.

As a collector, I look at this leaflet and wonder what eventually happened to the letter illustrated. Was it a genuine 'unsolicited' letter, chosen from real POW mail? Did those responsible for photographing it allow it to go forward after they had finished with it and, if so, did the recipient get into trouble with the Gestapo because of its use? Finally, in the unlikely event of the letter surviving, does it rest in some collection, perhaps with an unsuspecting owner not realising that this modest item may have been instrumental in the saving of many lives in early 1944?



# BOGUS PRINCE EDWARD ISLAND POSTAGE STAMP

Ken R. Johnson

The 19th century philatelic journal 'Le Timbre-Poste' is an interesting source of information for both issued and proposed British North America/Canada postage stamps.

Published in Brussels, Belgium, (1) each issue of the French language collectors' publication included a 'Chronique' or chronology section that profiled new release information. This latter apparently came to the attention of the publishers from a variety of sources including postal administrations, security printers and 'the rumour mill'.

One item of interest that appeared in the December 1866 issue of the journal (whole number 48, page 96) is the design for a supposed 'Ten Cents Prince Edwards Island Postage' stamp (Figure 1) which featured a steamship as its central subject:

The editorial accompanying the illustration, which is translated from the French, noted:

"There has long been talk of changing the stamps of this colony following the adoption of the decimal system. In June 1865, we echoed this rumour which was not officially confirmed. By sending a stamp, the matter has been reopened. Our correspondent does not tell us if it is a stamp in use or simply a proposed one. Perhaps he himself does not know. The specimen proof is printed in black on yellow paper without watermark and unperforated. Our American correspondents, who are in a better

position than we are to settle the issue, should take note."

Unfortunately, the correspondent who submitted the specimen is not identified, and neither the printer's name nor the printing process is included in the brief article.

William J. Eckhardt in his article 'The Mystery of the Prince Edward "Queen"' (2), attributes one Charley Lyford of Boston, Massachusetts, as being the originator of the bogus PEI stamp, and perhaps it was Mr. Lyford - or one of his compatriots - who submitted the information about the supposed new PEI stamp to 'Le Timbre-Post'?

Although additional reference to this design has not yet been found in subsequent issues of 'Le Timbre-Poste', Fred Jarrett in his book 'Stamps of British North America' includes a heavily-marked illustration of a similar item in his counterfeit Prince Edward Island section(3). Item A18 differs somewhat from that described in 'Le Timbre-Post', in that it is noted as being pink in colour, perforated and is cancelled. Other colours reported elsewhere include blue, green and yellow (4) and imperforate proofs on a thick cardboard have also been noted(5).

It is quite probable that many of these 'stamps' were removed from promotional leaflets or periodicals such as 'Le Timbre-Poste' and were either perforated or trimmed to resemble imperforate postage stamps. Figure 2 shows the French-language

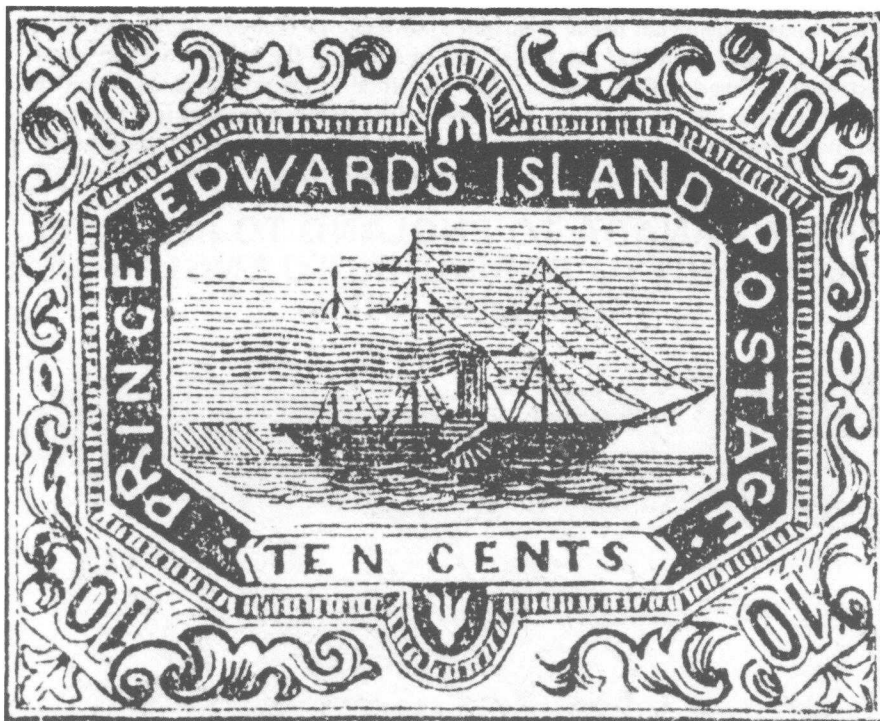


Figure 1. Enlarged image. Original dimensions: 21mm x 26mm Canadian Postal Archives, (NA) POS No. 2475

text that appears on the reverse-side of Figure 1, while Figure 3 includes a second text which appears on the back of a copy of the bogus PEI 'stamp' held by David Sessions.

It appears that at least one of the 'stamps' was postally-cancelled (see illustration, Jarrett, p. 296) and undoubtedly other mint condition examples - and possibly some tied to cover - are still to be discovered.

Although it began as a bit of a mid-19th century prank, the attributed 'Lyford creation' continues to generate a lot of collector interest and it has found a place amongst the world's recognized bogus 'stamps'.



Figure 2 (above) Figure 3 (below)

**UNS LE VI**  
sont rigoureusement refi  
ccompagnée du montant  
charge de l'acheteur, si la  
à 5 francs pour la Belgiq  
teurs à faire leurs paye

Continued on page 204

Often a postal historian needs a certain knowledge to recognise that a problem exists, it is only then that the fun starts! In studying the much-travelled cover illustrated, George Arfken has certainly identified a few problems. We took the liberty of referring the script to Jane and Michael Moubray and felt that their detailed response warranted publication in full., However, as Jane said in her letter, "We realise this 'essay' does not answer all the questions". Any offers?

## FROM CANADA TO ENGLAND TO INDIA TO ENGLAND TO BARBADOS TO ENGLAND

George B. Arfken



Figure 1. A cover addressed to a British officer. Mailed in Quebec, JU 11 70, the cover went to Madras, India, via England. The cover was redirected to Barbados, via England, and then sent back to England.

On Saturday, 11 June, 1870, someone in Quebec posted a letter to Lieutenant Douglas C. Ingle, 53rd Regiment, Madras, East Indies. The required 22c postage was overpaid 11/2c with a 12 1/2c 6c, two 2c Large Queens and a 1c Small Queen. The stamps were cancelled with the Quebec 2-ring 3. The cover is shown in Figure 1. (Here, in black and white, the cover may look a trifle messy. In full living colour with all its red and purple

markings, it almost looks beautiful.) The cover was carried on the Allan 'Moravian' out of Quebec that same day, 11 June.

In England (for the first time), the cover received a red LONDON PAID 21 JU 70 transit stamp. The cover also received two accountancy marks. On the right is a red stamped 1d, a 1d credit to the colonial post office in India. Just

left of centre are two red pencil marks, an '11' or maybe a '1/' or a '1/1' (?) debiting Canada and crediting Britain. This '11' seems inconsistent with the Simpson cover illustrated in 'Canada's Small Queen Era' (1, p.364). The Simpson cover shows the same LONDON PAID 21 J U 70 and the same stamped 1d but the British-Canadian accountancy mark is a '9,' not an '11'. The '9' is understandable as the charge for a British letter to India (2, p.380). But the '11'? Just maybe, someone decided to send Lt. Douglas Ingle's letter via Marseilles and charged 11 or 1/ or the 1/1 listed by the Moubrays (2, p.380). Over a year later, (LONDON PAID 27 NO 71), a properly paid Canadian cover to India was marked with a clear, unambiguous '11' (1, p.364).

Whatever the accountancy mark, the cover did get to Madras. Perhaps my British colleagues with access to

P. & O. sailing tables can decide if the cover went via Marseilles. The Moubrays note (2, p.191) that there was weekly packet service to Alexandria, Egypt from both Southampton and Marseilles. The mail was carried from Alexandria to Suez, Egypt by rail. P. & O. packet service from Suez to Bombay was weekly. P. & O. packet service from Suez to Points de Galle, Ceylon and on to Madras was fortnightly.

On the way from Suez to Madras, the cover collected an oval SEA POST OFFICE stamp. In Madras, five handstamps were added. These are displayed in Figure 2. One of these markings is a red double circle with the words OVERLAND MAIL. This suggests that the cover was landed at Bombay and went overland to Madras. (There is no Bombay date stamp with the proper date to confirm this.) Unfortunately, Lt. Ingle had left

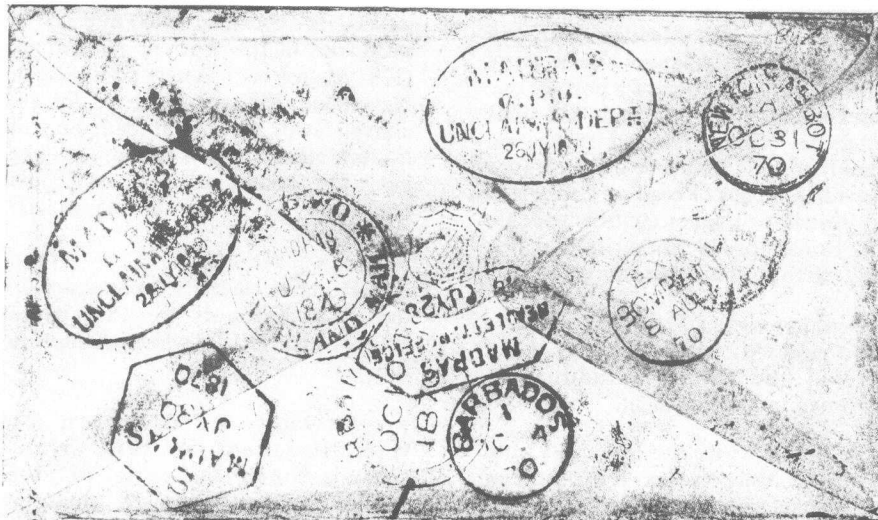


Figure 2. The back of the cover of Figure 1. The handstamps include SEA POST OFFICE, five Madras stamps, BOMBAY 8 AU 70, BARBADOS OC 4 70 and OC 10 1870 and finally NEWTON ABBOT OC 31 70.

Madras. The Madras address was smeared out with purple ink. The cover was readdressed in purple to Barbados, West Indies and sent to Barbados via Bombay and England. On the front of the cover there is a black MADRAS, INDIA, UNPAID, 1870 AU 3 and a red LONDON PAID 10 SP 70. On the back there is a red BOMBAY 8 AU 70.

Alas, the cover arrived in Barbados too late. Lt Ingle had returned to England. So the cover was sent back to England - the third time it went to England. The cover was not readdressed to England but there is a NEWTON ABBOT OC 31 70 date stamp. Hopefully this much travelled cover finally caught up with the lieutenant. Transit time: 142 days.

There remains one question about this cover and British postal practice. Paid to India, this cover to the lieutenant was sent back across the Indian Ocean, the Mediterranean Sea and across the Atlantic Ocean twice without any indication of a postage due assessment. I've been advised that letters to officers received redirection free. If so, this would be a British (not Canadian) policy or custom. Can any of my British colleagues confirm and cite the British postal authority for free redirection for letters to officers?

#### **Addendum**

Jane and Michael Moubray have offered the following additional information and comment.

"As far as we can make out from available time tables the shipping movements would have been:

First outward from England: from S'ton per Delhi - 25. 6.70 arr - Alexandria 8. 7.70; from Suez per

Sumatra 9. 7.70 arr. Aden 14. 7.70, arr. Bombay 21. 7.70. This would allow five days across India.

Return to England:

Stamped Bombay - 8. 8.70, from Bombay per Baroda - 10. 8.70 arr. Aden 19. 8.70, arr. Suez 26. 8.70

From Alex. per Tanjore - 27. 8.70 arr. S'ton 9. 9.70. Stamped London - 10. 9.70

Outward to Barbados: from S'ton per Nile - 17. 9.70 arr St. Thomas 1.10.70. Branch from St. Thomas ? arr Demerara 6.10.70; it would have arrived Barbados two days earlier. Stamped Barbados - 4. 10.70

Return to England: no information available.

#### **Officers' Concessionary Rate:**

This was abolished in England from 1st January 1870. The notice (no 26/1869 dated 27th September 1869) directs: "In pursuance of the Warrant referred to, (17th August last) Letters addressed to Naval and Military Officers, &c (as above stated), serving abroad, or sent by such officers to this Country, will be liable to the same rates of Postage and regulations as Letters of the general Public."

However, there is a paragraph in the Postal Directory for 1870 which appears again in 1875 which we quote in full:

Letters Re-directed to Commissioned Officers, Non-commissioned Officers, Private Soldiers or Seamen actually employed in Her Majesty's service at home or abroad will not be liable to any additional postage; except, however, those for Commissioned Officers

redirected from one part of the United Kingdom to another, or (if posted in the United Kingdom) re-directed to a place abroad.

Accountancy:

It is difficult to comment. From the itinerary above we consider that the letter travelled via Southampton and not Marseilles. There is a notice in the Post Office Archives, (Post 53), dated May 1870, which gives the amounts "to be collected in the Dominion of Canada (including the colonial Inland Rate), upon letters forwarded through the United Kingdom addressed to the undermentioned Colonies and Foreign Countries...." This gives India at 11d per half ounce. The '11' could be a reiteration of the rate in pence. We feel there may be another figure between the

two London paid marks but it is impossible to be certain from the illustration.

We have never seen the 1d due to the colony actually stamped upon letters from the UK to India, but we know that 1d from the single rate was given."

#### References

- (1) Canada's Small Queen Era, Postal Usage during the Small Queen Era, 1870 - 1897,' George B. Arfken, Vincent Graves Greene Philatelic Research Foundation, Toronto, 1989.
- (2) British Letter Mail to Overseas Destinations, 1840 - 1875, Jane and Michael Moubray, The Royal Philatelic Society, London, 1992.

### CONVENTION AUCTION 1994

**The Annual Auction will be held on Saturday 27 August, at the Swallow Hotel, York.**

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**Single stamps and small lots should be suitably mounted on small cards. No responsibility can be accepted for loosely mounted or badly packaged material.**

**Hoping for an early response with plenty of material on offer, I now await the arrival of my postman.**

**John Parkin, FCPS**

## MAIL FROM THE CANADIAN AIR CRASH OF APRIL 1954

Nigel S. Harris

April 8, 1954. Not a significant date in world history, but a day of tragedy for Commonwealth aviation. On that day a Comet airliner, owned by BOAC and chartered to South African Airways for a joint service between London and Johannesburg, took off from Rome's Ciampino airport, destined for Cairo; it plunged into the Mediterranean about 150 miles south of Naples. However, if you were to ask somebody from Moose Jaw, Saskatchewan, what that date means, those who were there will recall what was then Canada's worst air disaster.

At about 10am on that same

spring Thursday, a Trans-Canadian Air Lines, Canadair North Star C-4 type passenger aircraft, flying on a scheduled Westbound Transcontinental service from Winnipeg to Calgary, and a North American Harvard Mark II training aircraft, belonging to the Royal Canadian Air Force, collided. The collision occurred at about 6,000 feet, in clear weather, over the north-east edge of Moose Jaw.

The Harvard aircraft and portions of the North Star were demolished by the impact. The wreckage fell in one square mile area and the major portion of the North Star fuselage and



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starboard wing plunged into a house killing the sole occupant. The pilot, the sole occupant of the Harvard aircraft, was also killed.

### **The mail**

Mail salvaged from the North Star aircraft is not uncommon and is often badly burnt in appearance. Having obtained seven items myself, I was curious to know how much mail was on board and how much survived. It would appear fortunate that any mail survived at all, as it was estimated that 1,000 gallons of fuel fed the fire at the main crash site; the heat was enough to melt some of the North Star structure. However, it is reported (1) that 'the recovery of a quantity of mail was assisted by a clam-digger and bulldozer'.

Salvaged mail is endorsed variously (Fig 1) and in most cases was forwarded in a Canada Post Office Department, Ministry of Posts envelope with a letter of explanation for the delay in delivery from the District Director of Postal Services.

## **SALVAGED FROM T -C-A- WRECK DELAYED. OR. DAMAGED M. JAW. PLANE, WRECK**

*Figure 1. Two types of endorsement used on the surviving crash mail.*

Research has revealed the following facts:-

- a. A report in the Regina 'Leader Post' on 9 April quotes G H Lawrence, Toronto's postmaster, as saying "a little over 1,000 pounds of mail emanated from Toronto. Much of the mail had originated from eastern points". In the same report a

Montreal spokesman said "there was 79 pounds of Montreal mail aboard the airliner. Mail was destined for Calgary, Edmonton, Vancouver, Victoria and places served from there. The plane had carried airmail; registered mail and ordinary mail".

- b. A report in the Regina 'Leader Post' on 10 April stated "more than a ton of mail in 114 bags was aboard. TCA officials were reported to say that there were 75 bags of mail from eastern Canada and 39 which were placed on board at Winnipeg. Officials said that the airline was working with postal officials in an attempt to locate mail which may have escaped destruction. The destination of the various mail bags with weight in pounds in brackets was: Calgary 29(664); Edmonton 28 (531); Lethbridge 3 (31); Vancouver 44 (1040); Victoria 10 (132)".
- c. A copy of the 'Cargo Load Sheet' in an appendix to the Trans-Canada Air Lines official accident report (2) indicates that 2,378 pounds of mail were on board. There is no indication in the report as to how much survived.
- d. The crash and the mail is mentioned in the 'Interrupted Flight Covers' section in Volume I of the American Air Mail Catalogue. It states the altitude of collision was 2,000 feet and "...that approximately a half ton of mail was aboard. Many pieces were recovered and show much damage".

### **Conclusions**

1. There is a discrepancy of only 20 lbs in the totals of mail carried in b) and c) above.



2. Regarding the entry in the American Air Mail Catalogue both references 1 and 2 state that the aircraft were at an altitude of 6,000 feet, not 2,000 feet. The quoted figure of half a ton of mail does not agree with the figures quoted in b) and c) above.

3. Origin of the mail.

From Toronto 1,000 + lbs

From Montreal 79lbs

From other E. Canada origins e.g. Ottawa ?lbs Total 75 bags

From Winnipeg ?lbs 39bags

Total 2398 lbs 114 bags

4. Destination of the mail

No. of bags, weight (lbs) and % of total load

To Calgary	29	664	27.7
Edmonton	28	531	22.1
Lethbridge	3	31	1.3
Vancouver	44	1040	43.4
Victoria	10	132	5.5
	<u>114</u>	<u>2398</u>	<u>100%</u>

5. There appears to be no accurate record of how much mail was salvaged. It is therefore impossible to know whether an equal proportion of all bags to all destinations were retrieved.

From the small sample of salvaged mail in my possession, (which is not large enough to be representative), the following emerges:

Origin of the mail: Winnipeg 50%  
Toronto 33.3% Ottawa 16.6%

Destination of the mail: Calgary 50%  
Victoria 33.3% Vancouver 16.6%

This would suggest that a disproportionate amount of the Victoria mail survived. No doubt, if a larger sample could be taken, then some realistic observations about the likely ratios of the bags that survived and their destinations could be made. It would then be possible to establish a corresponding rarity factor.

## References

(1) RCAF accident investigation report  
National Archives of Canada. Record Group 24, accession 89-90/322, box 4, file C-093-3309.

(2) Trans-Canada Air Lines accident investigation report.

National Archives of Canada. Record group 12, Records of the Department of Transport, vol 1544, file 5002-404.

## Acknowledgements

I would like to express my gratitude to the following for their help:

National Archives of Canada, Historical Resources Branch, Ottawa.

Saskatchewan Archives Board, University of Saskatchewan, Saskatoon

Regina Public Library, Regina, Saskatchewan

The Leader Post Ltd, Regina, Saskatchewan  
Moose Jaw Times Herald, Moose Jaw, Saskatchewan

## Bogus Prince Edward Island Postage Stamp

*Continued from page 197*

## References/Notes:

1. Published by the pioneer Belgian stamp dealer Jean B. Moens.

2. **The Collectors Club Philatelist**, Vol. XXVII, No. 4, October, 1948.

3. Jarrett, Fred, **Stamps of British North America**, Quarterman Publications, Inc., Lawrence, Mass., Reprinted 1975, p.296.

4. 'Answers to Correspondents', **The Stamp-Collector's Magazine**, Nov. 1, 1866, p. 176.

5. Lehr, James C., **The Postage Stamps and Cancellations of Prince Edward Island 1814-1873**, The Unitrade Press, Toronto, 1987,

*Readers who have seen, possess examples of, or have additional information about the Prince Edwards Island bogus stamp are asked to contact:*

*Ken R. Johnson,*

*Archivist,*

*Canadian Postal Archives,*

*National Archives of Canada, 395 Wellington Street,*

*Ottawa, Canada,*

*K1A 0N3.*

# A LETTER FROM CANADA TO THE ROYAL HOSPITAL, CHELSEA

Dorothy Sanderson FRPSL,FCPS Malcolm Montgomery MBE



The letter illustrated is from Kingston, Upper Canada. It was written on 18 June, 1837, marked 'O.H.M.S. Chelsea Pensioners Application', and placed in the post with no apparent prepayment. It arrived in England as a ship letter at Liverpool and was passed, again without charges, to London where it arrived in the General Post on 7 August 1837; it was marked 'FREE' as the Royal Hospital was entitled to free official mail, but was then passed to the Twopenny Post (there is a red mark '10.Fn.10 AU 7 1837' on the reverse), for delivery to the Hospital. Since the General Post privileges did not extend to the Twopenny Post, the letter has been charged twopence for this final stage of its journey.

The letter, which appears to have been professionally written, contains a submission for an increment to an existing pension, from a disabled retired soldier living in Canada:

*Kingston Upper Canada  
18th June 1837-*

*To the Lords Commissioners of His Majesty's Royal Hospital at Chelsea.*

*The Humble Petition of James Lally, out Pensioner of His Majesty's Royal Hospital at Chelsea from the 97th Regiment of Foot at 6d pr diem. Most submissibly sheweth that he served in the above Corps for 13<sup>172</sup> years and was discharged on the 30th December 1818 on disbandment and loss of left thumb, having completed a period of 21 years if allowed to reckon for absent time and being debilitated and infirm so as to prevent him of being able to provide for a large Family by Manual Labour, most earnestly entreats that your Lordship would be graciously pleased to order him an increase to his present rate of Pension he being an object worthy of your attention and Pettr. will as in duty bound*

*Ever pray  
James Lally*

The response is not known, but the letter appears to have been annotated '6d again Ans<sup>d</sup> 18.8.37', so it would appear that James Lally's request was, alas, rejected.

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# THE MAP REVEALED

Fred Fawn

The historical background, the design, and the production of the 1898 Map stamp are the subjects of many well-known studies. The original map itself, however, is veiled in obscurity, with the exception of the obvious, namely, that it is a map of the world on Mercator's projection.

The model or mock-up which led to the final design came to light at the American Bank Note Co. Archives sale in 1990. This designer's model revealed neither provenance, place of printing nor name of the original cartographer.

Intensive sleuthing through countless 19th century maps finally paid off. I found the right one, with the Americas in the centre. Its title: 'THE BRITISH EMPIRE MAP OF THE WORLD on Mercator's projection by G.R. Parkin, M.A. and J.G. Bartholomew, F.R.G.S.' subtitle: 'COMMERCIAL DEVELOPMENT AND PRODUCTS'

Sir George Robert Parkin, Commander of the Order of St Michael and St George, author, educationist and lawyer, gave service to the Imperial Federation League, was administrator of the Rhodes Fund and,

after several teaching posts, became Principal of Upper Canada College in 1889. Under his leadership U.C.C. became known as 'The Canadian Eton'. One of his most remarkable works is the 'Geographical Unity of the Empire', written in 1894.

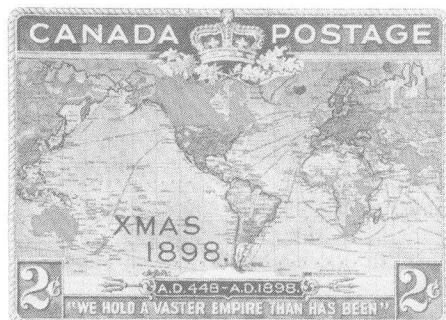
John George Bartholomew, cartographer, was born at Edinburgh in 1860. His map-engraving firm's novel achievement was the system of 'layer colouring' for marking contours. They produced two great atlases of England, Scotland and Wales.

Viewing Parkin's map a century later, it was revealing to read the reference to colouring: "as to regions commercially developed, capable of development and barren regions". Railways, Caravan Routes and Principal Exports are annotated.

This original map was produced by the Edinburgh Geographical Institute.

*I would like to express appreciation to:*  
Mr Colin G. Fraser, Christie's New York.  
National Archives of Canada.  
Archives of the National Postal Museum,  
London, England.

Figure 1. Mock-up leading to final design of the Map Stamp



## CONVENTION 93

The historic city of Chester was the venue for the 1993 Convention; all that black and white architecture made one wonder why one bothered to load colour film!

It mattered little once the show was under way, for the delights were within the Queen Hotel, where your Editor unfurled his flags again, in the absence of Bill McCann - we hope Bill will be well enough to visit us soon.

Dorothy Sanderson showed the scholarship to match her pre-stamp and stampless covers, while John Parkin showed stamps but not postage stamps; his subject was Revenues and Cinderella material. Cinderella perhaps but delightful nevertheless and, for many of us, a sight of material not previously encountered.

Geoffrey Whitworth brought along some incomparable stamps and covers of the Pence and 1859 issues, material most of us can only dream about, whilst on the Saturday morning there was great incentive to get the AGM finished quickly - the rest of the morning was given over to Harry Duckworth who gave a fine display of cancellations on the Large Queens with great panache.

Chester itself was attractive enough to satisfy most tourists' appetites, nevertheless we were whisked off to Liverpool to the rejuvenated Albert Dock, where attractions include the Maritime Museum, the Beatles Museum and a branch of the Tate Gallery. Our President chose well; it was all under cover so the rain was of little consequence.

Guest of Honour at the closing banquet was Dr Brian Holyoak, Chairman of the Chester and District P.S. He saw two distinguished members receive the accolade of Fellowship, Dr Harry Duckworth and Geoffrey Manton. Both were on their feet soon after, Geoffrey to toast the ladies and Harry to reply to Charles King's toast to guests and overseas members. It fell to Dorothy Hollingsworth to reply on behalf of the ladies and she wisely (and graciously) chose not to try to cap Geoffrey's fund of anecdotes!

We have come this far without once mentioning the President by name. Alan Salmon and his wife, Nan, did a splendid job in hosting the show and putting in all the hard work that goes into making such an event run smoothly. That it did so is a tribute to the small team that Alan had at his disposal and, one suspects, much behind-the-scenes activity from the President himself.



*Nan Salmon opens the box*



1



2



3

1. Dr Dorothy Sanderson takes the Godden Trophy

2. President Alan Salmon introduces new Fellow, Dr Harry Duckworth

3. Dorothy Hollingsworth

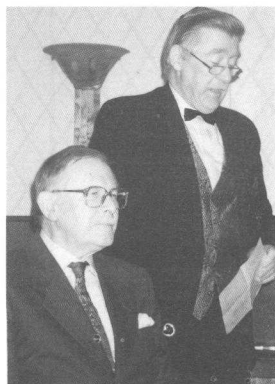
4. Jack Wallace

5. John Parkin extols the virtues of new Fellow, Geoffrey Manton

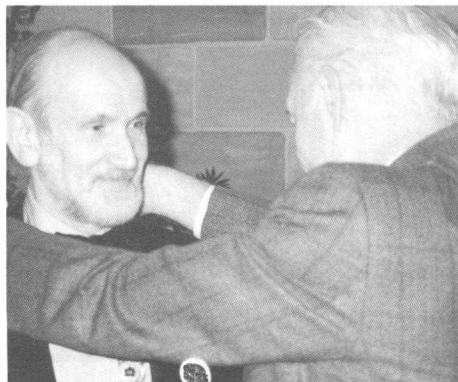
6. Incoming president Dr John Gatecliff is 'inaugurated' by his predecessor, Dr Alan Salmon



4



5



6



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## SOCIETY NEWS

### FROM THE PRESIDENT

Convention 1994 will be in York at the Swallow Hotel, which overlooks the racecourse, from 24 to 27 August. Preparations are already at an advanced stage, with two members from Canada scheduled to give displays.

It is hoped to visit Castle Howard on the Thursday; Friday will be free to visit the many attractions in and around York.

Overseas members should write to me as soon as they have read this notice, if they wish to receive reservation details. For UK members, booking forms will be included in the April 'Maple Leaves'. Please let me have them back by the end of May at the latest. I hope you will all enjoy 'a rite good do' in York.

### FROM THE SECRETARY

This is a summary of the main points from the 1993 AGM. Minutes are available from the Secretary.

Chief Executive Charles Hollingsworth reported that his requests in 'Maple Leaves' for comments on the Society had elicited very few responses. Most of these stressed the importance of providing an exchange packet.

Secretary Tom Almond reported that the decline in membership continued, primarily as a result of members not paying their subscriptions. Without the sterling work of John Gatecliff and Wayne

Curtis the situation would have been much worse.

Subscription Manager John Gatecliff reported that the Direct Debit system and the collection in North America worked well. He also reported that sales of 'Maple Leaves' had brought in £38 for society funds.

Librarian Colin Banfield reported that the level of borrowing had been low. A list of additions to the library has been sent to all members.

Editor of 'Maple Leaves' David Sessions reported that recent issues have been 36 pages and that it was hoped that this could be maintained in the future. He also made his traditional annual plea for more material.

Handbooks Manager Derrick Scoot reported that 73 books and 15 binders have been sold during the year.

Advertising Manager Ged Taylor reported that, with the exception of one withdrawal, regular advertisers had stayed throughout the year. The level of income was boosted by new advertisers placing one-off or irregular advertisements.

Publicity Officer Charles King said that attempts to raise the profile of the Society in the philatelic press had been unsuccessful, as the trade had not been particularly helpful. He indicated that he would not be standing for re-election.

Treasurer Alan Salmon reported that the Society made a small profit in 1991/92. However, more members are needed to keep subscriptions at a



reasonable level. In view of this, an increase in annual subscription of £0.50 to £11.00 for 1994/95 was proposed and accepted by the meeting.

Packet Secretary Reg Lyon reported that several members had stopped taking the exchange packet because of the high cost of the registered postage that was required by the insurers. The Treasurer was asked to investigate how these costs could be reduced. It is intended that the Covermart will be re-launched.

The maximum number of sheets for the society's competitions will be reduced to 16 in line with national changes. It was agreed that members should be asked to comment on the classes and the allocation of trophies.

On behalf of the Fellows, John Hannah announced the election of Professor Duckworth and Mr D G Manton as Fellows of the Society and the award of the Founders Trophy to Mr L F Gillam for his research into the Postal History of Canadian Railways.

The Secretary reported that, by unanimous decision, the Committee had approved an Honorary Life Membership for Mr L F Gillam for his services to the society as Editor and author over many years.

Mr R Baker won the Recruitment Award for proposing the most new members over the preceding year. He would therefore receive a credit of one year's subscription (£10.50) to spend with the Handbooks Manager.

President-elect Dr John Gatecliff announced that the 1994 convention will be held at the Swallow Hotel, York, from 24 to 27 August 1994.

The following Officers were elected at the AGM:

**President**

Dr J E Gatecliff.

**Vice President (South)**

Mr A E Jones.

**Vice President (Scotland)**

Miss A E Stephenson.

**Vice President (North)**

Mr F Laycock

**Secretary**

Mr T E Almond.

**Treasurer**

Dr A Salmon.

**Committee Members**

Scotland Mrs M McGregor

Officers elected by the Committee are listed in 'Maple Leaves'

The competition and trophy winners were as follows:

**Class 1**

1st Mr H Reiche - Admiral retouches and re-entries

2nd Mr M Perry - Montreal Postmarks

**Class 2**

1st London Section - Early Routes and Rates

**Class 3A & Class 3B - Amalgamated**

1st Dr D Sanderson - Transatlantic Mail

2nd Mr F Melvin - Registered Mail

**Stanley Godden Trophy**

Dr D Sanderson

**Admiral Cup**

Mr H Reiche

**Aikens Trophy**

Mr R Grigson, for his articles on Directional Markings in 'Maple Leaves'.

## **'SMALL QUEENS' AWARD**

Just too late for inclusion in the October issue, we learned that John Hillson's second revised edition of 'The Small Queens of Canada' was awarded a gold medal and prix d'honneur at Canada's second international philatelic literature exhibition, held in conjunction with ORAPEX 93.

The judges described the work as "an outstanding treatment of an important classic area ... an essential piece of every Canadian philatelic library". our belated congratulations to John, whose forthright views on the Small Queens are well known to aficionados.

## **STUART CLARK**

Lionel Gillam has written to tell of the death of Stuart Clark, a long time member of our Society, BNAPS and the Winnipeg PS. A good friend to children, now adults mainly, he was responsible for introducing them to stamp collecting and, through his infectious enthusiasm, ensuring that they continued their interest in later life. In this he set an example for all to follow; the future of philately lies not in those who now enjoy our hobby, but in those who come afterwards. Stuart recognised this, preached it and practised it. To Beverlie, his wife and partner in his philatelic endeavours, we extend our deepest sympathy in the loss that she has sustained.

## **FORTHCOMING EVENTS**

This section covers CPS meetings, both local and national, as well as national and international events which may hold interest for members. If you

know of such events, sufficiently in advance, please advise the Editor.

### **1994**

**Jan. 17** London Group: 'Military Mail'

**Feb. 3** Wessex Group: 'Postal Stationery'

**Feb. 21** London Group: 'The 1930s - Members'

**Mar. 1-6** Spring Stampex, Royal Horticultural Halls, London

**Mar. 21** London Group: 'Die Proofs'- John Wilson

**Apr. 18** London Group: 'Beaver Cup'

**May. 5** Wessex Group: 'S.Q. Covers'

**May. 17** London Group: 'AGM and Letters W,X,Y,Z'

**Jun. 10-12** Royal Ogopec 1994, Vernon, B.C., Canada, Annual Convention of the RPSofC

**Aug. 24-27** CPS of GB Convention, Swallow Hotel, York

**Sep. 8** Wessex Group: 'Forgeries'

**Sep.29 - Oct.1** BNAPEX 94, Burlington, Vermont, USA.

Annual Convention of the BNAPS

**Oct. 11-16** Autumn Stampex, Royal Horticultural Halls, London

**Dec. 1** Wessex Group: 'Recent Acquisitions'

### **1995 (Provisional)**

**Sept 20-23** CPS of GB Convention, Bournemouth

### **International Exhibitions**

#### **1994**

**Aug. 16-25** PHILAKOREA 94, Seoul

#### **1995**

**May 10-15** FINLANDIA 95, Helsinki

Note: London Group details from Colin Banfield: 081 500 5615

Wessex Group details from Dorothy Sanderson: 0794 523 924

## LETTERS TO THE EDITOR

**Len Belle**

### REGISTERED GEM

I was most interested in the item 'A Registered Gem' in the October issue. Perhaps I may be permitted a few thoughts on the subject.

Mr Harrison's suggestion is certainly feasible, although he appears to have ignored the 1d Registration Fee. I presume he considers this was paid in cash, which of course it could have been (cash or stamps permitted from 1 August, 1857). However, I would think the sender, having been charged 21d for 20d postage, would not have taken kindly to being charged a further 1d for registration. I wonder whether there was any Post Office directive that allowed postmasters to sell 7<sup>1</sup>/<sub>2</sub>d stamps for 7d, if used for making up the 10d rate, in the absence of 10d stamps.

It is interesting that on p157 of

Boggs there is an illustration of a portion of a similar cover with the same franking. This has been used to show imprints and re-entries on the stamps and, unfortunately, no details of the cover are given. It is simply stated that it is a 'double registered letter to London, England'. From the part of the address shown, the writing and the addressee seem to be the same as that on the cover under discussion. If it is by the same sender, it is likely to be from Barrie. The only postal marking on the illustration is April 26 1858 (as far as I can tell). This indicates that it was posted after the January 1858 registry arrangement, so the argument regarding the 1d Registration Fee would not apply. I wonder who has this cover now. Perhaps the owner could give full details, which might confirm Mr Harrison's theory.

There is one thing for sure - the cover certainly is a gem!

### CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Annual subscription, due on 1 October, £10.50, payable to the Society, to  
Dr John Gatecliff, Subscription Manager

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

Members who have not paid the current year's subscription by 31 December will be removed from the *Maple Leaves* circulation list and reinstatement will incur an additional fee of £1 or its \$ equivalent.

## BOOK REVIEWS

**Best Wishes from London Canada**, by Daniel J. Brock. Published by Gatherick Press, London, ON. Printed in horizontal format, 8 1/2"x11", 96 pages with laminated card cover. Available from the author at 55 Compton Crescent, London, ON, Canada, N6C 4E9, price \$19.95 plus p&p.

The author sets out to show London, Ontario, as it was in Edwardian times through the medium of the picture postcard and, in doing so, provides a splendid (black and white) picture book. Not content with reproducing over 140 postcards, from more than 800 he has logged, the author has included recent photographs of more than half the views depicted. This is topped up with a perceptive commentary which reflects Brock's deep knowledge of local history and an easy style.

The earliest recorded picture postcard from London is postmarked 18 February, 1903, so this naturally forms Brock's starting point; the outbreak of war in 1914, by which time the postcard craze was in decline, provides a convenient stopping place.

Not only are the expected buildings, parks and vehicles portrayed but also there are insights to the people. We were intrigued by a postal stationery card, issued by the Post Office, printed specially to send to those in grade VIII (in 1914) who had failed the entrance examinations. No pussyfooting around here; "Your total 303 Total required to pass 390 Therefore you failed." This is a summary of eight disciplines, each of which has a given pass mark. A quick summation of the pass 'marks gives a

total of only 280 which might suggest a 'pass' and a low percentage in arithmetic for the perpetrators of the card. A bit late to lodge a protest I suppose!

A lovely book for the postcard collector, nostalgia buff, local historian and collector of London postal history.

**A Canadian Railway Postal History Anthology**. Editor W.G. Robinson; privately printed Vancouver, 1993. Distributed to members of the RPO Study Group of BNAPS; available to non-members from the editor at \$30 CAN.

In recent years postal historians have been the beneficiaries of several publications of this sort, such as the special 50th issue of the PHSC Journal and the Canadian Military Postal History Anthology. All have been most interesting and, if one enjoyed them, this item will not disappoint.

Despite similarities, this work has taken off in a new, vibrant, direction. A parade of authors have contributed 227 pages of useful material; however, it is distinguished from the other works in that much of it is in the form of reproductions of primary source material. This is rarely available to the student, other than the persistent, dedicated researcher. This fact, together with the diversity of material, is the strength of this interesting work.

The anthology is highly recommended to all who are in any way interested in RPOs in Canada. A thorough reading will be rewarded in

terms of information and general interest.

Bill Robinson is to be congratulated on his efforts and praised for his insights and persistency in bringing this work to fruition.

**R. B. Winmill**

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## AMENDMENTS TO MEMBERSHIP to 14 November 1993

#### New Members

2686 Anderson-Brown, Michael A, The Grebes, 17B High Street, Little Paxton, Huntingdon, Cambridgeshire, PE19 4HA. N A & PH.

2687 Cooperman, Robert, 7925 Kingsley, #502 Montreal, QUE, Canada, H4W IP5. C.

2688 Rixon, Michael, 749 Rue Agnes., Montreal, Quebec Canada, H4C 2P9. CS F.

2689 Grinwood-Taylor, J L, Cavendish Philatelic Auctions, Sitwell St., Derby, DE1 2JP.

2690 Childs, G A H. Harmers of London Stamp Auctioneers Ltd., 91 New Bond Street, London, W1A 4EH.

#### Reinstated

1196 Vancouver Public Library, 750 Burrard Street, Vancouver, BC, V6Z 1X5.

#### Resigned

1064 Swailes J G

1869 Eastham A M

A M 2003 Bloor M R

2074 MacLeod S W

2477 Johnston H W

H W 2668 Clark J

#### Change of Address

1581 Sessions, D F. 99 Offington Avenue, Worthing, W. Sussex, BN14 9PR.

1747 Hawkins, Rev D W. Amend Post Code to CR6 9LH.

1850 Duckworth, H E. Delete 'Dr' and add 'Prof'.

2170 Cooper D, 35 South High Street, Thunder Bay, ON, Canada, P7B 3K3.

2350 Watson J D. Add '106 Huddersfield Road'.

2426 Skrepnek, R J. Ray's Books and Stamps, Box 2198, Fairview, ALB, Canada, T0H 1LO.

2432 Campbell, J C. #303 1260 Raymer Avenue, Kelowna, BC, Canada. VIW 3S8.

2620 Richter M. Amend '6237' to '65835'.

2682 Riordon M, Box 1123, Clinton, ON, Canada, N0M 1LO.

#### Changs of Intereat

2482 Mario Dean W. Add 'Yukon'

**Revised Total 495**

THE CANADIAN PHILATELIC SOCIETY  
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Slogan Postal Markings of Canada 1931-1940		£8.00
Slogan Postal Markings of Canada 1941-1953		£8.50
The Canada Precancel Handbook	Walburn	£10.00
The Standard Canada Precancel Catalogue 92	Walburn	£4.50
Canada Constant Precancel Varieties	H. Reiche	£5.00
Webb's Postal Stationery Catalogue		£7.50
Canadian Stamps with Perforated Initials	Johnson	£6.50
Canadian Precancelled Postal Stationery Handbook	Manley	£6.00
The Pence Issues of Newfoundland 1857-1866	Pratt	£30.00
Maple Leaves Binders		£6.00
Newfoundland Specialised 92	Walsh	£15.00
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OF GREAT BRITAIN

# Maple Leaves

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April 1994



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# MAPLE LEAVES

Journal of

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INCORPORATED 1946

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**Vol.23 No.7**

**APRIL 1994**

**Whole No. 247**

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## EDITORIAL

It is good to see, among the letters published in this issue, several responses to previously published articles. We have always advocated that 'Maple Leaves' should act as a forum whereby members can provide mutual assistance. To this end we welcome queries concerning BNA philately and, even more, we urge members to read the published letters and articles and, if you have any additional information or disagree with the writer, then let it be known.

In the last issue we reviewed Dan Brock's book on London, Ontario (p215) and referred to the earliest recorded card from London, postmarked 18 February, 1903. For the record we now hear of an

earlier card, dated 13 October, 1902.

This issue is accompanied by a booking form for Convention and an entry form for the annual competitions. Members are asked to complete and return the forms as soon as possible, it does make life so much easier for the organisers.

We do like to offer 'freebies' to members so we are pleased to mention that Phillips auction, on 21 April, contains a good selection of KGV and KGV1 booklet panes in the Canada section. Our UK members just have time to contact Brian Cartwright at 101, New Bond St., London, W1Y OAS, to obtain a free copy of the catalogue.



# **PUBLIC AUCTIONS**

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In the January issue, Ken Johnson told of the bogus Prince Edward Island ship stamp; there was a sequel....

## TAYLOR'S TEN CENT TRUMPERY

David Sessions FRPSL, FCPS

The bogus 10c ship stamp of PEI was credited to Charles A. Lyford, by William Eckhardt (1). Lyford was an associate of the notorious Samuel Allan Taylor, purveyor of doubtful material to the philatelic community, and was reported to be a very young man at the time of the appearance of the ship stamp (1866). Taylor is believed to have employed several youngsters in his time who may have lent their names to his enterprises (2). Taylor used a number of aliases and was, himself, only 28 in 1866, having been born in February 1838.

The bogus stamp was quickly shown up for what it was, the misspelling of EDWARD no doubt helped, and Lyford is reported to have said to Taylor that no one would believe in a fictitious British Colonial stamp. Taylor was made of sterner stuff, he said it could be done and bet Lyford he could do it.

It may be said that Lyford was naive in creating a 10 cent stamp for a country that was using sterling currency, but serious talk of conversion to decimal currency was taking place in Prince Edward Island at the time, so perhaps Lyford was merely anticipating events and trying to get in first.

### A new definitive

Whatever the reason, it was PEI's conversion to decimal currency in 1872 that gave Taylor his chance. It seems he got wind, early on, that the new set of stamps to be issued would contain the values 1c, 2c, 3c, 4c, 6c and 12c, so he set about producing a 10c value himself



Figure 1

(Fig.1). The design was based on the previous 3d stamp and would have looked pretty convincing among the undistinguished set of typographed stamps produced by Charles Whiting and Co. of London. In fact it was illustrated in 'Le Timbre Poste' and accepted as the most beautiful stamp in the set!

Taylor, and possibly his agents, fed the bogus 10c stamp in sets to European dealers. 'Le Timbre Poste' reported on the new stamps piecemeal between April and July, 1872. The 10c value was duly noted, along with the 4c and 6c, in June. The fifth edition of Scott's 'Common Sense Postage Stamp Album' appeared in New York with a page allocated to the new set from PEI, including the 10c value, even

though J.W.Scott admitted to not having seen the stamp.

Not content with his success to date, Taylor impudently claimed in print that the 6c and 12c values being quoted by some other dealers at 15c and 30c respectively were both fraudulent. He went on to provide a 'correct' listing which omitted reference to his own 10c creation, presumably in an effort to deflect any suspicion of its provenance landing at his doorstep.

### **Move to New York**

With apparent acceptance of his product confirmed in both Europe and America, Taylor obviously felt the time ripe to move from Boston to the centre of philatelic activity on the American continent, Nassau Street, New York. He took desk space in an office opposite the old Post Office building. This site gave him an idea to further push his 10c creation, which needed impetus as dealers in New York were unable to obtain supplies. It must be remembered that there were no such things as philatelic bureaux in those days and most dealers seemed to rely on 'contacts' rather than going to the source. Taylor noticed young boys rummaging in waste paper baskets in the Post Office, seeking stamps which they sold on to the stamp dealers. He had the idea of pasting some of his products onto pieces of paper, cancelling them and surreptitiously introducing them into said waste paper baskets. The ploy worked and soon Taylor was busy in Nassau Street selling new issues of PEI.

It was all too good to last; the inevitable happened soon after Taylor set up shop in New York. A dealer did the obvious thing and placed an order with the PEI post office for a supply of the elusive 10c value; his money was soon

refunded, along with the explanation that there was no such value.

Despite his efforts to lay false trails, Nassau St. dealers realised that Taylor was the culprit and, led by William P. Brown, a dealer with whom Taylor had been feuding for some time, literally chased Taylor out of town. He escaped to Brooklyn on the ferry and made his way back to Boston.



*Figure 2*

### **Another new definitive**

Our Samuel Taylor was nothing if not persistent. once back in Boston, he was soon peddling a 'new' 15c value (fig.2) from PEI but few people were fooled; nevertheless his success with the 10c value was sufficient to win his bet with Charley Lyford.

Today, the PEI ship stamp and the two 'definitives' are scarce items, keenly sought by collectors of the offbeat in philately.

*References:  
See page 222*

# THE CANADIAN OCEAN MAIL CLERKS - 1860-87

Horace W. Harrison FCPS

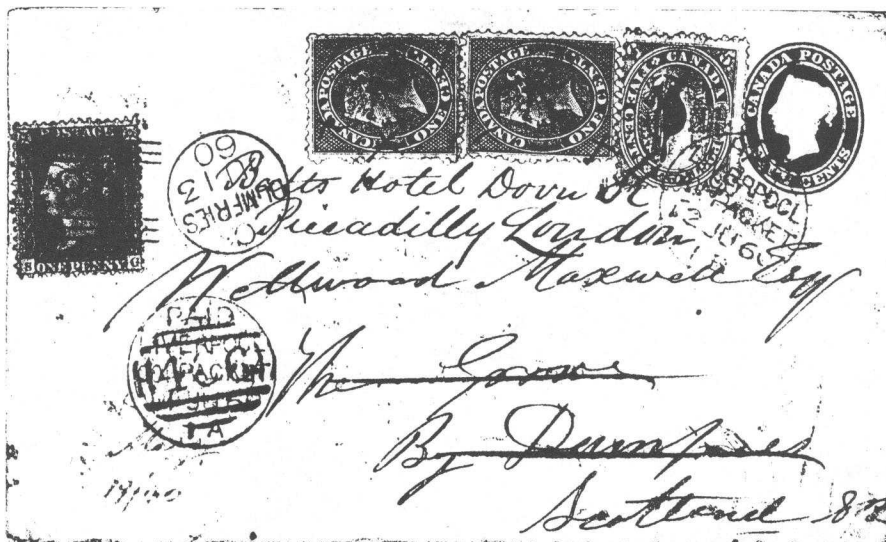


Figure 1

The two covers illustrated have some bearing on the operations of the Canadian Ocean Mail Clerks.

The earlier of the two covers (Fig 1), from the same correspondence, went from Kirkwall, U.C. on 19 May, 1860, to Rockton and thence to Hamilton, backstamped there on 21 May, it would have been placed in the closed bag for the U.K. and sent on to Quebec to be taken on board the 'Canadian' and placed in the custody of the newly appointed Ocean Mail Clerk. The service had only been authorised in mid-March of 1860, and authorisation to sort mail had not yet been given by the British postal people. Thus, mail on this voyage went all the way to Liverpool Post Office where it was stamped with the red Colonial packet

mark in which the date had not been changed from the day before, 11 June, 1860, so the clerk cancelled the mark with the '4 6 6' hammer and applied the Colonial Packet Mark with the correct date at the UR, tying the 5c Beaver and the 5c envelope stamp. Delivered at Dumfries on 12 June and so backstamped, the letter was picked up by the addressee's agent, a forwarding address in London was added, together with a Penny Red for the forwarding charge, it was cancelled with the Dumfries duplex numeral canceller '108' and sent to London where it was received on 15 June.

Note that the Postmaster at Kirkwall refrained from putting the X on the Queen's visage, but had no such compunction about the lowly Beaver.

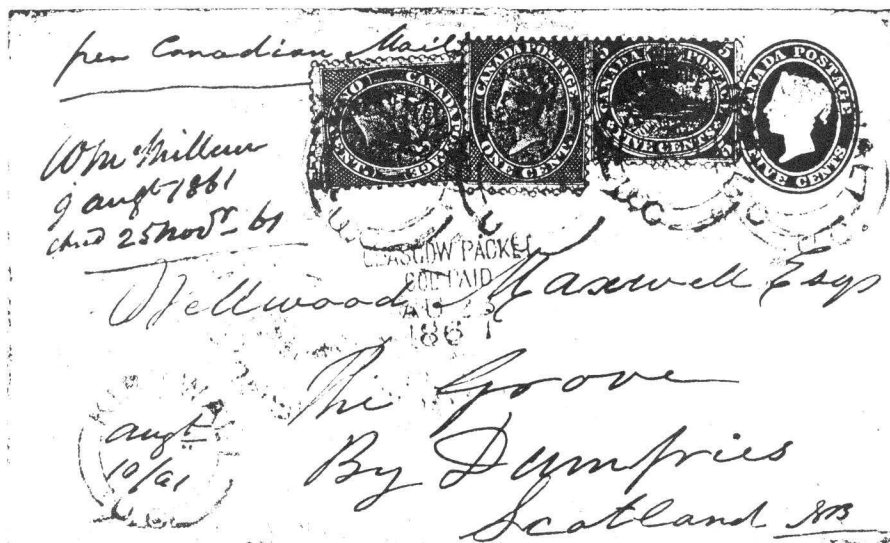


Figure 2

The second cover (Fig 2) was posted at Kirkwall on 10 August, 1861, to the same address as the first, in both cases the 1/2c postage was paid in cash. This cover also went to Rockton the same day, thence to Hamilton where it was sorted to the closed bag for the U.K. and sent to Quebec for dispatch on the Allan Line's 'Anglo Saxon' which departed Quebec on 17 August, 1861. On board, this letter was sorted to the Glasgow bag by the Ocean Mail Clerk. Sortation of letters from U.K. to Canada was authorised in mid-July, 1860; Canada to U.K. letter sortation began in the second half of November of that same year. This bag was transferred to a Mail Boat as the 'Anglo-Saxon' passed Londonderry Lough, arriving at Glasgow on 28 August, the letter was sent to Dumfries via Carlisle, arriving the same day.

I have recently acquired another cover from Kirkwall, a 5c Nesbitt with two 5c Beavers added to pay the 15c rate to California on 25 August, 1860, which will require a lot more research. It

certainly had to go by closed bag from Hamilton, but how it got to California is the question.

#### References:

1. 'The Canadian Ocean Mail Clerk, 1860-1887' K.S.Mackenzie, Nat. Postal Museum, Ottawa, Canada ISBN 0-919882-04-8(E)
2. 'Atlantic Mails' J.C.Arnell, Nat. Postal Museum, Ottawa, Canada, ISBN 0-919882-07-2.
3. 'North Atlantic Mail Sailings, 1840-75' W.Hubbard & R.F.Winter, U.S.Phil.Classics Soc. ISBN 0-9503548-4-0.

#### Continued from page 220

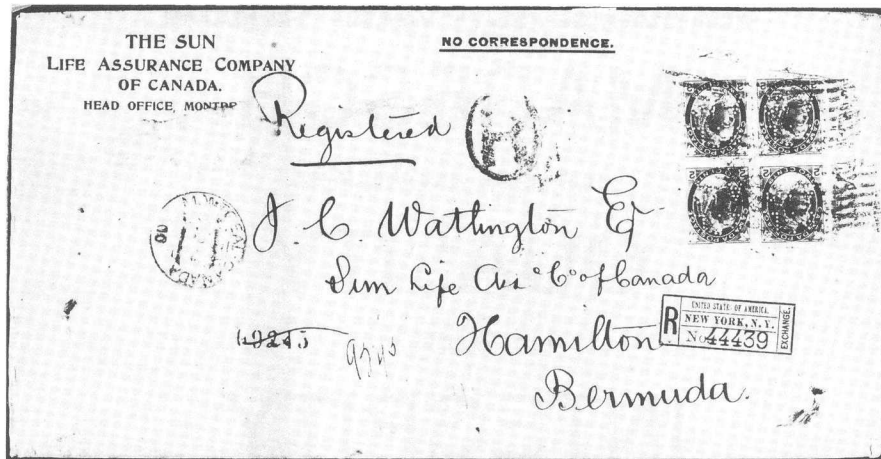
#### References-

1. 'The Mystery of the Prince Edward Queen' by W.J.Eckhardt; Collectors Club Philatelist Vol.27 No.4.
2. W.E.Skinner published the 'Agassiz Journal' which was 'dedicated to the exposure of frauds'. It was little more than a house organ for Taylor. Skinner was about 17, he had a desk at the rear of Taylor's office and headed notepaper inscribed 'W.E.Skinner & Co.'(3)
3. 'Caveat Emptor' by Jan Kindler; Philatelic Literature Review Vol. 15 No.2.

# NEW YEAR'S RESOLUTION

The Yellow Peril

Photo by F.Fawn



*A cover, so ugly that it is pretty!*

One of my most quickly broken New Year's resolutions ever was "buy no more number 10 (9 1/2" x 4 1/2") covers". They do not fit my album and are easily creased or otherwise damaged. When I was offered this cover my reaction was "another one of those commonplace 8c jobs!" Its only saving grace is that it is franked with a block of the 2c QV Numeral (red) stamp with 'S.L.A.Co.' perforated initials. Since I did not have a block of this perfin and it was not grossly overpriced, I bought it with the intention of removing the stamps. After I paid the seller, it dawned on me that the heavy roller postmark is too unsightly and I would have trouble recouping my cost let alone sell it at a profit. Faced with this dilemma I began to study the envelope. A cover, so ugly that it is pretty! When I noticed that the still fully gummed flap was a string closure and the 'NO CORRESPONDENCE' style envelope was addressed to Bermuda, this cover began to look more appealing – no longer

just an every day 8c (3c per oz postage + 5c registration fee) but, in fact, one of those elusive 3c + 5c efforts – triple printed matter rate of 1c per 20zs x 3 = 3c + 5c registration.

The size and design of the envelope imply that it was especially made for the Sun Life Assurance Company of Canada to send printed matter to its branches. The string closure flap facilitated examination of its contents by the postal inspectors.

I wonder how many even more interesting covers I would have missed had I kept to my New Year's Resolution.

*Editor's note: Interesting to note that an unsealed string closed envelope could be sent through the mail registered. This type of envelope is primarily for inter-office use and it can be opened and reclosed by anyone.*



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**DEALERS IN  
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SINCE 1924**

Bill Pekonen, a leading authority on stampless mail, has provided several articles on the subject for publication in subsequent issues of 'Maple Leaves'. It was felt that a brief history of the subject, stretching beyond Canadian shores, would provide a helpful introduction to readers in view of the limited amount of literature available.

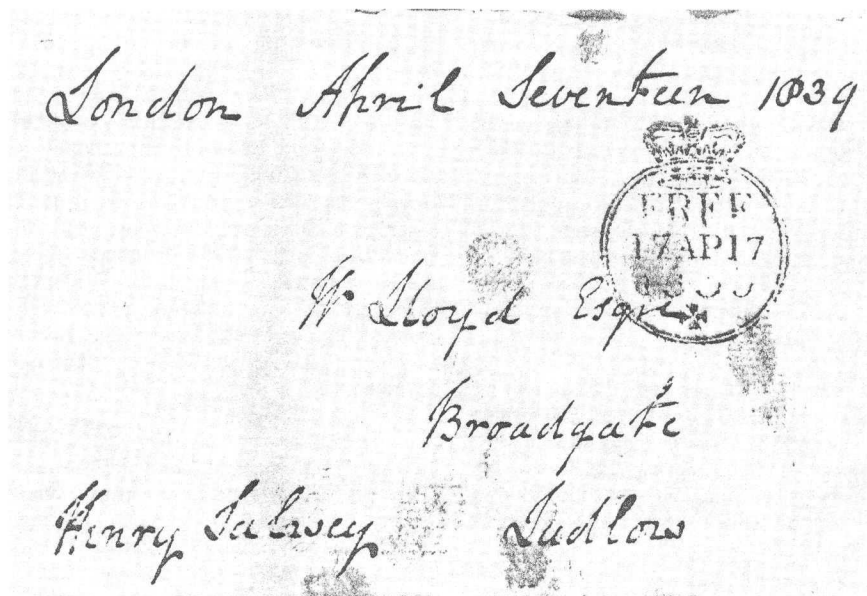
## A BRIEF HISTORICAL ACCOUNT OF OFFICIAL MAIL

Bill Pekonen

Many collectors have covers with 'OHMS' or its equivalent in their collection.

Except for JGS Scott's book 'Official Franking 1800-1840' and Jim Lovegrove's book, the subject has virtually been ignored. (Can someone lend me a copy of Lovegrove's book or advise me where one can be purchased?).

Readers of this article may be surprised to learn that 'Free' mail is not really 'free'. This fact puts a new light on official mail for those die-hard collectors who reject 'free' mail in favour of 'paid' mail. The irony is that the post office has paid the Crown through the civil list for the right to distribute official government mail. **The only really free mail, is the royal franking privilege.**



British 'Free' franking mark, 1839, shortly before the introduction of postal reform.

For almost 5,000 years, rulers have sent messages to each other, their helpers and to their subjects. For many centuries, the 'postal service' was for official purposes only.

One historian/author, Miss C.M. Hill, has traced the history of 'The Kings Messengers' in Britain during the period 1199-1377. During this same period, different kinds of messages were delivered by Heralds and Kings Messengers.

King Edward IV made the first attempt to set up an official postal system in Britain, during 1482. This attempt was the forerunner which established the right of the British Crown to receive post office revenues direct up until 1760 and, indirectly through the Civil List, up until the present day.

The King's messenger system was reorganised in 1533 into a better system under the authority of King Henry VIII.

Queen Elizabeth I issued a proclamation on 14 January, 1583 further strengthening the organisation. Eight days later, Tho. Randolph, as comptroller of all 'Her Majesties' Posts', permitted the carrying of private mail.

James I created a postal monopoly during 1603.

Charles II set up the posts by proclaiming on 30 July, 1635 'a service for the benefit of all his Majestie's loving subjects'. It was designed also to increase his private revenues. His taxation policies cost him both his Crown and his head in 1649.

According to the Journals of the House of Commons, the estimated post

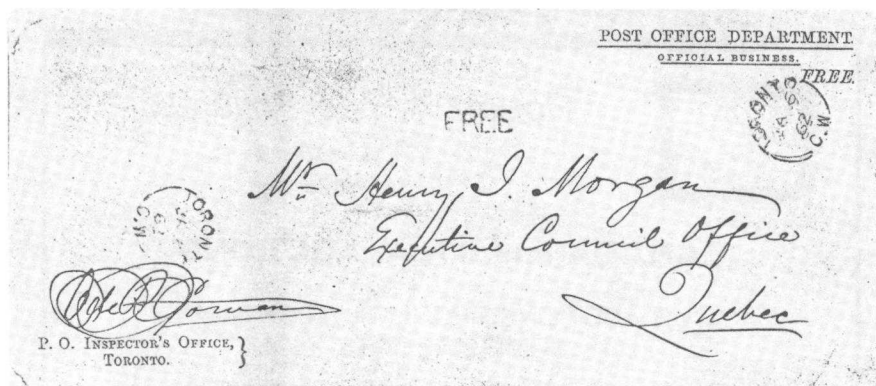
office revenues during the period 1637 to 1641 were £21,500 per year. This was the amount established as an annual lease payment to the Crown during 1660 for the rights of government to use the postal system. The provisions of the 1657 Act (under the Commonwealth), setting up the Post Office in Britain, are considered by many as the origin of the current Post Office Act. The lease payment was increased to £26,000 for each of the four succeeding years.

"When George III came to the throne in 1760, the Crown surrendered the revenues arising from the Post Office, receiving instead a fixed sum in the Civil Lists" states C.F. Dendy Marshall in his book 'The British Post Office from its Beginnings to the End of 1925'.

In Britain, the records indicate that only official mail was carried during the first 400 years out of the last 800 years and that private mail has been authorised for only about the last 400 years.

Between 1764 and 1840, most of the mail carried by the post office was 'free' even though the Crown received payment through the Civil List for the right to operate the service - whether free or paid. There is a categorical difference between free official mail and the private or public mail that was given 'free franking privileges' as a result of rank, office or political favour by the Post Office. In the latter, it was a matter of foregone revenue.

The abuses, of course, led to the uniform penny post rate and the 'postage label' (as the postage stamp was originally known). Incidentally, the term 'postage label' is used in the 1861 British Postal Guide with the words 'postage stamp' being commonly accepted during 1862. The 'stamp' has existed in widespread use



*Early Canadian 'Free' cover of 1862. It carries a superfluous, stamped, 'free' in the centre, the word 'free' is preprinted (upper right) on the custom order envelope.*

for only 153 years out of the last 400 years. The impact of the postage stamp today goes far beyond its original purpose - which was to prepay the delivery service for a letter. The quantity of government mail even today outnumbers the use of mail by private and commercial customers. Many private and commercial customers are using private couriers - just as they did some 400 years ago.

It is curious to note that very few official cover collections exist, despite the fact that they have a much longer history. This factor probably has something to do with the idea that some stamp collectors strive for artificial 'completeness' as the ultimate goal - when in fact there is no

such thing in the human community. As for collecting government mail, there can never be anything remotely resembling completeness because the sheer volume and variety is mind boggling. But that is not to say that one should exclude government mail from a collection, because to do so ignores the reason for the very existence of the post office and the existence of the postage stamp.

A separate article shows how even the handling of government mail changes from time to time and how you can build a sample collection - probably at little or no cost. The article describes how different methods to identify postage payment have been used in Canada over even a short period of time.

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# RECESS PRINTING

## A Basic Guide to Varieties and their Causes

### John Hillson FCPS

Recess printing, line engraving, intaglio printing - three terms to describe the same basic process of stamp production from its earliest days; the method was adapted by Jacob Perkins early in the nineteenth century from engraving on copper to engraving on steel and he invented the process of transferring an impression from one piece of steel to another.

Put simply, a die would be engraved on a mild steel plate, proofs in black would be taken from it for approval of the design; next the die would be hardened. A soft steel roller would then be rocked onto the hardened die, taking up a mirror image under the application of considerable mechanical force. It is believed that in the early days of stamp production two such impressions were rocked in to the roller on opposite sides, and that it would be about 2 1/2" in diameter. The roller would then be case-hardened. Where stamps of a common design but different values were to be produced, secondary dies with blank value tablets would be made from this roller, the value of each denomination needed would be engraved on to each of the secondary dies, and the procedure as described above would be repeated. Where there were no common designs, as in the case of the Small Queens, the primary die consisted of the vignette only from which, using the same process again, master dies were made by engraving the scroll work, value etc. around this impression of the Queen's head, then proofing and hardening each completed design. There were no secondary master dies as such made for the Small Queens issue - but would be for the Jubilees, the

Numerals and so on.

Having manufactured the basic tools for the job, the next step was to take a piece of polished mild steel, mark it out, and, working from the bottom of the plate up and from left to right, rocking the requisite number of impressions on to the printing plate to be, in the transfer press, by the transfer roller.

This then, was the basic method of producing postage stamp printing plates employed by Perkins Bacon, The American Bank Note Company, and The British American Bank Note Company in the early days. It should be noted that as the impressions on the plate appear in reverse, the first vertical row to be rocked on to the plate would print the last vertical row on the right of the sheet of stamps.

So how did re-entries, retouches arise - what is a shifted transfer, what caused pitting or other types of plate damage?

Let's start with re-entries. Essentially this happens when the transfer roller is re-applied to an existing impression on the plate which can be for a variety of reasons - weakness, wear, or the original impression is in the wrong place.

Some writers seem to think that before re-entering took place the old impression would be knocked up from the back, and burnished off. This did indeed happen when one was working with copper, which is a soft and malleable metal. But here we are dealing with steel plates around 3/4" thick. There is indeed

considerable evidence to show that only in the case of gross misplacement did any sort of burnishing-off take place, and then it was none too successful as will be seen later.

If you will forgive me for citing the early G.B. Line Engraved where, after laying down the plates as above, check letters were punched in by hand; as the plates wore in use, so naturally did the check letters. When the plates were re-entered, the check letters were left alone, so the second state of these plates show strong impressions of the stamp, except for the letters which remain weak. If the plate had been burnished off, those letters would have had to be re-punched and, as stated, the three security printers mentioned above were all using the same process.

So, we now have a brand new plate. A proof, is taken from it to see if every impression is satisfactory. If one or more is not the plate is returned to the transfer press and the roller re-applied to any unsatisfactory entry. If it is not spot on the original entry, lines of doubling will occur in parts of the design, giving evidence of what is technically called a FRESH ENTRY. Note, no burnishing would have been done. The major re-entry on the 1871 6c Small Queen plate from row 7/7, and that on the 10c plate R9/9 are both examples of fresh entries - that is, the plates did not go into production without these varieties being present from the beginning.

Once the plate is in use, it will wear; impressions become less clear, until eventually they are in danger of being unsatisfactory. The plate will be taken out of use for repair by re-entry. This is the identical process to that which gives rise to fresh entries. Two results can happen. If the re-application of the transfer roller

to the plate is exact, a CO-INCIDENT RE-ENTRY has been made, and can only be detected by the extra depth of the impression compared with its neighbours, or the coarsening of the lines of shading. For example in its original state the 1/2c Small Queen plate shows fine lines of shading with clear white spaces between them; in its later state, these lines are thick with only minute pinpricks of white showing. If the placing of the roller is not exact - it may be a little to the top, or bottom, or one side, then one will be able to detect doubling where the original impression has not been covered up by the new one. This is a RE-ENTRY, sometimes called a DOUBLE TRANSFER. Strictly speaking the extra lines one is seeing are from the LATENT ENTRY i.e. the original impression but as is typical with stamp collecting that term is used to describe something else! Well, I suppose a latent MISPLACED entry is something of a mouthful, but that happened twice with the 2c Small Queen, when on two occasions the bottom stamp of a vertical row was rocked in half a stamp too high, roughly burnished off(maybe), and then entered in the correct position. I say maybe, because it is just as likely that the attempt to clean off the offending impression was not made till after correction, and a hash they made of it too, thank goodness! (See ML Vol 19/10 for a full description of how the LATENT ENTRY came about, but for those interested, remember, there are two 2c examples probably from different plates).

A SHIFTED TRANSFER looks like evidence of re-entry, but it isn't; essentially the transfer roller has not been re-applied to the plate. If the stamp has doubling of the bottom, or doubling of the top, and no other doubling, the cause has been 'creep' under the tremendous pressure exerted in the

process of laying in the impression. There are a number of these in Reiche & Sandbuehler's 'Constant Plate Varieties of the Canada Small Queens' although they are unfortunately described as re-entries.

**WEAK ENTRIES** and **SHORT ENTRIES** are basically from the same cause - insufficient rocking-in. The elusive 'Ghost Head' (I believe it is called) 6c SQ plate, probably made around 1876 at the same time as the 5c plate, as the position dots are in virtually identical positions, is an example of a plate where all the impressions are weak - in fact it was so unsatisfactory that there seems to have been no attempt made to clean the plate of guide lines, burnish marks, or the usual extraneous metal that has to be removed from a new plate. It wasn't used for long. A short entry, which occurs usually at top or bottom, is simply where the roller wasn't rocked in sufficiently in those areas, but was for the bulk of the design. An example is shown where the whole top of a SQ 3c is missing although the rest of the impression is fresh and strong.

For those Admiral enthusiasts who are whispering 'underinking', as happened with lathework, under their breaths, no there is no albino impression which there would be if the cause were not a short entry - the paper is as smooth as the proverbial baby's bottom.

**MISPLACED RE-ENTRY.** Again citing the Small Queens, the 5c/6c re-entries and the Strand of Hair varieties on the 1c. Cause? I believe over-rocking of a multi-value transfer roller made for the express purpose of plate repair, and to which sod's law (if a thing can be cocked up it will be) applied. These can also be described as **INADVERTENT RE-ENTRIES** as they were in no way



*Short entry - top of design missing.*

intended. (See also ML Vol22/1 SmallQueens - Enigma Variations Update) The important difference with this type of phenomenon is that the extra lines appear **ON TOP** of the existing impression, and are not remnants of the original transfer.

In Canada, until the Admiral period, plates were put to press in an unhardened condition. It was only then, because of the Great War, that it became important to try to extend the working life of a plate, and there it was done by chromium plating. A hardened plate is much more difficult to re-enter than an untreated one, and this type of variety became scarcer as a result. Nevertheless they can still be found even on stamps of the present reign. The 1953 50c Oilwell is a case in point. What did become much more common was strengthening unsatisfactory areas of a design by hand, using the engraver's tool called a burin. This is where we have the **RETOUCH**. A hand is a less steady implement than a mechanical tool, so the evidence of



retouching is often in the form of a line of varying thickness, uneven, even shaky at times.

**BURNISH MARKS.** When a new plate has been made, it has to be cleaned up before it is put to work. Apart from guide lines the process raises bits of metal, all of which have to be cleaned off by burnishing the areas between the stamp impressions. If it is overdone it can leave a shallow gouge in the plate which will pick up ink and mark each sheet until it eventually wears off. This is a burnish mark,

**PITTING.** Quite simply this is caused by corrosion. When a plate was taken out of use in Victorian times it was coated with beeswax to protect it; later on, vaseline was used. If it was made, but was not to be used for some time, such as in the case of the original 5c. Large Queen plate or the 6c. Small Queen plate made in 1887, it would be coated with Japan black. Given time, this did not prevent rust. I believe it was so bad on the 5c. Large Queen that a new plate had to be made in 1875 when there was a use for the value. The 6c. plate however was laid up for only about three years after manufacture, but rust pitting is shown by irregular dots on stamps from the top row of this (the 'Montreal') plate's 'B' pane - the left hand one, on positions 5,6,7,8, & 10 and the top left selvedge. Position 6 is shown in the Reiche & Sandbuehler handbook already referred to, although the authors did not know which plate was involved. The sequence is as illustrated. When the plate was re-entered, these marks were removed.

Other examples of plate damage can occur from cracking; for example some of the early Admiral plates were curved to fit the new rotary presses; radial cracking when a heavy sharp object has been



*Position 1/5*



*Position 1/7*

*Pitting on the Montreal 'B' pane: above-positions 1/5, and 1/7, next page - positions 1/6, 1/8 and 1/10*



*Position 1/6*



*Position 1/8*

dropped on the plate causing cracks fanning out from the centre of impact; scratching, and graver's slips. A graver's



*position 1/10*

slip, as the name suggests, occurs when in retouching a plate, the engraver's hand has slipped, leaving a line that shouldn't be there. It has been known to happen in engraving a master die, but not as far as I am aware, on any Canadian stamp. (If anyone is interested, Fiji KGV 3d). There are two extreme cases of PLATE SCRATCHES on the Small Queens, the 5c 'Plume in Hair' and the 6c 'Neck Flaw' which has so far been found only on the perf 11½ x 12 printings.

These then are the types of varieties that, being on the plate for a time at least, are constant. Ephemerals such as kiss prints and the like can be dealt with at another time.

*Further illustrations will be found overleaf*



*'Plume in hair' plate scratch.*



*'Neck flaw' plate scratch.*



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The following article demonstrates just how dangerous it is to stop and think, fortunately a rare occurrence in these bustling times. Such wilful misuse of one's precious leisure moments can lead to frustration...

## WHY 'CANADA'?

'Mac' McConnell

It is said that idle fellows (not of the FCPS kind) do have idle thoughts in idle moments. I had three such (moments, not thoughts!) in one week recently, totalling two minutes and twenty-three seconds, and fell to wondering why CANADA sometimes includes it's country's name in postmarks.

Before 1852 any policy decisions of such importance could safely be laid at the door of the Imperial government in London (the UK not the ONT variety). How consistent has the practice been since the reins of imperialism were cast aside and what, if any, has been the policy?

Let us look at some reliable and easily accessible sources to see if they provide answers.

Smythies (Canadian Duplex Cancellations) tells us that from 1860, Berri of London (England) supplied cancellers for 22 different towns and cities, none of which incorporated CANADA. Because these were all pre-Confederation marks, we should not be surprised at the consistency. The Public Works Department, Ottawa, supplies also fall into this category.

Post-Confederation duplexes by Prichard and Andrews now take over and usage patterns, but not reasons, begin to emerge. From 1872 to 1876 the earlier designations of CE and CW were used initially then QUE, ONT, NS or NB as appropriate.

From 1879 the use of CANADA becomes general although by no means exclusive on new duplex handstamps in larger towns and cities. For example, BELLEVILLE used ONT on two new hammers in 1881 then had two with CANADA in 1884 and reverted to ONT for two more in 1892 and '98 before reverting to CANADA in 1901 - 02.



Amongst the smaller towns there was a mixture of provincial and national designations.

**Machine cancellations** - The first machine used in Montreal in March 1896, was an Imperial under licence from Ethridge Bros. and had CANADA between seven bars but not in the dater portion.

Imperials also used flag cancellers with CANADA from 1896 as did Bickerdikes (Maple Leaves, Vol12 p89). When machine cancellers became more widespread the whole subject becomes a minefield for idle thinkers like me. Mentally sorting through a hundred or two cards and covers does nothing for my enlightenment.

**Registered letter marks** - Smythies and Smith record four oval registered marks for Hamilton of which only one used CANADA. London, Toronto and Winnipeg had similar ones with the national designation. There was also a rather scarce octagonal type used between 1878 and 80 which was anonymous except for CANADA.



**Squared Circles** - a popular subject on which the last word has been written several times. Here St John NB/CANADA wins hands down with three hammers out of three, followed by Halifax and Kingston with two out of

two. Montreal managed one with thin bars but nil out of two with thick bars. Ottawa had one out of one with thin bars but nothing of any sort with thick ones. Quebec/CANADA was one out of one as also Toronto, both with thick bars. However, a thousand thanks to Winnipeg with one CANADA amongst its four hammers for which Whitehead records that, of all its varied indicia, the number 10 was used on outgoing foreign mail only.



**Rollers** - Smythies and Hollingsworth record that of all the towns and cities using rollers, only six places incorporated CANADA. Of these, Toronto had 33 out of more than 400 supplied for use there. How were all these rollers employed? Montreal had 18 out of more than 300,

*Continued on p. 238*

# FIFTY YEARS AGO - APRIL, 1944

## Kim Dodwell



The whole of Sicily had been captured by the Allies by 17 August, 1943, and two and a half weeks later they landed in Southern Italy to begin the slow and costly struggle up the length of the peninsular. The famous Eighth Army already included the 1st Canadian Infantry Division and the 1st Canadian Armoured Brigade; with the arrival in Italy of the 5th Canadian Armoured Division in November, the Canadians were grouped into the newly formed 1st Canadian Corps, with its attendant train of supporting troops. By the time this Corps was transferred to NW Europe in March 1945, 91,579 Canadians would have served in Italy.

The vital importance of a swift and sure mail service to the morale of the troops was reflected in the size and sophistication of the postal system provided. Men of the Canadian Postal Corps distributed to, and collected from the various army units, but the carriage of mail by air between Canada and Italy was the responsibility of the RCAF Postal Service. RCAF no.168 Squadron, based at Rockcliffe, Ontario, started the 'Mailcan' service, initially with five B-17 four-engined Flying Fortress aircraft, in December 1943. By March 1944 they had established a routine of a Fortress flying from Rockcliffe to Prestwick, Scotland, every five days, via the Azores and

Gibraltar, with a feeder service of twin-engined Dakotas from Gibraltar to Pomigliano airfield, near Naples, twice weekly. The 'Mailcan' Service continued to perform a vital function right up to the end of the war, although the numbers and types of aircraft used changed, as did the routes flown. They carried the biggest share of servicemen's airmail; in addition many letters from Italy, and later NW Europe posted as surface mail, were carried by 'Mailcan', which accounts for the surprisingly short transit times sometimes seen on soldiers' unstamped (concession rate) covers to small Canadian towns that still applied receiving marks.

The previous (Canadian) owner of the Armed Forces Air Letter illustrated noted that, according to Canadian P.O. records, a plane en route to (over?) the Mediterranean jettisoned 5059 lbs of air and surface letters, and the cover illustrated is thought to have come from this incident. I have one other similarly marked 'front', and Guertin, in his Wartime Mails book, illustrates a cover with this mark; all were posted in Canada within a 20 day period. Surprisingly, this incident is not listed in Nierinck's very comprehensive 'Courrier Recoupere', and an official report on 168 Squadron's activities describes two other incidents of mail being jettisoned, but not this one. However Hopkins, in his more meagre listing of air crashes, does refer to it, citing two examples with this mark, both posted in March 1944, in Britain, addressed to Canadians in the C.M.F., but knows nothing of causation. One is left with a picture of a laden Dakota, losing height over the sea due to engine failure, bad weather or possibly enemy long-range fighter attack from the south of France or northern Italy, jettisoning its pay-load to remain airborne, and the cargo being retrieved, perhaps by the

Royal Navy. I wonder if the real story will ever be known?

And what of Jack Johnston and 'D' Company of the Princess Patricia's Canadian Light Infantry? If we assume the salvaged letter reached him in April, they had left the Ortana area, on the Adriatic Coast, in December, and were moving westwards to prepare for their role in the break-through of the Hitler Line, behind the infamous Cassino Monastery position, in May. It was after their success against the Hitler Line, and yet another break-through of the Gothic Line, albeit at great cost, in September, that General Leese, the Army Commander, was to describe the 1st Canadian Division as "undoubtedly the best Division in the Eighth Army". I am glad to know that Jack Johnston came through unscathed, and by war's end was a Corporal, still with the Patricia's, in Holland.

#### **Continued from page 236**

Winnipeg (4 of 64), Hamilton (2 of 35), Halifax (2 of 18) and Quebec (1 of 28) so the proportions were small. Other large places like Vancouver scored nil out of 30; Ottawa likewise.

Smythies and Hollingsworth comment "it is not known why the CANADA type was adopted for these half dozen towns".

I was at this point just about to think the profoundly idle thought that S & H summed up my own view neatly when my two minutes and twenty-three seconds worth of idle moments ended abruptly as 'she who must be obeyed' demanded action - immediately - or else. I now have to leave it to others to divine, explain and substantiate any pattern or policy in this matter - just why is the name CANADA included in some postmarks and not in others?

# THE PEOPLE ON THE STAMPS - BENJAMIN FRANKLIN

Alan Salmon

*By different methods different men excel:  
But where is he who can do all things well?  
Epistle to Hogarth* *Charles Churchill*

As yet, in this series, we have not met anyone with the remotest connection with the postal services of Canada. Now we do - Benjamin Franklin; as Deputy Postmaster General for the English Colonies he was responsible for the post in Canada for 11 years. However he never had the good fortune to be a Canadian, for most of his life he was an English colonist and he ended it as a citizen of the United States. His portrait was chosen for the 10c multicolored stamp (SG 839, SS 691) issued in 1976 to commemorate the 200th anniversary of the Declaration of Independence by the Colonies in America.



He was born in Boston, Massachusetts in 1706, the 10th son of his parents; his father was a soap and candle maker. At the age of 12 he was apprenticed to his brother, a printer; during this five-year period he read widely and taught himself to write effectively. The *Spectator*, a periodical of essays, was first issued in 1711; Franklin read and then rewrote these essays; he then increased the difficulty of the learning process by changing the essays into verse and then,

days later, turning them back into his prose. A hard-working, determined and thoughtful young man!

## The Printer and Promoter

In 1723 he went to Philadelphia to work at his trade. There he was noticed by the Governor of Pennsylvania, Sir William Keith, who suggested he establish his own business. Franklin's father thought him too young for such an adventure; so Keith promised the necessary capital, and sent him to England to make contacts with stationers and booksellers. On board ship he found that Keith had arranged no letters of credit and no introductions; Franklin was surprisingly charitable noting: 'He (Keith) wish'd to please everybody; and having little to give, he gave Expectations'. In London he quickly found employment and spent three years enjoying working, writing pamphlets, the theatre and the other pleasures of the big city. By 1726 he had tired of the life so when a merchant, whom he had met on the boat going to England, offered him a job in Philadelphia, he returned home.

The merchant died a few months later, so Franklin was back to printing with such success that within two years he was able to set up a partnership with a friend. Their first major triumph was to win the contract to print Pennsylvania's paper currency. Two years later he was the sole owner; by now the firm was printing the currency of Pennsylvania, New Jersey, Delaware and Maryland. The



business continued to prosper with the printing and publication of newspapers, magazines and almanacs. Franklin's personal life was not quite so well organised, he was prone, as he put it to: 'that hard-to-be-govern'd passion of Youth' which sent him to 'low Women'. In 1731 he had a son, William, whose mother has never been identified. The same year he took as his common-law wife an old sweetheart whose husband had deserted her. They had two children and, together with William, the family was a happy one.

With his business providing a firm base for further adventures, Franklin's mind turned to the improvement of society. In 1727 he founded the Leather Apron Club, to debate questions of morals, science and politics; this led eventually to the founding of the Library Company of Pennsylvania, to a fire brigade and a police force for the city, to the American Philosophical Society and to the University of Pennsylvania. So successful was he as a promoter that his fame spread throughout the Colonies and his help was sought by anyone wishing to promote a good idea.

### **The Scientist**

In 1746 Franklin became interested in electricity, the Library Company had obtained from England an electricity machine which was used as a starting point for he and a group of friends to push back the frontiers of science. Experiments were carried out over some six years; they resulted in a far better, logical organisation of what was known about electricity. We owe to them the terms: positive, negative, battery and conductor and the signs +ve and -ve. After some highly dangerous experiments with a kite, the lightning conductor for buildings was invented.

His leadership in this research would have been enough to ensure his lasting fame as an experimental physicist; however, some forty years later, he had one further invention to bestow on us. When an old man, irritated at having to change his spectacles when he wished to read close print, he invented spectacles with four lenses in the same frame - the bifocals so much in use today.

### **The Postmaster**

His involvement with the post office began in 1737 when he became postmaster of Philadelphia. He retained his post, whilst involved in his many other projects, until 1753 when he became one of the deputies of the postmaster general of England. He was then jointly in charge, with a William Hunter, of the mail in the North American colonies; the first record of a postal service there is dated 1639. After Britain and France made peace in 1763, and Canada became a British province, Franklin went to Quebec to extend the colonial postal service. Indeed, due to his promptness, the post office was the first institution of the new government to be established. He opened a post office at Quebec, with subsidiary offices at Three Rivers and Montreal; the 5c stamp (SG 538, SS 413) issued in 1963 commemorates the 200th anniversary of the start of this service. A monthly service between these offices and New York was arranged so that the courier could make timely connections with the monthly packet boats to and from Falmouth, England. The packet boat service from New York, which was devoted entirely to transport of mail, had begun in 1755 - directly as a result of Braddock's defeat by the Indians and French at Fort Duquesne that year - at last the government in London had decided it must have good communications with British North America.

Under Franklin the post office in North America was reorganised and prospered, he was able to send the first, and substantial, profits from its operations to Britain. However, in 1765 it became involved in controversy - the consequences were to change America forever. The Stamp Act of that year required that all newspapers and commercial and legal documents should be upon stamped paper sold at prices prescribed by law. It was a tax, designed to overcome private, and illegal, postal services which were rampant in the Colonies. Franklin, in London at the time, though believing that such an unavoidable tax required the consent of the Colonies, underestimated the effect on public feelings, as did Parliament. There were riots and many merchants decided to import nothing from Britain. Franklin had ordered the stamps to be printed and appointed a friend as stamp officer in Philadelphia; there was an outcry in the town and his wife was threatened. Franklin quickly threw his energies into having the Act repealed, appearing before the House of Commons to argue for the right of the Colonies to impose internal taxes by their own legislation. The next year the Act was repealed; in the future the Colonies would resist every tax passed by Parliament.

Sadly this period in the British post office ended with his sacking! Somehow, it's not known how, he had obtained letters from the governor of Massachusetts to London commenting on the situation in the Colonies. Franklin made these available to colonial leaders; he was dismissed from the post office. However, he had the last laugh; in 1775, when the 13 colonies were in revolt he was appointed the first postmaster general of the United Colonies.

### **The Statesman**

Franklin's dream was a British Empire composed of self-governing nations. In 1754, as a representative of Philadelphia, he had proposed a Plan of Union whereby the 13 Colonies would have established a general council to organise common defences against the French and to supervise relations with the Indians. But the other colonies were not ready for such a step forward - nevertheless here was the first concept of the United States of America. In 1757 he was chosen to represent Pennsylvania in London; whilst there he published a pamphlet urging Britain to annexe Canada when the Seven Year War was over - it did. By 1770 he was representing Pennsylvania, Georgia, New Jersey and Massachusetts in London, and travelling between there and the Colonies almost ceaselessly. He also used his skills as a writer - between 1765 and 1775 he published 126 newspaper articles on current controversies.

In March 1775 he left London, fearing the outbreak of war. On his last night in England he read from the colonial newspapers, with tears in his eyes, to his friend the great chemist Joseph Priestley. In June he heard that colonists had clashed with British troops at Lexington - the opening shots of the War of Independence. That autumn the colonists invaded Canada and captured Montreal. Franklin, regarded as the wisest and most astute of the colonists, led a mission to swing the leaders of Quebec over, he also set up a printing press in Montreal to convince all Canadians they should join the revolution. This time his powers of persuasion were not up to the task; he decided that the Canadians were not reasonable men, they disliked the 13 Colonies more than they disliked the British! The British government's

tolerance to the institutions of Quebec, especially to its religion, had prevailed against the calls for independence from the, predominantly Protestant, Colonies.

Franklin returned to Philadelphia; now aged 70 he must have been tired after his fruitless trip to Canada. Nevertheless he took part in the drafting of the Declaration of Independence. Thomas Jefferson, aged 33, was the prime author but Franklin guided the work of his young colleague. In 1776 it was presented to the Continental Congress; although amendments were made, the general sense was little changed and it was approved - hence our stamp. In December of that year he went to France to get support for the rebels, he had been leading the Congressional Committee of Secret Correspondence whose function was to gain support from any likely source. France, recovering from the ruinous Seven Year War and willing to hurt the old enemy Britain whenever and wherever possible, welcomed him. He was the American

ambassador to France; this mild, portly gentleman peering over his spectacles and wearing a fur hat was a great, popular success in Paris and he was received by Louis XVI at Versailles.

The results were impressive; early in 1778 France and 'United States' signed a Treaty of Alliance drafted by Franklin. By June Britain and France were at war; a French fleet was soon off Delaware and French officers, notably Lafayette, were sailing to the aid of the rebels; eventually some 44,000 French soldiers and sailors were involved in America, and Spain also joined the alliance. In 1783, after eight years of war, Franklin was the senior American to sign, in Paris, the Peace Treaty between Britain and the United States. This settled the boundary between Canada and the United States as far as the western end of Lake Superior. He wanted to go home, but was retained there for a further two years arranging trade treaties.

*Continued on p. 244*

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## SOCIETY NEWS

### FROM THE PRESIDENT

Convention this year runs from Wednesday 24 August to Saturday 27 August at the Swallow Hotel, York, which is situated in a quiet suburb overlooking the racecourse.

The timetable for Friday this year is being re-arranged to allow for a conducted bus and walking tour of the city, which will include the Minster. For those not interested in history, there is a major stamp and coin fair at the racecourse grandstand. In the late afternoon there will be a philatelic meeting and another in the evening after dinner. The Thursday afternoon visit will be to Castle Howard.

Two members from Canada, Bill Topping and Leigh Hogg, will be giving displays and the home team will include Martyn Cusworth, Mike Perry, Dorothy Sanderson and Geoffrey Whitworth.

Competition entries will go on display on Thursday morning. This provides an excellent opportunity for members to display their BNA material. The various competition classes cater for all types of exhibit and there are some handsome trophies to be won. Please send your completed entry form to Brian Stalker and let me have your booking form as soon as possible.

### FROM THE C.E.O.

If any member wishes to raise any points relating to any aspect of the Society, will they please let me know: Dr C.W.Hollingsworth, 17 Mellish Rd., Walsall, West Midlands, WS4 2DQ.

### THE WESSEX GROUP

The group met at the home of Dorothy Sanderson on 3 February and the subject under consideration was postal stationery. There was some feeling beforehand that the meeting might prove to be short. Such feelings were soon dispelled when the material began to appear on the table, most members had found something to show. Dr Michael Russell kept quiet as various members produced their treasures then trumped all our aces with a veritable cornucopia of material. Everyone went home feeling they had seen something new and, possibly, even learned something!

At the next meeting, on 5 May, Small Queen covers will come under review. All members in the vicinity or just visiting are urged to come along and join us, contact Dorothy for details of time and place.

### ANNUAL GENERAL MEETING

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting, to be held at the Swallow Hotel York, on Saturday 27 August 1994, commencing at 9.00 am. In accordance with Rule 18, nominations are sought for the following offices: -

President  
Three Vice Presidents  
Secretary  
Treasurer  
Three Committee Members, one from each region

The three retiring Committee Members are Miss E Stephenson F.C.P.S. (Scotland), Mr J Pilkington (North) and Mr T Almond (South).

Nominations and any proposed to the Secretary to be received not later than 28 May 1994,

## **FELLOWSHIP**

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

Outstanding research in the Postal History and/or philately of British North America,  
or  
Outstanding services in the advancement of the interests of the society.

Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship Rule No. 2. Such nominations must be on a prescribed form which is available from the Secretary, and must be submitted by 28 May 1994,

## **FORTHCOMING EVENTS**

This section covers CPS meetings, both local and national, as well as national and international events which may hold interest for members. If you know of such events, sufficiently in advance, please advise the Editor.

### **1994**

**Apr. 18** London Group: 'Beaver Cup'

**May 5** Wessex Group: 'S.Q. Covers'

**May 17** London Group: 'AGM and Letters W,X,Y,Z'

**June 10-12** Royal Ogopec 1994, Vernon, B.C., Canada, Annual Convention of the RPSofC

**Aug. 24-27** CPS of GB Convention, Swallow Hotel, York

**Sep. 8** Wessex Group: 'Forgeries'

**Sep.29 - Oct.1** BNAPEX 94, Burlington, Vermont, USA. Annual Convention of the BNAPS

**Oct. 11-16** Autumn Stampex, Royal Horticultural Halls, London

**Nov. 24** Wessex Group: 'Recent Acquisitions'

### **1995 (Provisional)**

**Sept 20-23** CPS of GB Convention, Bournemouth

## **International Exhibitions**

### **1994**

**Aug. 16-25** PHILAKOREA 94, Seoul

### **1995**

**May 10-15** FINLANDIA 95, Helsinki

**Sep 1-10** SINGAPORE 95 Singapore

### **1996**

**Jan 8-16** CAPEX 96, Toronto

Note: London Group details from Colin Banfield: 081 500 5615

Wessex Group details from Dorothy Sanderson: 0794 523 924

**Continued from page 242**

## **Postscript**

He came home to Philadelphia in 1785, aged 79 and suffering from agonising bladder stones, a disease of the times and now usually found in the under-developed countries. He died in 1790; his last year was bedridden, the pain dulled by opium. He had the most impressive funeral Philadelphia had ever seen and eulogies flowed world-wide extolling his virtues. Perhaps the most well-known was from France, Turgot's: 'He snatched the lightning from the skies and the sceptre from the tyrants'. By this time, the second great revolution of the 18th Century, the French Revolution, was in full swing. Franklin would, no doubt, have approved, however, he would have hated the more grisly of its methods.

He had a great intellect, was a leader, diplomat and a good man; the most outstanding citizen, world-wide, of his generation. He rightly represents the United States on the stamps of Canada.

## LETTERS TO THE EDITOR

Harry Lussey

### COMPULSORY REGISTRATION

I was interested in the article regarding Compulsory Registration (Oct and Jan ML) and enclose a photocopy of a 'caution' notice in my collection.

*Editor's note: Harry's illustration matches fig.5 on p192 of the January ML, it is on a cover which arrived in Hull on 22 May, 1855, some 31½ years earlier than the illustrated notice. The original 'caution' notice illustrated in the October ML (p171) was on a cover received in London on 26 June, 1873. One wonders whether any other variations of the 'caution' notice exist between 1873 and 1885. Interestingly, Harry's cover was properly annotated 'contains coin' despite this it was refused by the addressee who must have felt it not worth the 8d charge!*

Jonathan Rosen,

### 7c ADMIRAL THIN PAPER

Readers may be interested in the Admiral block, here illustrated, that I acquired recently. It will be seen to be a well-centred block from plate 7, what is not so obvious is that it is Sc114iii, the rare thin paper variety. John Jamieson of Saskatoon Stamp Centre believes only five or six full plate blocks of 114iii exist.

A few observations on the thin paper variety of the 7c value:

1) Unlike the regular paper 114, which tends to come better centred, the thin paper version is notorious for poor centring. The block illustrated is exceptional in that it is well centred, the

uneven perforating even producing two 'jumbo' copies.

2) The thin paper variety occurs only among the dry printings, it is very transparent.

3) It is believed to come only from plate 7. However, in the 1981 Lussey sale there was a plate 8 that was described as thin paper but it was withdrawn from the sale. Does the thin paper variety exist from plate 8 as well as 7? Perhaps the present owner of the 'Lussey block', or other readers, can help.

4) The variety exists in a lathework block of four but is not listed in the Unitrade catalogue. In the Sissons sale of August 1980, a block with 70-80% Type D lathework sold for \$935CAN, despite rather poor centring! I do not own it and it is the only one I have seen. Are there any other lathework blocks of the 7c thin paper around? If so I should be very interested to hear about them.

Please write to Suite 28, 211 W92nd Street, NYC 10025, USA.

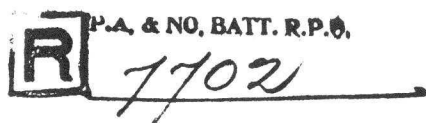


Red brown 7c Admiral on thin paper.

**Horace Harrison**

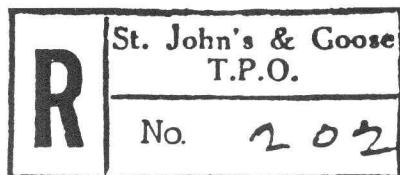
### REGISTERED RPO POSTMARKS

Enclosed is a photocopy of RG54, which was missing when I submitted the article on Canada's Registered RPO Markings (ML Aug.1993, p128). Also I can now provide an actual illustration of RG70 to support the drawing on that page.



*RG54 above*

*RG70 below*



**John Wannerton,**

### THAT BO(E)RING SQUARED CIRCLE

In Maple Leaves for October 1993 there is an article (pl60) on a Canadian stamp used at Ficksburg in the Orange Free State. Reference to Ken Rowe's 'Canadian Contingents' reveals a list of Canadian stamps, then (1981) known to that author, used from South Africa. Among them is a 2c red Numeral, no date mentioned. The postal regulations being what they were, these stamps could do no actual postal duty.

Apart from the Contingents, many Canadians served with Colonial regiments that abounded at the time, and there were quite a few serving with the Imperial regiments as career soldiers and officers. Such usage could have come from any of these serving in the area.

Of the 13 items listed by Rowe, five are classified as fakes, three have ? after them, one is the Ficksburg mentioned above, one an FPO and three go to APO55, which is quite common used in conjunction with Canadian mail.

I trust the above may prove of some interest.

**Jack Wallace**

### AIR CRASH OF '54

On page 202 of the January issue there is an article on a crash over Moose Jaw, Sask., on 8 April, 1954, involving an RCAF trainer and a TCA North Star.

In Vancouver, Blair M. Clerk (a life long friend of my father) was general manager of the 1954 Empire and Commonwealth games; talking about these crash covers, some years later, Blair said he had 'oodles' of them, but because many had a 'window' in the envelope he threw a lot out before Fred Eaton acquired some.

The window envelope may explain why the number of covers destined for Vancouver was apparently lower than expected.

**Hans Reiche**

### ADMIRAL 1c COIL STAMP

Having read with a smile the article 'Sweet Music' in the October issue, what interested me most was the date of the yellow Admiral coil. The idea that a coil stamp was issued prior to the actual sheet stamp may not be so surprising in this particular instance. The stamp on the cover is from a wet printing and from a Die 1. Three plates were used for the early coil but Plate 10 was already in existence and was used to print the green

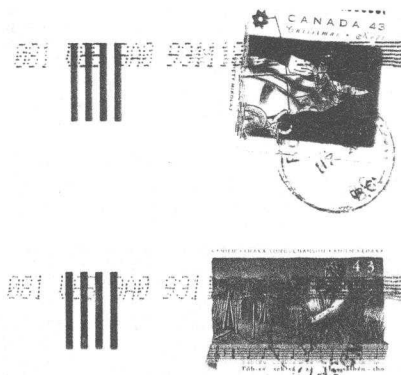
coil. The plate was engraved on 6 November 1916 and approved 20 December 1916. Delivery of the green coil ended in 1917 and postmasters received their supplies of this coil until 1919. On 1 October 1921 the rate was changed and that made it necessary to bring out the yellow coil stamp. The first yellow sheet plates were already approved, 23 October 1920, almost a year ahead of the required colour change, although the issue date was given as 7 June 1922, long after the rate change. With the shipment of the green coils to the Post Offices ending early, the early approval of the yellow plates and the already available coil plate from the green printings, it may not be so surprising that the yellow coil, printed from the coil plate No.10, was already out for distribution on or before 5 June 1922. Certainly, the earliest date reported was 15 November 1922 but this date has apparently been superseded by others with earlier cancels.

**Gerry Churley FRPSL**

#### **NEW 'CANCELLATION' FROM CANADA POST**

Here are some examples of stamps received with good Circle Date Stamp cancellations which have been destroyed by a SECOND processing by some postal machine, apparently in the Province of British Columbia, rendering the stamps 'unacceptable' for the collector by a hideous killer cancel.

In the mind of Canada Post there must be some reason for this SECOND processing of the letter through a cancelling machine. I personally question the delay in the delivery of the letter to affix this second cancellation, and the desire of Canada Post to render the stamp unacceptable for inclusion in a collector's album.



*Two examples of the offending cancellation*

By copy of this letter, I am asking the Customer Service section at Antigonish, Nova Scotia, if they would be so kind as to explain the purpose of the second cancellation, the reason for a cancellation which renders the stamp unsuitable for the collector, and possibly the reason for delaying delivery of the letter to duplicate the cancelling of the stamp. I trust the Customer Service section will be agreeable to forward to you a copy of that reply. It is my understanding that Canada Post has been endeavouring to make their process more efficient so as to increase the speed of delivery and add more profitability to their operation, yet they find it necessary to duplicate work, thus I would think defeating both of the above objectives.

*Editor's note: It seems the laser jet, spray-on cancel is an 'added feature' to Optical Character Reader (OCR) machinery in use at large mail sorting facilities in Mississauga, Stoney Creek, Hamilton, Edmonton and Vancouver. The coded information includes identification of processing centre, date and time of mailing. It is doubtful whether more than a handful of Canada Post's customers need this information and, even if they did, it might be difficult to decipher when the code runs on*



*to a dark coloured stamp. We did receive a copy of the reply sent to Gerry by the Pacific Division of Canada Post in Vancouver and this is printed here in full.*

I am writing in response to your letter to the National Philatelic Office in which you expressed concerns about the new cancellation made by our multi-line optical character reader.

Your comments have been brought to the attention of our Mail Operations group and will be given every consideration. The new cancellation provides the addressee and Canada Post with a great deal more information about the date and time of mailing, and at which processing plant the piece was sorted primarily. As it is a new computerized machine cancellation, we are still

examining the best placement of the cancel itself.

However, may I take this opportunity to point out that under the Corporate Manual System Subject 1110.01, Section 3.3, the following is stated:

"Canada Post is not responsible for the quality of the cancellation impression nor does it guarantee a philatelically acceptable cancellation mark."

Despite the above, please be advised that we are continuing our efforts to come up with a cancel that will prove efficient for Canada Post and our customers alike. Thank you for taking the time and the trouble to write and allowing us the opportunity for further clarification.



## **THE POSTAL HISTORY SOCIETY OF CANADA INVITES APPLICATIONS FOR MEMBERSHIP**

The Postal History Society of Canada publishes an award-winning quarterly journal, sponsors seminars on Canadian postal history, and awards prizes for the best postal history exhibit at philatelic shows across Canada.

The 200-page special CAPEX '87 Fifteenth Anniversary issue of the *Journal* is still available at \$15.00Cdn, postpaid anywhere in the world.

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## BOOK REVIEWS

**Catalogue of Canadian Duplex Cancellations** by Robert Lee; published by Robert A Lee Philatelist Ltd, Kelowna, 1993. Available from the publisher at £19.50 (£26.50 with binder), post paid.

In 1987 Mr Lee published the first 152 page edition of this comprehensive work, so ably pioneered by the late E.A.Smythies. Six years after the first edition he provides us with a new, much expanded, 235 page edition of the book.

The 'meat' of this work includes a listing of all known Canadian duplex cancellations, each of which comprises an assigned number; name of the post office; type, kind and size of each duplex; proof date; earliest and latest recorded dates; time marks and number of strikes recorded. Remarks are added as appropriate.

No author alone could ever hope to assemble such a work and Mr Lee offers generous acknowledgement to all who contributed to this massive effort. Over the years he has published and/or written some 30-odd volumes, including the multi-volumed work by Paul Hughes.

For all its quality, this work will not appeal to all. Its greatest appeal will obviously be to the postal historian, more particularly the duplex specialist. This has been a long neglected field and the book should open up opportunities in a largely undeveloped field where material can still be obtained quite cheaply.

This is another very commendable publication from the Lee stable.

**R.B.Winmill**

**Post Offices and Postal Routes of Halifax County** by Kenneth C. MacDonald. Privately published in 1993 and available from the author.

In this substantial 390 page compendium, Mr MacDonald has produced a work unlikely to be surpassed for a very long time. Together with his forthcoming work on Halifax City post offices, this book will provide just about all the necessary information on the subject of Halifax.

He correctly elaborates on the problems encountered with such research, outlines the information provided for each post office and provides a useful table of contents. Sketches of post offices, reproductions of postmarks, geographic locations, names of postmasters and dates of service, are just a few examples of information provided.

An especially valuable feature is a bibliography, which can serve as a guide to the student seeking to undertake further research. It also demonstrates the depth of sources consulted. If any criticism could be made it would be that further use could have been made of newspapers and some additional almanacs and directories. These (to 1900) are available on CIHM fiche; however, it is doubtful that the little additional information that could be garnered would justify the additional expenditure of time.

This excellent reference work will not appeal to all tastes, due to its limited subject matter and the fact that depth of presentation exceeds the requirements of many students. Yet this does not detract from its utility and value as a serious research effort.

The work is reproduced on standard 8 1/2"x11"pages, soft covered and coil bound. This reviewer has no hesitation in recommending the book to all interested in this area of research.

**R.B.Winmill**

**Bank Marking Proof Strikes of Canada and Military Proof Strikes of Canada**, by J.Paul Hughes, in the 'Proof Strikes of Canada' series published by Robert A. Lee Philatelist Ltd., Kelowna, 1993. Available from the publisher at \$41.95 and \$24.95 respectively.

Like the previous 24 volumes, these two are the product of Mr Hughes' vigilant efforts. It is correct that there is, probably in all 26 volumes, the occasional omission or misplaced item; however, in a work of this magnitude (300,000 impressions) it would require a miracle to have perfect order. Such minor problems in no way detract from the value of these works. At 269 and 148 pages respectively (8 1/2"x11"), these works are crammed full of proof impressions.

The military volume will appeal and be of value to many. The other volume, while as good as any in terms of content, will have more limited appeal as the strikes are never seen.

While both works are fair value at the prices, most collectors could realistically only profit from the military volume which has implications beyond the purely military; for example, a collector of County postal history might well benefit from this work.

With but three volumes remaining to be published, this series is almost complete. It is a certainty that history will judge this project as a major

contribution to the field of Canadian postal history research. Indeed such recognition has, to a limited extent, already been accorded to Mr Hughes when he received the Frank W. Campbell Award in 1990, for his work on earlier volumes. Further honours must surely follow.

This reviewer can heartily recommend the entire set, or any volume(s) which may be compatible with individual collecting interests.

**R. B. Winmill.**

**Madame Joseph Forged Postmarks** by Derek Worboys. Published by the Royal Philatelic Society, London, in hardback A5, 122 pages at £25.

The book contains over 450 first class illustrations of forged postmarks, surcharges and cancellations which relate to stamps of the British Commonwealth. Fortunately the proportion of BNA markings is very small.

There is but one from Canada, a Kingston CDS of 17 August, 1909, and ten from Newfoundland. Nine of the Newfoundland marks are of St John's and one of Bay Roberts, 15 January, 1940. Two of the St John's examples are registered markings, one being 12 May, 1937 first day of issue for the Coronation stamps. Among the others are two for 6 May, 1935 - first day of issue for the Silver Jubilee set. The St. John's markings range from 1929 to 1943.

The fake postmarks look very convincing and added danger stems from the fact that they are not necessarily to be found on high ticket stamps, so one would not normally be on the look out for them. If one's interest is confined to BNA then the price may be considered high for notice of eleven fake

postmarks; however, it is a book that should at least be in every philatelic society library. Why not badger your society librarian to acquire a copy for everyone's benefit, then you can take a peek!

**D.F.S.**

**Cancelled with Pride A History of Chilliwack Area Post Offices 1865-1993**, Cecil C. Coutts, privately printed, 1993, 188 pages. Obtainable from author - Cecil C. Coutts, 34820 McLeod Avenue, Abbotsford, BC, V3G 1G9, \$26.00 CAN post paid.

For those planning to tackle postal history, Cecil Coutts' 'Cancelled with pride - A history of the Chilliwack area Post Offices 1865-1993' is a must. As is to be expected in any postal history, the opening and closing dates of all post offices are given, together with the names of the Postmasters. An added feature is a detailed study of Rural Routes and mail routes within the Chilliwack area, information that is not found in most postal studies. The background to the establishment of many offices is also included and in some cases direct quotes

from postal records are provided.

At first glance the most impressive features of the work are the pictures and other illustrative material. These include photographs of postmasters, the post offices, and a wide array of cancellations and covers from each of the offices. Sketch maps are included showing in detail the location and the changes of location of many of the post offices. These provide an excellent supplement to the detailed descriptions provided in the text.

Although this is primarily a postal history it also provides an informative background to the Chilliwack area from the days when mail was received as 'favour letters', carried by the Colonial steamer captains on the Fraser River, to the replacement of the smaller post offices by the new 'Super Mail Boxes'. Even for those with limited interest in Chilliwack, the book provides an in depth study of the development of the rural postal system in Canada and serves to illustrate the problems faced in delivering mail to a rural population.

**Bill Topping**

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# Maple Leaves

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## EDITORIAL

The Canadian Aerophilatelic Society is publishing a catalogue 'The Air Mails of Canada' in conjunction with the American Air Mail Society; publication is scheduled for June 1996. Dedicated aerophilatelist Dick Malott is co-ordinator for the project and seeks volunteers to take charge of specific sections. Apart from sections already decided upon, it is not too late to include others and Dick suggests, for instance, Forces Air Letter forms and Aerogrammes. If aerophilately is within your collecting field and you have a view, please contact: Major (Ret) R.K.Malott, 16 Harwick Crescent, Nepean, ON, Canada, K2H 6R1. Better still, if you feel able to help with any particular section, ask for more details.

While we are seeking volunteers, something closer to home might strike a chord. Prior to last year's Convention, Assistant Editor Ged Taylor asked to be relieved of the additional post of Advertising Manager. No volunteers were forthcoming and Ged agreed to carry on for a further year. This is really not good enough, our advertisers are not numerous and they are pretty regular so the job is not onerous, one would like to think that, from over 200 UK members, at least one would be prepared to do his bit for fellow collectors. All posts in the Society are honorary and it is in everyone's interest that the workload be spread as thinly as possible. If you feel you might be able to help but would like more details, please contact the Editor or Ged Taylor.



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## 'DAEDALUS' AIR MAIL STAMP ESSAY

Ken R. Johnson



Figure 1: 20mm x 34 mm Frame study, hand-painted on semi-transparent paper. Red-brown/dark-brown colour, green high-lighted white numeral 6. C.P. Archives (NAC)

During September of 1990, the Canadian Postal Archives acquired an intriguing postage stamp essay that could be described as one of Canada's significant 'philatelic missing links'.

Acquired by the CPA from the former American Bank Note Company (British North America Postage Stamp) Archives (1), this particular stamp-size 'rough' drawing was prepared in conjunction with other artwork for the 1935, Canada 6 Cents Air Mail postage stamp that featured the mythical 'Daedalus' in flight. An examination of the essay (Fig.1), reveals that the designer has made very little attempt to reproduce faithfully the central figure

and background; rather, he has concentrated on the creation of detailed value tablets, inscriptions, other decorative embellishments and alternate versions of the surrounding frame. Also of note are the pencilled word 'ACCEPTED' and the check-mark adjacent to the right hand postage stamp frame, the latter being incorporated as part of the final design for the issued stamp (Fig.2).

Postage stamp essays with similar design characteristics have been previously illustrated in various publications and auction catalogues. In 1982, as an example, a number were sold as part of the renowned 'Scenic

Collection of (Canada) Proofs and Essays'(2) and it is interesting to note that many of the hand-painted miniatures from this collection also include the 'representational' central images, the alternate frame designs, the word ACCEPTED, and the related check marks.

For a number of years, philatelists have offered varying opinions about the origin of the Canadian postage stamp 'rough sketches'. Some specialists determined that the roughs were genuine and probably came from the files of one of the known security printers; others felt that they were the work of an anonymous artist who created the drawings as a hobby and tried to pass them off as officially-created artwork.

These rough sketches have now been attributed to a former American Bank Note Company designer by the

name of Charles Mack, who also prepared similar drawings for a number of Latin-American postage stamps. (3)

Because of its origin, the postage stamp artwork illustrated here has assumed a highly important role in establishing the previously evasive connection between the Charles Mack essays and one of the security printers. Originally included in The American Bank Note Company's Canada 6 Cents Air Mail postage stamp preproduction file, to date it is the only known Charles Mack hand-drawn/handpainted Canadian postage stamp essay to have come directly from the archives of this internationally-renowned security printer.(4) This link thus helps to settle the ongoing controversy about the origin and authenticity of the miniatures, and adds substantial credibility to the belief that the items were officially-sanctioned artwork.



Figure 2: Canada, 1935 - 6 Cents Air Mail Postage Stamp. C.P. Archives (NAC)

## References

1. See Lot 2097 illustrations, 'The American Bank Note Company Archives/British North America' auction catalogue. Christie's Robson Lowe New York auction, 13 September, 1990.

2. See various lots, 'Canada - The Scenic Collection of Proofs and Essays', Robson Lowe International Zurich auction, Sale IV, 25 November, 1982. See also 'The Essays and Proofs of British North America',- compiled by Kenneth Minuse and Robert H. Pratt,

1970, pages 56-59.

3. Mueller, Barbara R., 'Latin-American Essays in Search of an Identity/Designer identified; Authenticity Established', The Essay-Proof Journal Vol. 46, No. 4, (Whole No. 184) 4th Quarter 1989, pages 151-159.

4. The Canadian postage stamp essay referred to in Mueller's article (see 3 above.) is a photographic essay, whereas the Mack essay discussed here is hand-drawn/hand-painted.

## TYPE 'U' The Yellow Peril

Every dog\* even this one - has its day! Not being able to add anything new to my 15c LQ precancel section, it's been several years since I last looked at them. As a matter of fact I was entertaining the thought of selling when a letter arrived containing this 15c LQ type U precancel. To say that I was thrilled to extreme ecstasy is putting it mildly! At the time (September '92) this precancel was still unrecorded. 'The Standard Canada Precancel Catalogue' (1988) and 'The Canada Precancel Handbook' both list the 15c LQ with types 'J,R,S and T' precancels only - all scarce.



*Type U vertical precancel.*

Type 'U' with its 'flat-top wave between two parallel bars' design - horizontal or vertical - is an unusually

interesting precancel. It is common on some issues, like the 1c SQ, but surprisingly rare on the other low value stamps such as the 1897 1c Jubilee. Moreover, it is one of the few bar type precancels, if not the only one, that has been forged. The products of three forgers have passed through my hands. All on the popular 1898 2c commemorative map stamp - single and mostly horizontal. The fake illustrated on page 13 of Maple Leaves 230, October 1990, is an example of a dangerous one. The other two fakes are so crude that they offend the eye. They appear to have been carved from an eraser and should not deceive anyone. Yet, when offered, whether as fakes or genuine, they fetch good prices.

I hope that this report will encourage members to be on the alert for 15c LQ precancels. Finds, which can still be made, are no small achievement. A word of caution - do not mistake roller cancels for the type 'J' precancel. Good Hunting.

## Footnote:

\*This year is the Chinese Year of the Dog.

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# HALIFAX PACKETS TO THE CARIBBEAN

George B.Arffen

A Cunard packet service, Halifax to Bermuda, had been in operation since 1833. In 1850 Cunard began a monthly steamer service between New York, Bermuda and St.Thomas, Danish West Indies. Halifax replaced New York in June 1854 and the route to the Caribbean became Halifax-Bermuda-St.Thomas. The primary reason for packet service to Bermuda was to allow England to maintain regular communication with the North American Squadron of the Royal Navy. It just happened that this packet service offered Canadians a way to send letters to the Caribbean area.

This Halifax - Bermuda background is covered in detail by J.C.Arnell and M.H.Ludington in the extensive introduction in their book 'The Bermuda Packet Mails and the Halifax-Bermuda Mail Service, 1806-1886'(1). They include sailing tables identifying the ship and the arrival and departure dates for Halifax and for Bermuda. As their title shows, Arnell and Ludington focus on the Bermuda mails and the mail service. This article explores Canadian use of this packet line to send letters beyond Bermuda, to the Caribbean area. Examples include covers to St.Thomas, Barbados, British Guiana and Jamaica. The postal rates and the shipping beyond St.Thomas are discussed.

The 1852 Canada Post Office Guide (2) included two paragraphs on Canadian mail to the British West Indies:

68. Letters to the British West Indies, via Quebec, Halifax and Bermuda, will be

charged the Canada rate of 3d., and in addition the Packet rate for sea conveyance between Halifax and Bermuda of 4 1/2d currency, - making on a Letter not weighing more than 1/2 oz a rate of 7 1/2d; the Pre-payment of which will be optional.

69. Letters may also be sent from Canada to the British West Indies and the Havanah by ordinary United States Mails to New York, and from thence by British Steam Packet to destination, on Pre-payment in Canada of 9d., equal to 15 cents per 1/2 oz. Letters to go by this route must be specially so addressed.

Paragraph 68 refers to the Cunard Halifax - Bermuda packets. Canadian letters to the Caribbean could go from Halifax to Bermuda on one Cunard packet and then from Bermuda to St.Thomas on a second Cunard service.

The 1857-1858 Post Office Directory (3) ignored the Halifax-Bermuda-St.Thomas service and implied that the Canadian letters to the British West Indies would have to go by way of England. This implication was certainly not correct. The Cunard Halifax packets were in full operation during this entire period. From 1863 through 1867, the Tables of Rates of Postage gave no explicit recognition to the Halifax packets. This service to the Caribbean was combined with the 'By United States'. The first explicit recognition of the Halifax packets came as Table 3 in the 1868 Tables. Nova Scotia had become part of Canada and the people editing the Tables decided that a packet line starting at Halifax, Nova Scotia,



Canada deserved mention.

As a matter of incidental interest, Cunard was paid £19,500 per year, from 1 January, 1868, to 31 December, 1877, for this packet service. The contract specified that the packets should run every fourth week. There was a penalty for failing to maintain schedule: £60 for every 25 hours overtime on a round trip, Halifax to St.Thomas and return(4)

The letter rates to St.Thomas, British Guiana, Barbados and Jamaica are shown in Table 1. The time is from 1863 to July 1886. 1863 is the date of the earliest Tables of Rates of Postage in the Decimal era. No pence covers to the Caribbean have been reported(5). This rate table ends with July 1886 because this is when the

Halifax packet service ended. The contract was cancelled.

The 23c rate of 1865 and 1866 might be called a British Empire rate. This 23c rate was the postal rate for Canadian letters to almost all British colonies. The postal guides began listing the 'British Mail Packets' out of Halifax in 1868. The listing included Bermuda 12c and West Indies, British and Foreign 12c. The term 'West Indies' probably included Demerara even though Demerara, British Guiana, was part of South America. In Table 4 of the 1868 Tables of Rates of Postage (for letters sent via New York), Demerara is listed explicitly under the heading West Indies-British. British Guiana finally got its own listing in the 1874 table for the Halifax packets.

**Table 1. Postal Rates per half ounce via Halifax Packets.**

	Date	St.Thomas British P.O.	Demerara British Guiana	Barbados	Jamaica
	1863	20c	20c	20c	20c a
	1865	23c	23c	23c	23c b
	1867	10c	10c	10c	10c c
Oct	1868	12c	10c	12c	12c c,d
Oct	1874	12c	12c e	12c	12c e
Aug	1878	10c f	12c	12c	12c
Apr	1879	10c	10c	10c	10c

1880 Jamaica replaced St.Thomas as the southern terminus.

July 1886 Contract cancelled. Halifax-Bermuda-Jamaica packet service ended.

- These 20c rates were probably via a packet out of New York.
- These 23c rates included passage to Halifax by Cunard packet out of Boston.
- These 10c rates were probably via U.S.packet.
- These 12c rates were described as 'by British Mail Packet, sailing from Halifax to Bermuda and St.Thomas, monthly.' This was the first set of rate tables with Halifax part of the Dominion of Canada.
- The Halifax packet notice specifically included British Guiana 12c. Note the change from Demerara to British Guiana.
- UPU regulations restricted the Canadians (and the British) to a 10c rate to St.Thomas (Danish). No such restriction was observed within these British colonies.

The changes in the August 1878 and April 1879 Postal Guides are interesting. In the August 1878 guide, the rate to Danish St.Thomas was dropped to 10c. The rate to the British colonies remained at 12c. The Postal Union had authorized a surtax for lengthy overseas transit, making the

total postal rate 10c per 1/2 oz instead of the usual 5c per 1/2 oz (6). It appears that Britain respected this Postal Union limitation for international mail (Canada to St.Thomas) but not for mail within the British Empire. The difference in rates was ended in April 1879. All the Halifax packet rates to the

**Table 2. Canadian Covers carried by Halifax Packets to the Caribbean**

Cover	From	Halifax Packet	Halifax Dep(A)	Bermuda Arr/Dep(A)	St.Thomas Date stamp	Other Date stamps
1.	Montreal 9 MY 64	Delta	26 MY 64	31/31 MY	5 JU 1864	Barbados 1? JU 64
2.	St.Catherines 29 MR 65	Alpha	27 AP 65	2/2 MY	7 MY 1865	Jamaica 20 MY 65
3.	Montreal 11JU66	Alpha	20 JU 66	26/26 JU	30 JU 1866	Jamaica 5 JY 66
4.	Halifax 5 NO 68	Alpha	5 NO 68	10/10 NO	15 NO 68	Jamaica 21 NO 68
5.	St.John 27 DE 69	Delta	30DE 69	6/6 JA	10 JA 70	Demerara
6.	Norwich 3 SP 74	Beta	5 OC 74	8/9 OC	14 OC 74	Jamaica 20 OC 74
7.	Halifax 4 SP 76	Beta	4 SP 76	8/8 SP	- 76	Demerara 23 SP 76
8.	N.S.RPO 18 JU 77	Beta	9 JY 77	13/13 JY	17 JY 77	
9.	Truro 30 JU 77	Beta	9 JY 77	13/13 JY	illegible	
10.	Truro 10 JY 77	Beta	6 AU 77	10/10 AU	14 AU 77	
11.	Halifax 31 MY 80	Alpha	7 JU 80	12/12 JU	Jamaica Date stamp 15 JU 80	
12.	Halifax 19 NO 80	Beta	21 NO 80	24/24 NO	1 DE 80	
13.	St.John's 17 OC 83	Beta	23 OC 83	26/26 OC	1 NO 83 20 NO 83	Demerara

Notes:

1. Postage due 1d

4. Franked with 12 1/2c LQ. Illustrated in Maresch sale catalogue 118, lot 230 (27 Aug 1980)

5. 2 x 1c LQ

6. Postage due 2d

7. Postage due 1d

12. 5d underpaid

13. 2 x 3c SQ

(A) The ship names and the Arrival/Departure dates are from Arnell and Ludington, reference (1).

Caribbean came into agreement with the UPU authorized surtax.

Table 2 lists 13 Canadian covers that were probably carried by Halifax packets to the Caribbean area.

The earliest of the 13 covers listed in Table 2 is illustrated in Figure 1. From Montreal, 9 May 1864, the cover was sent to Boston by rail. From Boston, the cover was carried to Halifax by the Cunard 'Europa'. Halifax was a scheduled stop on the liner's way to the U.K. The Cunard 'Delta' left Halifax 26 May and carried the cover to the British post office at St. Thomas. The cover was probably carried on to Barbados by a Royal Mail Steamship Packet Company (RMSP) packet (7). The diagonal slash on the left side of the cover meant postage due 1d, a Barbados charge.

The route from Montreal to Halifax, rail to Boston, Cunard packet to Halifax, was the fastest route. It was also the official route. The official status was made clear in a copy of a letter in the Canadian National Archives provided by Maggie Toms.

E.S.Freer, Esq., P.O.D. 26 May 1863  
P.M. Montreal

Sir,

With reference to your letter of the 13th inst. enquiring whether letters, circulars, addressed to the British and Foreign West Indies are to be transmitted to Halifax via Boston and Portland, and what proportion of postage is to be credited to the Halifax Post Office, I am directed to instruct you to send such correspondence by the Cunard Packet via Boston only, giving Halifax credit for the double packet rate, 8d, as in the case

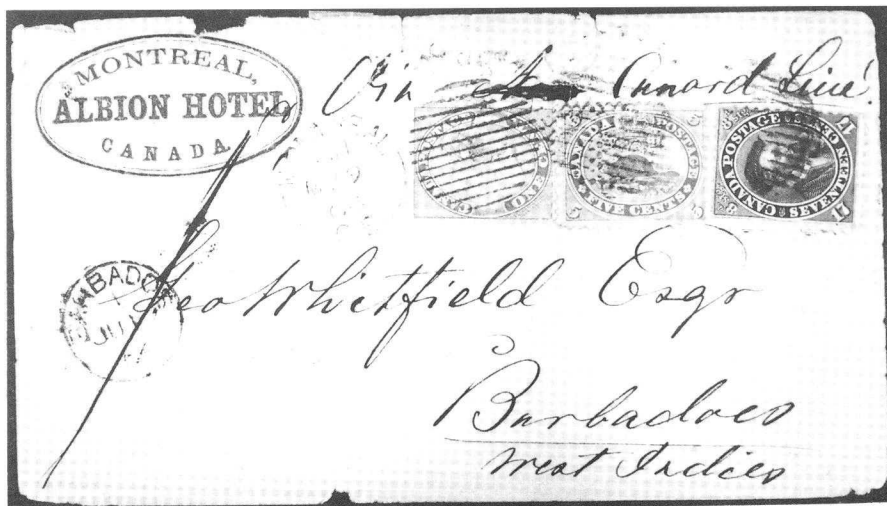


Figure 1. Posted in Montreal, C.E. 9 May 64, and paid 23c to Barbados. Sent to Halifax, the cover was carried on the 'Delta' out of Halifax 26 May, reaching St. Thomas 5 June. Royal Mail packet to Barbados. The long diagonal slash on the left meant a Barbados charge of 1d.



Figure 2 From Norwich, Ont., 3 SP 74. Two routes were available (a) via Halifax, British packet, (b) via New York, U.S. packet. This cover was carried by the Cunard 'Beta' from Halifax, 5 OC 74. The blue ms '2' on the left is a Jamaican charge of 2d.

of letters for Newfoundland, the remaining postage being retained by this Dept.,

Signed Wm White

Similar letter to Postmaster Toronto

By 1874, the postal rates had dropped sharply. The rate by British packet out of Halifax was 12c per  $\frac{1}{2}$  oz. The rate by U.S. packet out of New York was 10c per  $\frac{1}{2}$  oz. The cover Figure 2 was paid 12c for the Halifax packet. It was posted in Norwich, Ont., 3 Sept 74. The rail connection between Ontario and Halifax (via the U.S. and St. John, N.B.) had been completed in November 1872(8). There was no longer any need for packet service from Boston.

Montreal SP 8 74 and Halifax SP 11 74 backstamps show that this cover missed the 7 Sept sailing of the Cunard

'Beta'. The cover had to wait for the 5 Oct sailing. There are St. Thomas OC 14 74, Kingston, Jamaica OC 20 and Garden River OC 20 74 backstamps. The cover was carried from St. Thomas to Jamaica by a RMSP packet on the St. Thomas-Havana run. The large blue '2' on the left of the cover is a Jamaican charge: 2d.

Figure 3 shows a cover from Halifax, 4 SP 76, to Demerara (British Guiana). The 12c postage was paid with an unusual combination of two 5c Large Queens and a 2c Small Queen. The cover was carried out of Halifax that same day by the 'Beta'. The 'Beta's' run was Halifax-Bermuda-St. Thomas-Bermuda-Halifax. A different ship carried the cover from St. Thomas on to Demerara arriving 23 SP 76. The diagonal slash in the centre of the cover, meaning due 1d, was a Demerara charge.



Figure 3. Mailed in Halifax, N.S. 4 SP 76, and paid 12c to Demerara (now Georgetown), British Guiana via Cunard (British) packet 'Beta' from Halifax, 4 SP 76. St.Thomas (D.W.I.) backstamp. The long diagonal slash in the centre meant a charge of 1d.

Two changes came in 1879 and 1880. A glance at Figure 4 shows the first change. Paid only 10c; the rate had been reduced from 12c in April 1879. This cover to Jamaica was mailed in Halifax 31 MY 80. The Arnell-Ludington sailing tables (1) show that the next Cunard packet out of Halifax was the 'Alpha' on 7 June. The cover has no St.Thomas transit marking but it does have a Kingston, Jamaica JU 15 80 backstamp. Here is the second change. In January 1880, Jamaica replaced St.Thomas as the southern terminus for the Halifax packets.

There may have been several reasons for the change from St.Thomas to Kingston, Jamaica. Hurricanes and an earthquake in 1867 and a decline in the transit/distribution trade were considerations but one factor

forced the change. On 1 September, 1877, St.Thomas and the other Danish West Indies became part of the General Postal Union. British (and Canadian) mail had been handled by the British post office on St.Thomas. Early in the 1800s, the Danish government had granted the British post office special post concessions for its packets and permission for a packet agency or post office on shore. The British, in return, agreed to carry the Danish mail (7). Closed for a period, the British post office was reopened in 1842. Blessed with a fine harbour and a good location, St.Thomas became the central focus of the RMSP system in the West Indies. With St.Thomas entering the General Postal Union, the British post office on St.Thomas had to close. Operations were transferred to Kingston, Jamaica.



Figure 4. This cover was mailed in Halifax, N.S. 31 MY 80. Paid 10c for the British packet to Jamaica. The cover was carried to Jamaica by the Cunard (British) packet 'Alpha'. Mile Gully, Jamaica, JU 16 80 receiving mark.

The Halifax packet route remained Halifax - Bermuda - Jamaica until July 1886. At that time the contract was cancelled and the Halifax packet service to the Caribbean ended. The Canada Official Postal Guides continued to refer to St. Thomas. The Canada Official Postal Guides also ignored the cancellation of the Halifax packet service in July 1886. In the 1887 Postal Guides we read:

Note 19. Mails are despatched from Halifax to Bermuda and St. Thomas, and to the West Indies via St. Thomas, once per month.

This notice continued for nine years. A new packet service was announced in the January 1896

Official Postal Guide: 'There is a monthly mail sent directly to Bermuda via Halifax, N.S., returning via St. John, N.B.'

The author is very grateful to Art Leggett and Kimmo Salonen for sharing their covers with him. Also, thanks to Maggie Toms for providing a very significant letter that established the route for these 23c covers of the Decimal period.

#### References:

(1) The Bermuda Packet Mails and the Halifax - Bermuda Mail Service, 1806-1886, J.C. Arnell and M.H. Ludington, The Postal History Society (London), 1989.

*Continued on page 274*



*Robert A. Lee Philatelist*  
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FANCY NUMERAL & SPECIALTY CANCELLATIONS  
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FORGERIES  
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Reading 'Maple Leaves' could change your whole philatelic outlook.....

## CRÈME DE LA CRÈME AUTOBIOGRAPHY CHANGED MY COLLECTING HABITS

Susan So

Photo by M. Gochnauer

When I first read 'The Story of a Canadian Stamp Collection' in our journal (Maple Leaves whole numbers 208 - 213), I knew nothing of the Cohen collection, nor was I even aware of a crème de la crème philatelist being in our Society. In fact, as it turned out, I really didn't know all that much about stamp collecting. For me, stamp collecting consisted of anxiously waiting for my new issues to arrive in the mail and then putting them away in stockbooks - seldom looking at them again. Mr. Cohen's autobiography made me realize that I was not getting any mileage out of my stamps.

The manner in which Mr. Cohen collected stamps, formed life-long friendships with far-away collectors, how he assembled and studied the various postmarks, and his strategy of generous trading, opened up a whole new way of collecting to me. After reading his autobiography, I cancelled my standing orders for first issues and sold my accumulations. The Canadian new issues and first day covers did not even come close to realizing their face value. (As for the 'Royal Wedding' stamps on which I had spent several thousand dollars, there were no takers.) I started to read books by authors such as Boggs, Jarrett, Howes and Duckworth. I also began to visit stamp exhibitions and I joined another society to exchange views with other collectors.

Despite my new 'I see-the-light' attitude, I was still not serious about becoming a philatelist until years later.

The turning point came when I read 'Fakes and Forgeries' (Maple Leaves 230-233). The magic words 'forged watermarks - Bothwell and script' rang a bell and prompted me to re-read 'The Story of a Canadian Stamp Collection'. The first time I read 'The Story', the reference to the script watermark and to its peculiarities were of passing interest. However, after speaking with other collectors and, especially, after reading the observations on Mr. Cohen's story (Maple Leaves 215 and 218) I began to understand why he placed so much emphasis on this major (yet unfamiliar to many collectors) rarity. Mr. Cohen's stirring remarks like: "the late Jim Sissons would consider his trip to London a success if only he could purchase a copy of the script watermark, the virtual non-existence of this stamp in mint, and the seemingly abundance of fake script watermarks - some fooling even experts," aroused my curiosity so much that it motivated me to research the Pirie watermark and all its complexities.

Present circumstances do not permit me to possess a genuine script 15c Large Queen. However, I was very lucky to purchase a fake script watermark that was certified genuine (figures 1 and 2). Furthermore, I had a wonderful opportunity to compare my fake watermark with a genuine 'Pirie' watermark and can now offer my observations in the following paragraph.



No. 47,474

12 NOV 1938

The Royal Philatelic Society, London

EXPERT COMMITTEE

We have examined the enclosed Canada:  
1877 15c. lilac-grey thick wove  
paper, Script wmk., perf  $11\frac{1}{2} \times 12$  S.G. 72a,  
Stamp, sent by Mr. R.W. Lyman of which a photograph is attached hereto, and are  
of opinion that it is genuine.

FOR THE EXPERT COMMITTEE.

*John Wilson*

CHAIRMAN



Fig. 1. 'Royal' certificate 47,474 dated 12 Nov 1938 reads. "We have examined the enclosed Canada 1877 15c lilac-grey thick wove paper, Script wmk., perf  $11\frac{1}{2} \times 12$  S.G. 72a, used stamp, sent by Mr. R.W. Lyman of which a photograph is attached hereto, and are of opinion that it is genuine-" (Certificate defaced in 1989.)

When compared to the genuine, the faked script watermark shows up extremely well - the 'A' is too good and too large. The genuine script does not stand out nearly as prominently. The shape of the 'A' resembles the 'A' of the original but there is only one curved line through the centre of the 'A'. There are two lines in the genuine. The top portion of the fake letter is wider than that of the genuine 'A'.

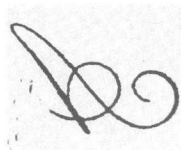


Fig. 2. Photograph of the expertized forged script watermark - 'A', and Fig.3. Script watermark 'A'. (as illustrated in Firth, but reduced and reversed).

The paper of my fake is quite thick (as described on the certificate) and has a very smooth grain whereas the paper of the genuine is harder, thinner and has a horizontal mesh. Both are perf 11½ x 12.

The colour of my fake does not match the grey of the genuine stamp. Adding to the confusion is the colour description - Gibbons calls it lilac-grey (1877); the Unitrade Specialized Catalogue of Canadian Stamps lists it as greenish grey (1876).

Prior to my investigation of this stamp, if several stamps of different colours were offered to me at the same price, and I could afford to buy only one, I would certainly not have picked the grey stamp - the colour of the script - because it is, to me, the least appealing of all the colours. The lilac, blue or deep violet colours, as opposed to the faded looking grey, are much more attractive. But, that conclusion would have been reached before I had any real sense of stamp collecting extending beyond mere face value aesthetics. Looking back to that time, it is almost as though I was pursuing an entirely different hobby - devoid of the texture, depth and genuine excitement that accompany the world of stamp collecting. I must have suspected there was more - I'm just glad I stuck with it long enough to find out that there is.

I am indeed grateful to the two Stanleys (Cohen and 'YP') for sharing their experiences and knowledge. As of this day forth, I will make it a point to examine every grey 15c Large Queen stamp!

**Reference:** Firth, L.Gerald. Canada The Fifteen Cents of 1868.

*Editor's note: Stanley Cohen was referred to as a 'Crème de la Crème' philatelist in a letter from the Yellow Peril published in 'Maple Leaves' October 1991.*

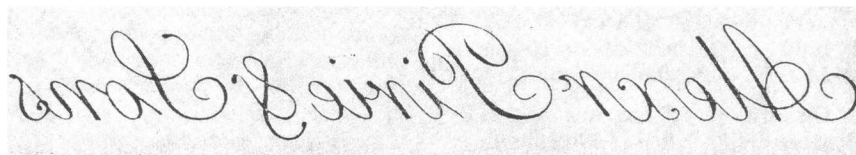


Fig. 4. The full 'Alexr. Pirie & Sons' script watermark - in reverse and reduced.

One cannot help feeling that in later times, a vigilant censor would have denied transmission of such....

## A LETTER FROM THE 'ILE AUX NOIX', 1815

Dorothy Sanderson FRPSL, FCPS  
and Malcolm Montgomery MBE



*Ship letter 14 July, 1815; from Ile Aux Noix to London, England, via Montreal & Quebec.*

Illustrated here is a letter written just after the end of the 'War of 1812' by an officer of the 76th Regiment stationed on the 'Ile aux Noix', an island in the Richelieu River which played a strategic role in the Seven Years' War, the American Revolutionary War, and the War of 1812. The letter, which shows no indication of pre-payment in Canada, was nevertheless handled by the Post Offices at Montreal (on the reverse, it bears a two-line 'MONTREAL 17 JUL 15'), and at Quebec, where it was marked as an outbound ship letter.

On arrival at England it was treated as a ship letter at Portsmouth and charged one shilling and fourpence, being eightpence incoming ship letter

fee (55 George 111, Cap. 153, effective 11 July 1815) and eightpence inland postage, the rate for 50-80 miles (52 George 111, Cap. 88, effective 9 July 1812), for its onward journey to London. The letter arrived in London on 28 August 1815.

*Lower Canada, Ile Aux Noix, the 14th July 1815*

*My Dear Mrs Cuthbert,  
Think not, because I have delayed answering your kind letter that I have forgotten you - far from it I assure you. My last year has been passed in dissatisfaction and some bustle- Two months ago we were under orders to return to Europe, being weaker at that*

time than any other Regt here; I then flattered myself with the idea that I should soon have the pleasure of seeing you, when the Intelligence of Buona-partie's success arrived, changed our fate and all Canadian arrangements concerning the British army in this country - where we are doomed to remain in Durance vile God only knows how long. We came to this place six weeks since from Saint Denis. This island is deemed the key to Lower Canada - it is about  $1\frac{1}{2}$  mile in length and very narrow - and to which there is only a Communication by Water, either from Canada by St.John's or from the States - the banks of the Richelieu being low and marshy and thickly covered with an impenetrable Wood. The surface of the Island is a complete flat and the river flows deadily along - of course the situation is not considered a healthy one - added to this the weather is intensely hot- the Thermometer today being at 96 and we are tormented by muskitoes; a luxury you will allow! I live temperately and enjoy tolerable good health- though I am far from being content in so vile a Pays - & you must agree with me in thinking my fate unfortunate as far as my Military career is concerned - I may remain here for years to come, & then, perhaps, return home with grey hairs, half a Savage, by custom, and a Brevet Major! A staff employ is the only thing that could make a military life bearable in Canada, but this I cannot obtain. I still, however, hope we may be ordered home next year, being so very weak in numbers, & having above 100 men to discharge next Spring - We cannot muster so many as 300 at present. I perceive that Sir Geo.Prevost has arrived safe in England & hope that he may remain there as long as we remain here. I propose going to New York to see some thing civilised sometime next month- a Steam Boat plys between Saint John's on the Richelieu 12

miles below this, and Burlington a Town on Lake Champlain twice a week & it only requires 4 days and 24 dollars to get to New York! - The Desertions from the British Army & Navy during the War & which still continues, have been deplorably enormous- though examples have been made of some offenders who have been apprehended. The Americans who flock into Canada for the sake of traffic avail themselves of every secret opportunity of inveigling away our men to the States - they offer large temptations for labourers and mechanics &c.&c.& you know there are many such in our Army & Navy. A man of the 100th Regt who was sentenced to be shot and pardoned for Desertion - Deserted to the Americans again and has since been retaken. What a deluded wretch!

What are your Family about? Is Barbara Campbell married - please assure her, she shall ever possess the affectionate wishes of my heart for happiness and health long to attend her in that state, & that it may equally bless her mother and sister. Have you heard lately from Sweden - I believe I never informed you how much I admired the Baroness, your Sister. What is become of Sir Thomas Picton? When you write to or see him offer my respects if you conceive they may be received kindly. The heat of the Day makes my hand shake shamefully - and you will certainly call me a despicable scribe - pardon it - and believe me with great obligation and much esteem, your Obed. and humble Servt.

Rankin Capt'n 76th

Offer my rememce to Mr Ellison

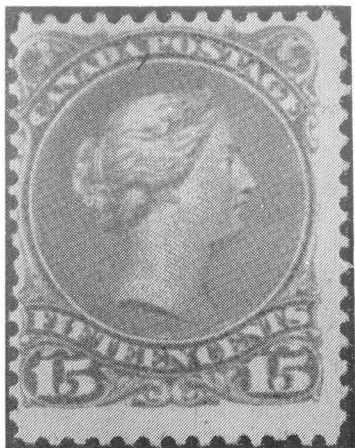
I hope Gen and Mrs Buller are in good health. The thermometer was at 98 in a cool room this afternoon.

## THE 15c LARGE QUEEN; CONSTANT VARIETIES

Fred Fawn

### PLATE CRACK Position 91

A most interesting and pronounced 'slash' occurs below 'CANADA POSTAGE' between the letters 'A and P'. This 'slash' or line, is approximately 1 mm long, and cuts diagonally across the white circle (Fig.1).



*Fig. 1*

Identification of the position of this stamp was relatively simple. It is the first stamp on the bottom row of the sheet, i.e. Position 91. Its position remained constant when observed on larger blocks, it is therefore believed to be a proven constant variety.



*Fig 2*

### BALLOON FLAW

This is neither a hot air nor a child's balloon. It is, however, a larger size dot than I have seen on many other 15c Large Queen varieties. It is in the lower margin, below the first 'E' of 'FIFTEEN' (Fig.2).

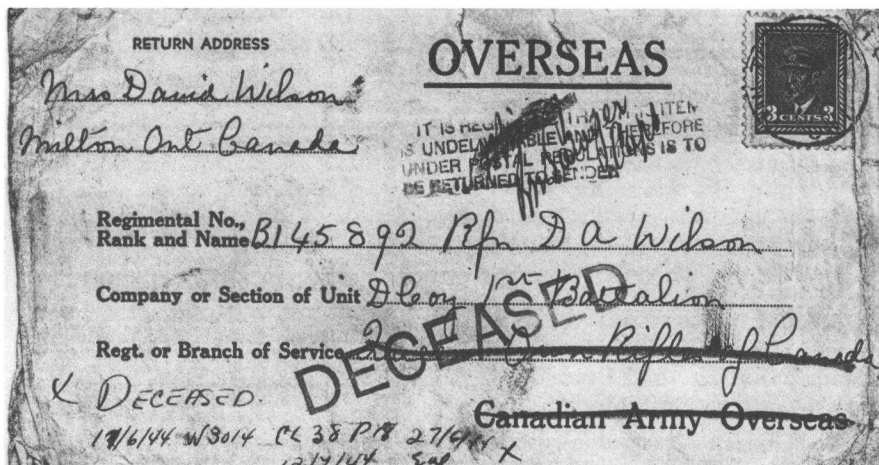
Its position was readily identifiable: to the right of the lower imprint (Type IV.), that is Position 97. It is a constant variety, showing up on a complete sheet of 100 and on larger blocks of various shades and printings.

**THE EXCHANGE PACKET - IMPORTANT NEWS**

**Please read the Secretary's notes on page 284**

# FIFTY YEARS AGO - JUNE, 1944

## Kim Dodwell



When Mrs Wilson posted her letter to Rifleman David Wilson she could not have known that he was already at sea on the ship that was to take him to the Queen's Own Rifles of Canada's assault beach at Bernieres-sur-Mar on the Normandy coast at dawn the next morning.

The Q.O.R.s were one of the four first-wave battalions of the 3rd Canadian Infantry Division to touch shore on D-day. They had been fine-honed for their role by years of gruelling training following their arrival in Britain in 1941. For most of this time they had been stationed in Sussex, but training exercises of increasing complexity and severity had taken the division over much of southern England and as far afield as Inverary in western Scotland for assault landing practice with Combined Operations.

After the trauma of the disastrous landing at Dieppe on 19 August, 1942, Canadians at home and those serving in England waited for the inevitable second front landing in France with increasing tension. In the event, the months of meticulous and imaginative planning, the massive fire support and the spirit of the attacking troops ensured success. The cost was not as high as many had feared but was still considerable; none of the Allied seaborne divisions were able to reach their full planned objectives on D-day. Of them all the 3rd Canadian got furthest, and were the first to reach their D-day objective line the next day.

The Q.O.R.s had 58 men killed on D-day, but David Wilson was not among them. He would doubtless have sent home a Field Service Post Card, with its terse printed "I am quite well."

message, within a day or two of landing. Canadian Field Post Offices serving the 3rd Division were in Normandy and operating by D plus 2, so that men were quickly able to assuage the initial fears of those at home. Sadly, however, any joy at the news of David's survival was premature; five days later, on 11 June his luck ran out.

He died, along with 53 others from his regiment, on a beautiful sunny afternoon, in the standing wheat outside the little village of Le Mesnil-Patry where the spandaus and mortars caught them in the open while the hidden 88s of the 12th S.S. Panzer Division had their way with the thin-skinned Sherman tanks of the 1st Hussars on which the riflemen had ridden into action.

The Germans remained in control of the area, on which this savage little battle had been fought, until 26 June, which is why he was initially reported 'Missing' with the second red ink date at the foot of the cover being that on which his death was confirmed. On the reverse are five handstamped marks:-

1). FPO 463, JU 23 44, applied at the 3rd Division HQ PO, after the letter had been sent back by the QOR as undeliverable.

2). FPO 499, JY 12 44, of the 21st Army Group Tracing Section.

3). Canadian Overseas Postal Directory Service, C.P.C., 19 AUG 44. This large purple mark was applied in London.

4). OTTAWA M.P.O. 318, PM JU 30 45, of the Postal Records Office.

5). a civil post office c.d.s., MILTON ??? Ont, AM JAN 31 45, which means that, unusually, the original letter was not returned to Mrs Wilson in an 'ambulance' envelope.

To add further to the poignancy of this cover, Capt. R.W. Sawyer who signed the 'Missing' annotation on its front, was himself killed when with the QORs on 17 September, 1944, while the 8th Brigade of the 3rd Division was capturing the strongly held Channel fortress of Boulogne.

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### Continued from page 265

(2) 1852 Canada Post Office Guide, 1993 reprint by the British North America Philatelic Society.

(3) 'The 1857-1858 Post Office Directory', Allan L. Steinhart and George B. Arfken, BNA Topics, in press.

(4) A source book of U.S. Postal Relations in the Western Hemisphere, R.B. Harris, The Printer's Stone, Fishkill, NY, 1990. This material was provided by the U.S. Post Office Dept., to the House of Representatives, 29 January, 1878.

(5) The Postal Rates of Canada: 1851-1868,

The Provincial Period - A Recording, Charles G. Firby, 1984.

(6) Canada and the Universal Postal Union, George B. Arfken, British North America Philatelic Society, 1992. See Chapter 4, The UPU Authorized surtax.

(7) A Caribbean Neptune, Robert G. Stone, Philatelic Foundation, New York, 1993.

(8) The Large Queen Stamps of Canada and Their Use, 1868-1872, H.E. & H.W. Duckworth, The Vincent G. Greene Philatelic Research Foundation, Toronto, 1986.

**Bob Bayes has had a long love affair with the Admirals and, in particular, the shades. It seems that disillusionment has set in. We sympathise with his views but no doubt his final conclusion will cause a few raised eyebrows.**

## **ADMIRAL SHADES**

**Bob Bayes**

Being something of a student of the first issue of George V of Canada, I have become increasingly concerned at the attempts of some dealers to quote a different listing for each shade in this issue. Having collected almost every plate in the lower values, I observed that virtually every plate is a different shade.

Never having worked as a printer, I write only from a research position but I think a check with a printer will confirm my points.

In printing there are three primary colours, red, yellow and blue (cyan). By mixing these three colours, all the other colours can be obtained. In practice the printer adds the three colours to black and the resultant shade is deepened by a further addition of black. A TINT is any colour that has had white added to it; a HUE is any colour that has had black added to it. The proportion of black added will depend upon the manufacturer of the ink.

### **Things that affect colour**

If one manufacturer adds 5% white to his blue and calls it light blue and another adds 10% white to his blue and calls it light blue, how does one decide which is in fact light blue?

When one reads of the problems that affected the American Bank Note company in their production of this issue, during the period 1915-18, it is not surprising so many shades exist.

With England declaring war on Germany on 4 August, 1914, Canada technically was also at war with Germany. This caused a problem in obtaining the dry ink which hitherto had been obtained from I.G.Farben Industries of Germany.

Another factor that affects colour is simple ink flow. During printing the ink is allowed to flow onto the rollers through a finely adjusted aperture, the operator sets the machine and runs it for the whole shift. When another operator comes on shift he adjusts the duct and thereby alters the colour of the stamps. I don't think these two examples should be priced separately but this happens.

Another cause for colour variation arises when the plate is fixed to the roller prior to printing. Immediately above this, the impression roller is set. These machines are inherently springy, being made of steel. The result is that when these machines are running, the rollers are 'bouncing' and this can cause shade variation.

The bounce is measured in only thousandths of an inch, but when this is looked at in terms of the ink on the sheet of paper being only two millionths of an inch thick and that one millionth equals one thousandth part of a millimetre, it can be seen how these variations occur.

The method of cleaning the plates



also causes colour variation; acid, when used for this purpose, gradually wears away the lines of the design. Shallower lines print lighter colours. The dry process of stamp production, introduced on 26 December, 1922, also produced a lighter shade.

In intaglio printing (used to print the Admirals) the image is cut into the plate and the whole plate covered with ink. Crepe paper, the width of the plate, coming from a roll, is threaded through the press and is mechanically pressed against the plate, at a point past which the inking is done, by rubber rollers. An oscillating motion of the mechanism holding the crepe paper rubs the ink from the plate. This leaves the ink only in the recesses; paper is then applied under pressure, with the ink being transferred to the paper. The crepe paper is destroyed after use by burning.

Ink is essentially a solid in a solution, the solid is the pigment which gives the ink its colour, the oil is the solution used for printing purposes. As these pigments have to be thinner than a film of ink, it can be appreciated how finely they must be ground down. The longer the time spent in grinding the pigment, the higher the quality of the ink.

Paper also affects colour; the higher the finish, the more brilliant the printing will be. Ink dries in one of three ways, by absorption, by oxidation or by a combination of the two, giving three different results. Finally, even the gum on the back of the printed sheet can affect the colour.

I believe it a waste of time and money to be enamoured with these shades.

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# THE FATE OF MISDIRECTED MAIL

J.L.Brown and R.B.Winmill

The two items illustrated demonstrate an interesting facet of the contemporary Canadian postal service. Figure 1 shows a cover that was correctly addressed to Mr & Mrs Brown. From the manuscript notation, in pencil, the letter was obviously misdelivered (1). It was returned by the recipient to the postal authorities who packaged it up in a plastic 'ambulance' cover (Fig 2) and correctly delivered it. Despite the printed notice, the damage was almost certainly due to the cover being inadvertently opened by the party to whom it was misdirected.

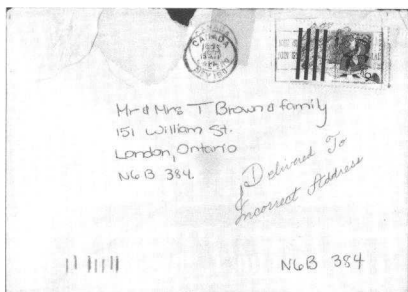


Figure 1

What is particularly interesting is the postcode in the two dater hubs in the postmarks. One reads L8E 2RO (2), the other N5Y IBO (3). The question is, how did the letter ever find its way from London to Stoney Creek, despite the fact that both the recipient and sender are resident in London and it was posted in London?

Two possibilities present themselves. First, perhaps all dead letters or returned mail had to be re-directed via the Stoney Creek facility.

While this suggestion cannot be rejected out of hand, the authors are not aware of any policy requiring such a routing. The second possibility is that this letter was collected from a street letter box on a Friday or Saturday, when all such mail is trucked to Stoney Creek for processing because the London plant does not operate at the weekend (4). Unfortunately, the dates are obscured by the doubled strikes so it is not possible to test the validity of this hypothesis.

Regardless of the explanation, this is a very well travelled cover for an item despatched by a sender residing not more than five miles from the intended recipient. Indeed it is a most interesting item for those of an enquiring nature.

*Figure 2 is illustrated on the next page.*

## References:

1. There is technically an error in this address, the postal code should read N6B 3B4. No numeral can appear at position five in a Canadian postcode. However, this should not cause problems because the error produces an impossible code. See Canada Post Directory, Ontario province April 1984-5, P333.
2. This is the code for the Stoney Creek mail processing facility.
3. This is the code for the London mail processing plant.
4. See 'Job Losses Expected in Mail Move' in the London Free Press, 12 June, 1992, pB1.

# MAIL POSTE

## Canada Post Corporation/Société canadienne des postes

Dear customer:

The enclosed item was damaged during mail processing. We regret any inconvenience caused by the damage.

It is always a matter of concern to us when mail entrusted to our care is damaged. We are continually working to improve our methods and equipment to minimize the risk of such incidents occurring.

It is also important that packages be wrapped securely for mailing, and you may therefore wish to contact the sender to review packaging methods.

Rest assured we will continue our efforts to provide our customers with the reliable postal service they have a right to expect.

Yours truly,  
Manager, Customer Service

Cher client, chère cliente,

L'article de courrier ci-joint a été endommagé au cours de son traitement. Nous regrettons sincèrement les désagréments que vous a causés cet incident.

C'est toujours un motif de préoccupation pour nous lorsqu'un article qui nous a été confié, est endommagé. Nous avons fait d'énormes progrès pour améliorer nos méthodes et notre équipement de traitement afin de réduire les dommages subis par le courrier.

De plus, il est très important que le contenu de l'article soit bien protégé, et vous aimeriez peut-être communiquer avec l'expéditeur pour qu'il révise ses méthodes d'emballage.

Soyez assuré (e) que nous poursuivrons nos efforts afin d'offrir à notre clientèle le service postal auquel elle est en droit de s'attendre.

Gestionnaire, Service à la clientèle

Figure 2. 'Ambulance' cover.

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# CANADIAN STAMPS USED IN SOUTH AFRICA DURING THE SECOND ANGLO-BOER WAR

Dr J. Frank

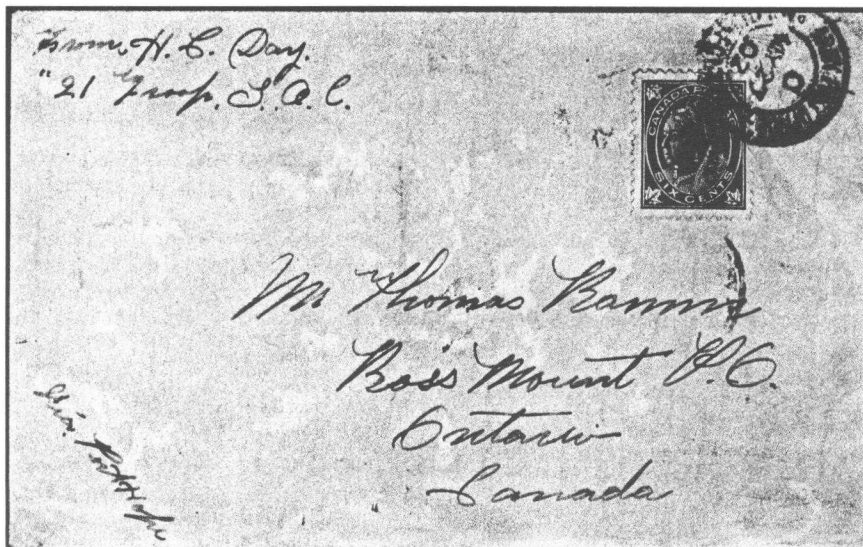


Figure 1: 27 May 1902 - Army P.O Bloemfontein to Ross Mount, ON, Canada, from H.C.Day, S.A. Constabulary.

The 6c Maple Leaves (S G 147) is a rare stamp correctly used on cover in Canada. Imagine my surprise when I recently obtained an example on a cover from the Orange River Colony. The cover is postmarked ARMY POST OFFICE, BLOEMFONTEIN, 27 MAY 1902, some five days before the cessation of hostilities, from H.C. DAY of 21 Troop South African Constabulary. Addressed to ROSS MOUNT, ONTARIO, the cover is endorsed 'via Port Hope' and bears backstamps of Port Hope and Ross Mount. (Fig.1)

It is one of two recorded covers where a Canadian stamp prepays the postage fee, the other being a cover from a Field Post Office British Army

South Africa, dated FE 28 1900, to London and redirected to Ireland. The latter cover bears a London transit postmark and the correct 1d (2c) postage rate. (Fig.2)

A Canadian contingent for the South African Constabulary (S.A.C.) was authorised by a Militia Order on 15 January, 1901, to act as District Mounted Police. On 26 March, 1901, the SAC contingent of 1238 officers and men assembled at Ottawa. They arrived on the SS Montfort at Cape Town on 25 April, 1901. Some, including Commanding Officer Lt.Col. S.B. Steele, remained in South Africa till 1906. Trooper Day was probably one of the volunteers and had some stamps with him!

While it is possible that Trooper Day at Bloemfontein may have believed that the correct U.P.U. rate was 2½d or 5c, and overpaid the rate by 1c, it may also be that this was the only stamp available. The usage may have been philatelic, but a cover from Rhodesia to Canada was prepaid 4d by a member of the Royal Canadian Artillery. The Richardson collection contained a cover sent, in 1900, from Canada to South Africa franked 5c.

Although Rowe in his excellent work illustrates two items, a Canadian postcard and a Map cover, bearing Canadian stamps, in neither case does the Canadian franking prepay the postage fee.

A number of off-cover Canadian stamps have been recorded with various postal markings. It is not possible to state categorically whether the stamps paid postage or were cancelled by favour. However, on both these covers an Army postmark cancels the stamps

and also on a 2c (S.G.154) seen on piece. Rowe mentions S.G.154 with a FICKSBURG O.V.S. postmark, and Robert Lunn the Map stamp in 'Maple Leaves'.

I can accept Winmill's statement, as quoted by Lunn, that Canadian or other foreign stamps had no postal validity within South Africa in CIVILIAN post offices. These stamps were at times definitely accepted, without Postage Due being raised by Army post offices. Stamps of Canada, New South Wales and India have been noted so used. I would certainly be very dubious about any off-cover foreign stamps cancelled by civilian postmasters.

#### References:

- Lunn, R. 'M.Leaves' Oct. 93
- Rich, S.G. 'Philately of the Anglo-Boer War 1899-1902' - Chambers 1943
- Rowe, K. 'Postal History of the Canadian Contingents, Anglo-Boer War 1899-1902' - V.G.Greene Research Foundation, 1981.

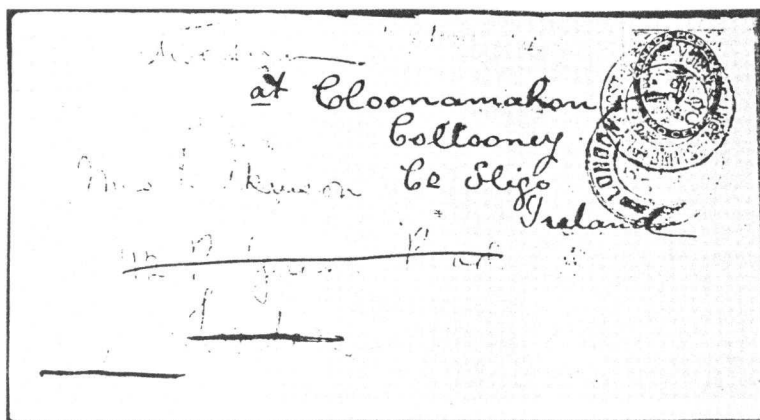
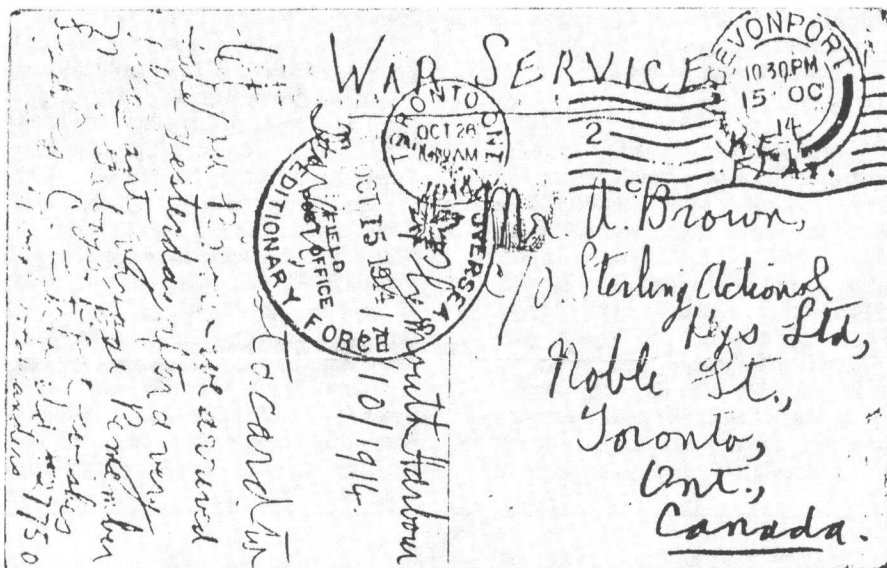


Figure 2: 28 Feb. 1900 - British Army P.O. Cape Town to London, U.K. Redirected to Ireland. (Illust. courtesy of Argyll Etkin Ltd).

# A CARD FROM R.M.S. MEGANTIC - 1st CONTINGENT - 1914

J. Colin Campbell



The card illustrated was probably written on board R.M.S. MEGANTIC of the White Star-Dominion Line prior to her docking and unloading on 16 October, 1914. It is a particularly interesting and informative postal history item with its message as follows:

*Plymouth Harbour  
15/10/1914*

*Just a card to let you know we arrived  
safe yesterday after a very pleasant  
voyage. Remember me to the boys.  
Best wishes.*

*Signalman Reg.C.Litchfield  
#27750  
48th Royal Highlanders*

Note: '48th Highlanders of Canada' would have been the correct title.



The card was sent post free and the 1c Admiral was added and cancelled in Canada so that the card would go through the internal mailing system without hindrance.

R.M.S.MEGANTIC (14,878 tons), among her passengers, carried 46 officers and 1,109 other ranks of the 15th Battalion (48th Highlanders of Canada) with headquarters at Toronto. The Officer Commanding was Lieut-Col.J.Allister Currie. Pte.Litchfield was a member of 'F' Company.

Pte.Litchfield's card may have been picked up by a small tender and taken aboard R.M.S. FRANCONIA where the Postal Corps had set up an office. The C.O.E.F. cancel (rubber hand stamp) was struck October 15, 1914 and then, with other mail, the card was taken ashore where the DEVONPORT cancel was struck at 10:30 p.m. the same day. No postage stamp was affixed. The card must then have been put aboard a Canada bound ship immediately, finally arriving at

Toronto where a 1c stamp was applied (2) and machine cancelled 26 October at 10:30 a.m. That was good service.

Also on board were 87 members of Number 2 Clearing Hospital (later No 1 Canadian Casualty Clearing Station) under Lieut.Col. F.L.S.Ford. In the history of Nova Scotia Military Units there are some interesting details of their journey overseas: "At 4:30 p.m. September 25th the Unit left (Valcartier) by train for Quebec and embarked on the S.S.MEGANTIC at 6:00 p.m. After lying in the stream for five days the ship weighed anchor at 10:30 p.m. on September 30th and proceeded down the St.Lawrence River to the rendezvous in Gaspé Bay. At 3:00 p.m. October 3rd, 1914 this great flotilla weighed anchor and put to sea. After an uneventful voyage of eleven days the flotilla arrived at Plymouth on



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For further information or a membership application form, please write to the Secretary:

R.F. Narbonne  
216 Mailey Drive  
Carleton Place, Ontario  
Canada K7C 3X9

October 14th (7:00 a.m.). After lying in the stream for two days MEGANTIC docked and on October 16th the 1st C.C.C.S. disembarked".

The availability of post cards illustrating the ship could be explained by this being MEGANTIC'S first trip as a trooper and hence she had a quantity of cards on board from her previous voyage as a passenger ship in Canadian Service.

It is of interest to note disembarkation did not begin until 15 October when, according to the record, four ships were unloaded, viz; MONTREAL, ALAUNIA, FRANCONIA and ARCADIAN (1).

Are there other cards/covers known to readers which can be traced to a specific ship? Cards bearing the large C.O.E.F. cancel dated from the convoy's arrival to 25 October when the last ship, CASSANDRA, completed disembarkation are those referred to. So far we know of these dates, 13, 15 and 19 October. Two cards are known dated 14 October but the ship's name/s has not been advised. Please advise the writer or the editor of 'Maple Leaves'.

#### References;

1. Official History of THE CANADIAN FORCES in THE GREAT WAR 1914-1919. A.F.Duguid (1938)
2. Stamp removed for illustration purposes
3. NOVA SCOTIA'S PART in THE GREAT WAR M.Stuart Hunt (1920)



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# SOCIETY NEWS

## FROM THE PRESIDENT

The time for the York Convention is rapidly approaching. I can only hold the block hotel booking until the end of June so please let me have your forms now.

The running order of the philatelic displays has not yet been finalised but we have been promised a feast of goodies including: Trans-Atlantic Mail, Newfoundland, Prince Edward Island, Canada's 'Maple Leaves and Numerals' stamps, and Japanese Re-location Mail. That's as varied an assortment as you will find anywhere, so do come along and enjoy the show.

## FROM THE SECRETARY

### The Packet

Reg Lyon has resigned from the post of Exchange Packet Secretary after four years of sterling service to the society. During this time he managed to provide a first rate service to the members even though he did not receive the support that he might have done from many of us. Thank you Reg, on behalf of all CPS members, for a job well done.

Recently, Reg has run a traditional Exchange Packet, where material is circulated in books and also a Covermart, where lists of priced covers are circulated. The Exchange Packet and Covermart will operate independently in the future, thanks to two volunteers who have come forward.

The new Exchange Packet Manager is Hugh R Johnson of 27

Ridgeway Avenue, Gravesend, Kent, DA12 5BD. Material for inclusion in the packet should be sent to him at the above address. Hugh has asked me to suggest that members who are unable to provide a full book of material should submit higher value stamps on cards for him to assemble into books for circulation. He would also like to point out that revenues and material from the provinces appear to sell well.

The new Covermart Manager is T Malcolm Jones, 14 Tullis Close, Sutton Courtenay, Nr Abingdon, Oxon, OX14 4BD. Covermart members will receive lists of material and send their orders to the manager. Covers for sale should be sent to Malcolm, accompanied by a brief description and a price. He will be happy to receive any quantity, large or small.

Any member who is not currently on the Exchange Packet or Covermart lists who wishes to receive material should write to the appropriate manager with details of his interests.

### Society Officers

Two further volunteers are required to fill the posts of Advertising Manager and Publicity Manager. Neither job takes a great deal of time but you could make a big contribution to the society by coming forward. Please contact the secretary on 0734 411052 if you want to find out more.

### The Handbook

Work on producing an updated handbook has begun. Members are

asked to check their current listing and their Maple Leaves delivery address, and to send details of any changes to the Secretary.

### FROM THE C.E.O.

If any member wishes to raise any points relating to any aspect of the Society, will they please let me know: Dr C.W.Hollingsworth, 17 Mellish Rd., Walsall, West Midlands, WS4 2DQ.

### SCOTTISH REGION

Our correspondent from over the border reports:

Saturday 19 March dawned cold, dry and sunny for the Association of Scottish Philatelic Societies' Annual Congress, being held in Falkirk Town Hall. Several collectors of Canada were present, with Sandy Mackie making the long journey down from Aberdeen. Also to the fore was A.Bruce Auckland, FCPS, now in his 99th year.

A table manned by R. McLeish, R. McVey and J. McLaren represented our Society throughout the busy 'Collectors Day'. Application forms and copies of 'Maple Leaves' were handed out.

The President's address at the official opening ceremony was on the theme of 'Falling membership' (so we are not alone), though your reporter saw much evidence of interest in Canadian stamps. So why do people not come forward and join others in sharing our hobby?

### OBITUARY

Ed Harris has sent us this tribute to a

well known name in Canadian Philately.

Sam C. Nickle, Jr. of Calgary, Alberta, died on 26 January, 1994 of pneumonia in his 81st year. A Memorial Service was held on 2 February, 1994 at the Cathedral Church Of The Redeemer. An honour guard and pipes and drums of The Calgary Highlanders paid an impressive tribute.

Sam was born in Winnipeg, Manitoba, but at an early age moved to Calgary where he obtained all his schooling. Sam's interest in the military led him to join the militia in 1935 and he transferred to the permanent force in 1939. As a Sergeant Major he went overseas with The Calgary Highlanders but was soon selected for officer training and seconded to the Canadian Intelligence Corps serving in Great Britain and France. After the war he rejoined The Calgary Highlanders and later served as their Honorary Colonel for many years. A prominent Calgary businessman, Sam founded Nickle Map Service and spent many years in the oil industry in Calgary. A very patriotic Canadian, Sam was well known as a collector of Canadiana specializing in Canadian maps, art, silver and china. His collection of Canada Pence Issues was extensive and was recognized internationally.

As well as having been a member of the CPS of GB for 36 years, Sam was a Fellow of the Royal Philatelic Societies of both Canada and London. He was also a Past President of the British North America Philatelic Society and became a member of the Order of the Beaver in 1986.

Well known in international philatelic circles, he exhibited and judged at many shows worldwide. He

served as a Director of the National Postal Museum, National Stamp Design Committee and on countless Boards and Committees.

Sam will long be remembered for his dedication to the hobby and for his willingness to share his knowledge and expertise. He was a great supporter of local philately and will be greatly missed by all collectors who knew him.

He leaves his wife Rosemary, a daughter Suzanne, two grandchildren and two great grandchildren.

## FORTHCOMING EVENTS

This section covers CPS meetings, both local and national, as well as national and international events which may hold interest for members. If you know of such events, sufficiently in advance, please advise the Editor.

### 1994

**June 10-12** Royal Ogopec 1994, Vernon, B.C., Canada, Annual Convention of the RPSofC

**Aug. 14** S.W. Group meet at Bristol Convention, Portishead: details Neil Prior 0656 740520

**Aug. 24-27** CPS of GB Convention, Swallow Hotel, York

**Sep. 8** Wessex Group: 'Forgeries'

**Sep. 29 - Oct. 1** BNAPEX 94, Burlington, Vermont, USA. Annual Convention of the BNAPS

**Oct. 11-16** Autumn Stampex, Royal Horticultural Halls, London

**Nov. 24** Wessex Group: 'Recent Acquisitions'

### 1995 (Provisional)

**Sept 20-23** CPS of GB Convention, Bournemouth

## International Exhibitions

### 1994

**Aug. 16-25** PHILAKOREA 94, Seoul

### 1995

**May 10-15** FINLANDIA 95, Helsinki

**Sep 1-10** SINGAPORE 95 Singapore

### 1996

**Jan 8-16** CAPEX 96, Toronto

Note: London Group details from Colin Banfield: 081 500 5615

Wessex Group details from Dorothy Sanderson: 0794 523 924

## LETTER TO THE EDITOR

**Horace Harrison,**

### REGISTERED GEM

Referring to Mr Belle's letter in the January issue, the 1d registration fee was not overlooked. The sender in Barrie obtained a receipt for his registered letter from the Barrie postmaster, he paid one penny currency for it. That is the reason for the block letter red 'REGISTERED' struck on the cover under the two left hand stamps. No one will ever know whether he had to pay 21 pence cy. for the stamps plus an additional penny for the registry receipt, or whether the stamps covered the combined charge. My vote is for a combined fee for postage to the UK, via New York, and Registry service in Canada totalling 21 pence cy. The real question applies to the earlier covers which were not registered. Could the postmaster at Barrie only charge 10 pence for 10 1/2 pence worth of stamps - we shall never know.

## BOOK REVIEWS

### **Webb's Postal Stationery Catalogue of Canada and Newfoundland - 6th edition.**

Editors W.C.Walton and B.C.Covert; 173 pages (9"x 6") softbound. Available from the Handbooks Manager at £9.50 inland post paid.

In 1988 Bill Walton and Earle Covert took over the publication of the postal stationery catalogue from pioneer Jim Webb and a fine job they made of it, expanding the 5th edition to 136 pages from the 80 pages of the previous edition. Five years on we have the sixth edition and the page count is up to 173.

While some of the additional material is obviously attributable to new stationery issued in the interim, the editors have not been content just to revise prices of earlier material. No less than eleven new sections have been created; seven relate to new classes of recent postal stationery, including official special letter envelopes, and four to older material. The latter comprises CPR black backs, upgraded from footnote status, CNR Manuscript Cards, Niagara Falls scenic views on the backs of Victorian postcards and Newfoundland's registered envelope formulas. In addition there are nearly 100 new illustrations.

Not surprisingly, after five years, there are many price revisions and nearly a hundred new discoveries have been listed among the older material. Another important aspect is the 'Essays and Proofs' section which has been substantially revised and expanded following the archival sale of the American Bank Note Co. material by Christies in 1990.

As with the fifth edition, the catalogue is clearly set out and printed in extremely legible type. No doubt stationery buffs have been waiting impatiently for this latest edition, they will not be disappointed. For the less committed, the catalogue is thoroughly recommended as an introduction to a substantial area of BNA philately, much of which is still affordable but with sufficient 'toughies' to make collecting interesting.

DFS

**Unitrade Specialised Catalogue - 1994 edition.** Soft bound, 448 pages, available both perfect and spiral bound. Spiral bound version is available from the Handbooks Manager at £10.50 including inland postage.

At first glance there appears to have been a regression, we are back to black and white illustrations! This is explained by the editors as a result of acceding to requests to have all varieties of the same stamp in the same place, with the illustration. The cost of moving colour illustrations is substantially greater than for black and white. The result is a more integrated catalogue. The colour illustrations were pretty but colour registration was rarely accurate so reversion to black and white is no big deal; however, it has to be said that the quality of the b & w illustrations is very variable. We also have the anomaly of, for instance, three identical 2c Arch issue stamps illustrated side by side whereas the previous edition showed them in green, red and brown! No doubt this will be ironed out in due course.

Prices have remained pretty stable since the 1993 edition, in fact very few

changes are noted in the QV and KE sections and not all these were upward movements. It is interesting to see a price put on a 'map' FDC for the first time (\$2,500) and for the first day of the Empire 2c rate on 25 December, 1898, (\$900). The enhanced description of the stamp as 'the world's first Christmas stamp' will no doubt displease our contributor Ron Winnill.

As most readers will know, the catalogue includes the Provinces as well as Canada, and covers postal stationery, semi-official airmails, Prisoner of War free franks, reply coupons and proofs. The editors are commended for listening to collectors' views and, more importantly, acting upon them. Despite any implied criticism above, the catalogue remains exceptionally good value.

**DFS**

## AMENDMENTS TO MEMBERSHIP to 24 April 1994

### **New Members**

2696 Loney, W D, 51 Merrylee Park Avenue, Giffnock, Glasgow, Scotland, G46 6HR	BL,FDC
2697 Pengelley, B, Witchelms, Green Park Avenue, St Peter Port, Guernsey Channel Islands,	
GY1 IT4.	C, SOA
2698 Edwards, P, 17 Telmah Close, Stretton, Burton-on-Trent, Staffs, DE13 0EF.	C, RPO
2699 Andrews, GB, Gardenia Cottage, Admington, Shipston-on-Stour, Warwickshire,	
CV36 4JN	C
2700 Smith, Rev J H D, St James' Vicarage, Roscow Avenue, Breighmet, Bolton, BL2 6HU	N

### **Resigned**

1303 Holmok EH	540 Jones C A	487 Lussey H W
----------------	---------------	----------------

### **Deceased**

1048 Nickle S C	2634 Wiggins, W G	2546 Pope, P A
-----------------	-------------------	----------------

### **Change of Address**

2679 Correct name to Hundt, Mrs S A.

### **Revised Total 495**

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## HANDBOOKS FOR SALE

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Specialised Catalogue. 1994 Edition. Spiral Bound	Unitrade	£10.50
Ludlow's Catalogue of Railway Cancellations		£22.00
Slogan Postal Markings of Canada 1920-1930		£10.50
Slogan Postal Markings of Canada 1931-1940		£8.50
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The 1967-73 Definitive Issue	Irwin & Freedman	£12.50
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CANADIAN PHILATELIC SOCIETY  
OF GREAT BRITAIN

# Maple Leaves

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# MAPLE LEAVES

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## EDITORIAL

We were pleased to find that the combined voices of Editor and Secretary, in the June issue, elicited a response in the shape of a volunteer to take on the office of Advertising Manager. In the absence of other contenders, Brian Hargreaves will assume the mantle following the A.G.M, welcome aboard Brian.

News has reached us of the formation of a 'Northern Canada Study Group' under the auspices of the Postal History Society of Canada. The Group will be studying the postal history of the Yukon, Labrador and the N.W.T, including pre 1905 Alberta, Assiniboia, Athabasca, Keewatin and Saskatchewan. A newsletter, 'The Northerner', will be published four

times a year, the first issue having appeared in March. While membership of the PHSC is preferred, we gather it is not mandatory. Annual subscription has initially been set at \$10CAN and interested members should contact either the Treasurer, Ian Mowat, 790 Cuaulta Crescent, Victoria, B.C. Canada, V9C 3H3 or the Editor, Gray Scrimgeour, #570-188 Douglas St., Victoria, B.C. Canada, V8V 2P1.

The D-Day anniversary reminds us that Kim Dodwell's epic series, '50 Years On', is drawing to a close. Kim has confined himself to the war in Europe. If anyone would like to cover the relatively brief period from VE to VJ Day, we should be pleased to hear from him or her.



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# TEN PENCE JACQUES CARTIER POSTAGE STAMP PRELIMINARY ARTWORK

Ken R. Johnson

Philatelists who are interested in the Province of Canada's Pence Issue postage stamps will find interesting information on the subject in the mid-nineteenth century Post Office Department records that are housed as part of Record Group 3 (RG 3) in the Federal Archives Division of the National Archives of Canada.

One notable grouping of documents, entitled 'Correspondence from General Letter Books of the Post Office Department (in Canada) between March 1854 and May 1858' (1) includes copies of official letters that were sent from the Post Office Department to the New York-based security printer, Messrs. Rawdon, Wright, Hatch & Edson.

Some of the letters in this holding are orders for additional quantities of postage stamps that were already in use in the Province, but one copy letter - dated 13 November, 1854 - includes a request to have a new postage stamp printed by the firm.

The letter, sent by W. Henry Griffin, Secretary, informs the printers that the Postmaster General has selected the 'head of Jacques Cartier' for 'this distinguished device', and adds that the stamp was to be used exclusively in payment of the packet letter rate of ten pence currency taken as the equivalent of eight pence sterling (2).

Included at the mid-point of this copy letter is one of the earliest known

official Province of Canada postage stamp preliminary artworks to have survived from this period (figure 1, overleaf).

The pen and ink sketch has been drawn directly onto the letter paper and is roughly the size of the issued stamp.

The only design requirement for the stamp, as stipulated by Griffin, was that the 8d Sterling value tablet appear in the 'two upper corners' and the 10d Currency 'in the lower'. The words 'Canada Postage' and 'Ten Pence' are not mentioned specifically in the text of the letter, but have been included as part of the basic sketch. Perhaps Griffin

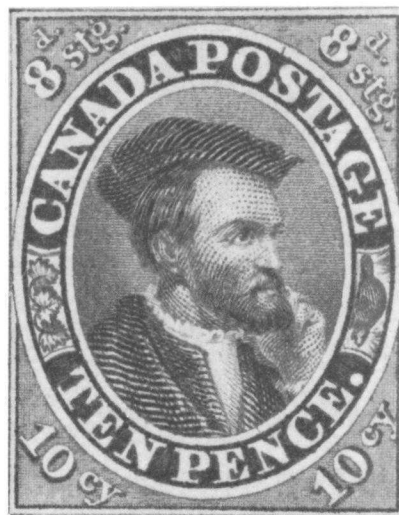


Figure 2. Canadian Postal Archives/  
National Archives of Canada Neg. no.  
POS 1400.

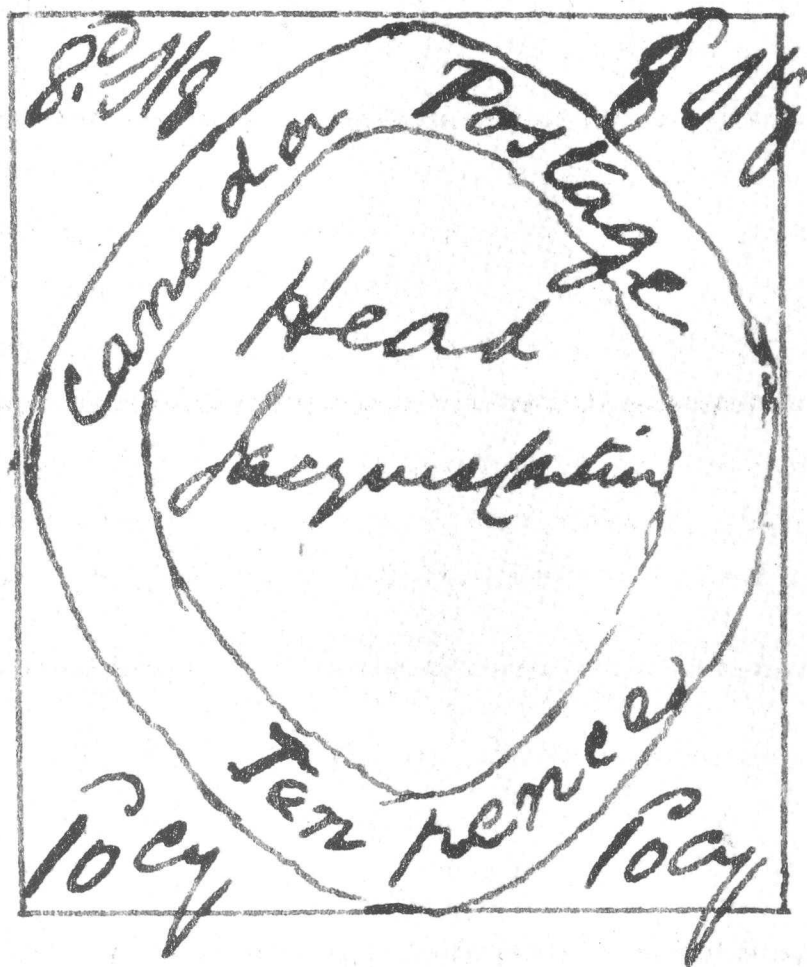


Figure 1. National Archives of Canada Neg. no. C 137955.

felt that it was not necessary to mention this wording component as it had already appeared on the previously designed 6 Pence 'Prince Albert' and 12 Pence 'Queen Victoria' postage stamps.

As can be seen in figure 2, the preliminary design was used as a guide during the preparation of the issued Jacques Cartier postage stamp.

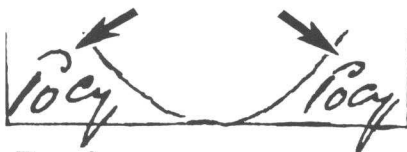


Figure 3



Figure 3a

One notable difference is that the 10 cy value tablet on the issued stamp (figure 3a) does not include the letter 'd' as is shown in the sketch (figure 3).

A second difference is that the miniature drawings of the beaver/maple leaves that are found in the vignette frame on the issued stamp (figure 4a) are not noted in the hand-drawn diagram (figure 4).



Figure 4



Figure 4a

Griffin states in his letter that he is forwarding 'a specimen in print of the head of Jacques Cartier' for the printers use, and it is quite probable that this reproduction was based on the portrait of Cartier done after a painting by Francois Riss (3).

As is known, the stamp was issued in early 1855 and today examples can be found in various collections around the world. The preliminary sketch remains as visual evidence of the first steps in the design and production of this well-known miniature masterpiece - the Province of Canada Ten Pence 'Jaques Cartier' postage stamp.

#### References:

1. Record group 3 (RG - 3), Series B.2.1, Vol. 368, p. 287. (Micro-film reel T-3852, Vol. 368, p. 287).
2. For related information, see article entitled 'Jacques Cartier', Maple Leaves, Vol. 17, No. 12, Whole No. 180, October, 1980, p. 319. (Phenomenon of having two denominations on the same stamp is attributed to 'the fact that the colonial currency circulating in Canada was debased in comparison with the sterling and by law ... had equated at £1 sterling to £1.4s.4d. currency').
3. 'The Encyclopaedia of British Empire Postage Stamps 1639-1952 - Volume V, North America' Robson Lowe Ltd., London, 1973, p.12.

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# YUKON AIRWAYS - REVERSED PROOF A STATUS REPORT

David Sessions FRPSL, FCPS

In the June 1991 issue of 'Maple Leaves', Allan Spencer drew attention to a proof in his collection of the 25c 'Yukon Airways & Exploration Co' semi-official airmail stamp, which was printed in reverse. In a footnote to the letter I drew attention to an extensive article by Lloyd Banner (1), in part III of which he made mention of such items in the form of die proofs on both card and wove paper, though the dimensions did not match those of Mr Spencer's specimen.

Subsequently, in the August 1993 issue of 'Maple Leaves', Susan So asked whether this item could be a forgery as forgeries exist, in various colours, of the issued stamp - usually passed off as 'colour trials'.

Having more than a passing interest in BNA fakes and forgeries, I referred the letter to Don Amos, a student of the semi-official air stamps, with whom I had corresponded over the so-called colour trials. At that stage I had examples of the 'colour trials' in my collection but not a genuine specimen; this omission has since been rectified.

Don pointed out that, on the 'colour trials', the tailplane was incomplete and there are other minor differences. His reasoned approach was that if the tailplane is incomplete on the 'reversed' proof, then it must be from the same source as the 'colour trials'. At about the same time, the Yellow Peril sent in a photo of a 'reversed' proof, which he considered to be a forgery. Sure enough, the tailplane was

incomplete, just as it was in the example provided by Allan Spencer and the example in my collection.

The original article by Banner featured a number of illustrations, including the 'reversed' proof in both the forms mentioned by him. These clearly show a complete tailplane.

It seems clear therefore that the 'reversed' die proof exists in genuine form but, when the 'colour trials' were made, or subsequently, the opportunity was taken to forge the 'reversed' proof as well. Lloyd Banner referred in his article to four 'reversed' die proofs in



Fig. 1. 'Reversed proof' on card (51mm x 26mm) - note complete tailplane.



Fig. 2. 'Reversed proof' on card (99mm x 76mm) - incomplete tailplane, shading behind aircraft is less distinct.



black (45mm x 22mm) on card (51mm x 26mm) (fig.1) and six on wove paper (164mm x 102mm). We have no way of telling whether this represents the total number of proofs pulled or merely those which survived through the enterprise of Captain Bury Binks who passed them on, eventually, to Banner. The proofs under discussion are on card measuring 99mm x 76mm (fig.2) and Lloyd Banner's notes, now in the possession of Bill Topping, make no reference to 'reversed' die proofs of this size. The point seems significant.

In his letter, Don Amos says he has seen both the genuine and the spurious proofs offered at auction; one would have expected there to be rather more of the latter than the former, but sightings generally have been sparse.

At this stage the situation looked clear cut, but a letter from Bill Topping, another student of the semi-official airs, threw more darkness than light on the subject. He rightly pointed out that, under a strong glass, vestiges of the missing line in the tail could be seen on the suspect reversed proofs. More importantly, he drew attention to a constant dot under the 'R,' of EXPLORATION, which is found on all the reversed proofs, including the suspect ones; the dot does not appear on either the genuine stamps or the 'colour trials'.

Apart from much lighter shading behind the aircraft and on the tailplane, the suspect reversed proof is very accurate, when compared to the genuine article; the constant dot under the 'R' suggests that both types of reversed proof come from the same source.

The 'colour trials' were produced many years after the original stamps

were printed, in Winnipeg, probably before 1960. The 'colour trials' are lithographed whereas the genuine stamp is engraved. Bill Topping is of the opinion that the 'trials' were made by photographing one or more genuine stamps, arranging the prints into a 2 x 5 format and re-photographing them onto a lithographic plate. In doing so, the litho plate was over-exposed and, as a result, some background was burned out. It appears that some re-touching was then done, particularly in the frame lines. Presumably the tailplane was missed. It is my own feeling that the similarities between the 'colour trials', and the suspect proofs are sufficient to indicate that the proofs with incomplete tailplane were also made at a later date, albeit from a genuine source in the light of the aforementioned dot under the 'R'.

Two side issues relating to the stamp, but having no relevance to the forgeries, are offered for those interested in such things. The aircraft depicted is the 'Queen of the Yukon', which is sometimes referred to as the sister aircraft to the 'Spirit of St. Louis' (2) in which Charles Lindbergh made the first solo crossing of the Atlantic. This is not strictly true, according to Bill Topping, although he says that Andrew Cruikshank, its first pilot, often claimed it was. The 'Spirit of St. Louis' was a monoplane (model Ryan N-X 211 N.Y.P), the 'Queen of the Yukon' was a later model (3113) of similar outward appearance and capable of seating five passengers. Both were built by the B.F.Mahoney corporation of San Diego, California. The 'Queen' was flown to Vancouver direct from the factory, in late summer 1927, and was then shipped to Skagway in the C.P. steamship 'Princess Alice'. After being fitted with runners in place of wheels, it

was flown over the Rockies to Whitehorse airfield on 25 October, 1927.

The first printing of the Yukon Airways labels was in October 1927, the second late in 1928. Both printings are in dark blue (as was the U.S. commemorative airmail stamp featuring the 'Spirit', issued on 18 June 1927), but a scarce light blue shade is also known. According to the designer/engraver, W.H.Jordon, the first two sheets of 50 stamps were printed in light blue as colour trials, but the company preferred the dark blue. According to Banner (1), Jordon preferred the light blue stamps. Bill Topping says that the number of light blue stamps was likely nearer 1,000 than 100 as they were printed in sheets of 80

(8x10) and he, Bill, has seen well over 100.


To summarise, I believe:



1. The so-called colour trials are bogus items created from a genuine source.
2. Genuine 'reversed' proofs exist.
3. 'Reversed' proofs on card 99mm x 76mm are forgeries created from a genuine source.

Members' views are solicited.

#### References:

1. 'Notes on the Yukon Airways & Exploration Co. Ltd.' by H.L.Banner. Part 3, BNA Topics, v20 no. 3 (1963) pp72-80. Parts 1 & 2 of the article appear in v.20 no. 1 and no.2 respectively.
2. 'Yukon Airways & Exploration Co.Ltd' by D.J.Brewer. 'Maple Leaves' no.14 (Jan 1950), pp17/18.







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# THE PEOPLE ON THE STAMPS - CAPTAIN COOK.

Alan Salmon

*Come, my friends,  
T'is not too late to seek a newer world  
Push off, and sitting well in order smite  
The sounding furrows, for my purpose holds  
To sail beyond the sunset, and the baths  
Of all the western stars, until I die.*

*Ulysses*

*Alfred Lord Tennyson.*

We first met James Cook when he was piloting Wolfe up the St Lawrence to face Montcalm at Quebec. That was in 1759; but the event for which he appears on the stamps of Canada occurred 19 years later and 3,000 miles to the west. His portrait is on the 14c stamp (SG 910, SS 763) issued in 1978 to commemorate the 200th anniversary of his landing on Canadian soil. The portrait on the stamp is by Nathaniel Dance and hangs in the National Maritime Museum at Greenwich. Sir Francis Drake, almost exactly a century before, had landed near San Francisco, claimed the land for Elizabeth I and called it New Albion. Drakes Bay is still there, but Drake sailed on searching for the North West Passage; he probably sighted Canada but he never landed.



Cook was born in 1728 in Marton, Yorkshire, the son of a farm-labourer; home was a two-roomed cottage. At the

age of 12 he began work on the farm, however the owner, noticing his ability in writing and arithmetic, got him a job in a general store in Staithes on the Yorkshire coast, he was 17. This small fishing village is still almost exactly as it was then, with a population of a few hundred and steep streets leading down to the quay. This was the major turning point in Cook's life, he was drawn to the sea as if by a magnet.

## Early Days.

His employer became aware of this and recommended him to a collier owner, John Walker, in near-by Whitby, Cook spent nine years with Walker, first as an apprentice, then as a seaman and finally as a ship's mate. He sailed throughout the North Sea and the Baltic as well as on the routine coal-carrying runs to London. In the evenings, when at Whitby, he studied navigation in the attic of John Walker's house. The room remains open to those with an interest in history. At the age of 26 he was offered his own command, to general amazement he turned it down to enlist in the Royal Navy as an ordinary seaman. His, typically laconic, explanation was, "I had a mind to try my fortune that way".

His first ship was HMS Eagle; within a few weeks this young eagle was

promoted to Master's mate (petty officer), responsible for navigation. His knowledge and qualities of leadership would have been outstanding, as the prime source of seamen was the Press Gang. After hectic actions against the French, in the Channel and the Western Approaches, Cook was sent to take his Master's (warrant officer) examination. The Master was responsible for all aspects of the sailing of the ship but was not necessarily in command.

### **Canada.**

He was ordered to Canada in 1758, as Master of HMS Pembroke, in the fleet which supported the taking of Louisbère. When the fleet returned to Halifax, Cook studied surveying under a military engineer and prepared charts of the St Lawrence. Then he led, as chief pilot, the great fleet of 200 ships safely up the river to Quebec - he had been in the Royal Navy four years! Cook was given a bounty of £50, his salary was £75, and again promoted, to Master of the flagship of Admiral Colville, who noted him as a seaman 'of genius and capacity'. In 1762 he married Elizabeth Batts, articulate, well-educated and 21. Soon Cook departed on one of his long absences, which were to be a feature of their family life; he was appointed Marine Surveyor of the Coasts of Newfoundland and Labrador. He had returned from Canada with his accurate charts of the St Lawrence up to Quebec, he now extended them to Montreal. Five summers were then spent surveying the complex coasts of his region, the winters were in England drawing the charts for publication; they were not superseded for over a century. In 1766 he observed an eclipse of the sun and thus devised a method of calculating his position, the work was published by the Royal Society. Other gifts were recognised by his men, one of them

wrote: "fearlessness was his chief characteristic. He would run under full sail on a foggy night & sleep quietly under it all, but often, when no-one expected danger, he would come on deck and change course because he sensed that land was near". Here we have an astronomer, a mathematician, a brilliant surveyor and a first-class and instinctive seaman. These qualities were to lead to lasting fame.

### **The Voyages of Exploration.**

Edmund Halley, of comet fame, predicted that Venus would transit between the Earth and the Sun in 1769; observations would make possible, for the first time, an accurate measurement of the distance between the Earth and the Sun. George III was persuaded to finance expeditions to North Cape, Hudson Bay and Tahiti to make the necessary measurements. Cook was commissioned and appointed to command HMS Endeavour. Whitby-built, for the expedition to Tahiti. He received secret orders to search, after the transit, for the southern continent which it was thought might exist south-west of New Zealand, balancing the landmass of the northern hemisphere,

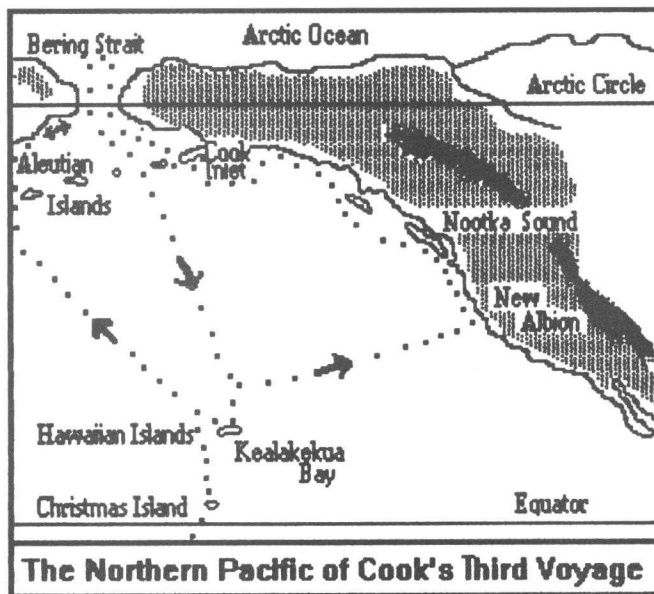
Lieutenant Cook sailed from Plymouth in August 1768 to arrive in Tahiti, via Cape Horn, in April 1769; the transit of Venus was duly observed. The natives were also observed, they were friendly but incorrigible thieves. Cook's consistent tactics were to be fair with natives, always giving something in return for a gift, but to take hostages to recover stolen goods. He surveyed the Tahitian coast then sailed south non-stop for two months, reaching 40° S with no sight of land. So he turned east to New Zealand, which he proved was two islands, and charted the entire coast. He then landed on the east

coast of Australia on a bay which was a botanical paradise for the scientists, he named it Botany Bay. Having charted the entire east coast he sailed for England. He found the rumoured Torres Strait between Australia and New Guinea, arriving back in July 1771. He had logged 30,000 miles and charted 5,000 miles of coast; on his return he was honoured by an audience with George III. But there was great sadness also, whilst he was away his two children had died; happily there were to be four more children. Also, on the voyage, he had lost 30 men, out of 85, mostly to malaria and dysentery picked up in the East Indies; this was par for the course at that time, but Cook was determined to beat the dreaded scurvy.

Now Commander Cook, he reported to the Admiralty that he doubted there was a southern continent but that he was prepared to try again to 'put an end to all diversity of opinion about a matter so curious

and important'. He was told to get as near to the South Pole as possible and to take possession of any islands found. He sailed in HMS Resolution, with HMS Adventure, both Whitby built, in July 1772. They revictualled at Cape Town then sailed to 67° S, no land having been sighted he sailed on to New Zealand and then did two great loops of the Southern Pacific, claiming the many islands found. He again went south, from Cape Horn, reaching 71° S, farther south than any ship before, where ice, fog and frostbite to the crew drove him north again. He was back in Portsmouth by July 1775, having sailed 70,000 miles and had finally disproved the existence of the southern continent. This was the greatest voyage made by a sailing ship,

Cook also triumphed against scurvy; he insisted on the regular fumigation of the crews quarters, strict personal cleanliness, plenty of pickled cabbage and, whenever possible, fresh



vegetables. On this voyage, out of 118, only one died of disease. He was elected a Fellow of the Royal Society and awarded its Gold Medal for the best experimental paper of the year: The Preservation of the Health of Crews of Ships on Long Voyages.

He was promoted to the retirement post of Captain of Greenwich Hospital; but the Admiralty proposed a voyage to discover an Arctic passage; Cook volunteered to lead the expedition. His orders were to seek a North West or a North East Passage from the Pacific to the Atlantic, or the North Sea; he was instructed to visit New Albion for "wood and water and procure refreshments, and then to proceed northward". He sailed in HMS Resolution again, now with HMS Discovery, in July 1776; his officers included two destined for fame: Vancouver (SG 1286, SS 1200) and Bligh; the latter was Master of the Resolution and a fine navigator. The route was familiar: Cape Town, New Zealand and Tahiti, then across the Equator. Cook was in the Northern Pacific for the first time and soon discovered the Hawaiian Islands. The natives were friendly, he stayed a few days before sailing to New Albion; Spaniards had reached Drakes Bay the previous year.

He sighted Oregon and in March 1778, after fierce storms had driven him away from the entrance to the Strait of Juan de Fuca, which would have led him to where Vancouver now stands, he landed at an inlet he called Nootka Sound (SG 911, SS 764) on what was to be Vancouver Island. He found, I am very sorry to report, the natives "slovenly & dirty to the last degree" but they were friendly. Perez, a Spaniard, had anchored there four

years earlier but had not landed. Cook stayed almost a month repairing his ships; also sea otter pelts were purchased from the Indians, each for a handful of beads. Then he went northward keeping as close to the coast as possible in the bad weather, he was seeking a river which it was thought might lead to the interior of the continent; he didn't find it but he recorded in outline the unexplored coast of north-west America. Today, the approach to the airport at Anchorage is over Cook Inlet and the best hotel in town is the Captain Cook. He went past the Aleutian Islands where he met Russian fur traders, then through the Bering Strait, trying to find a way either east or west. At 70° 29" N ice, heavy snow, freezing fog and frostbite led to the decision to head south, to refurbish the battered ships and to try again next year.

He anchored in Kealahakua Bay in Hawaii where he was received almost as a god. The totality of the local feelings and events of February 1779 are uncertain, but what certainly happened was persistent pilfering from the ships and, eventually, the natives stole the Discovery's cutter. Cook went ashore, with marines, to take the local King hostage until the cutter was returned. The King was agreeable, but the islanders prevented him going, they began to assemble and arm. Cook, wishing to avoid a conflict, decided to retreat, as they moved down the beach to embark for the ship there was a disturbance in which four marines were killed and Cook was stabbed to death. Cook's body was burnt by the natives, what was left of it was recovered by Vancouver and buried at sea.

*Continued on page 311*



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## **'BLUENOSE'**

### **John Boutilier and Angela Watson**

The well known 'Bluenose' stamp (Sc 158, SG284) is one of the most popular ever issued by the Canadian Post Office.

The ship itself was built in 1921 and was owned and operated by Oland & Son Ltd, of Halifax, Nova Scotia. She was 143 feet long with a 10,000 square foot sail area and 200+ ton displacement. Although she was considered by most to be the Queen of the North Atlantic (Cod) Fishing Fleet, she was also the champion of many international fishermen's races year after year.

Captain Angus Walters skippered the Bluenose for 21 years (1921-42). Noted as a free-cussing, hard disciplinarian, he was also recognised as a fair man. Walters was born to a sea-faring father in 1882 and, according to accounts of his early life, he could never know anything other than life at sea. Walters is also honoured on a more recent stamp, issued in 1988 (Sc1228, SG1314).

Unfortunately, the Bluenose met an ignominious end: she was sunk off the coast of Haiti in January 1946. She had been sold and subsequently stripped in 1942 and had been serving as a banana transport ship when she caught fire and burned at sea. This news proved to be the most important story in most Canadian newspapers for well over a week.

In creating the stamp, several photographs taken by W.R. MacAskill (in 1921 and 1922) were considered, but since no one photograph provided everything the designers wanted, they

utilised a composite of two different photos, along with some retouching to the clouds and waves, and sent it to the engravers in Ottawa. Critics familiar with the art and science of sailing have many times pointed out that the stamp shows two sailing vessels close-hauled, but steering different courses - and they have questioned the soundness and feasibility of this design.

However, the point was not overlooked when the design was under consideration by the Canadian Post Office Department in 1929. At that time, it was thought to be of no considerable importance, because when ships are sailing in-shore, with high off-shore winds, two vessels some distance apart may show different courses.

The engraver of the Bluenose stamp was Herman H. Schwartz. A true 'Bluenose', Schwartz was born in Nova Scotia in 1885. After some early art training, Schwartz accepted a position at the American Bank Note Company (ABNC) in Ottawa, (known today as the Canadian Bank Note Company) in 1909.

In 1917, the ABNC transferred him to New York to gain more experience and allow him to further his studies. From 1917-1920, he studied at the National Academy of Design. He then returned to Ottawa and continued with his work for the ABNC.

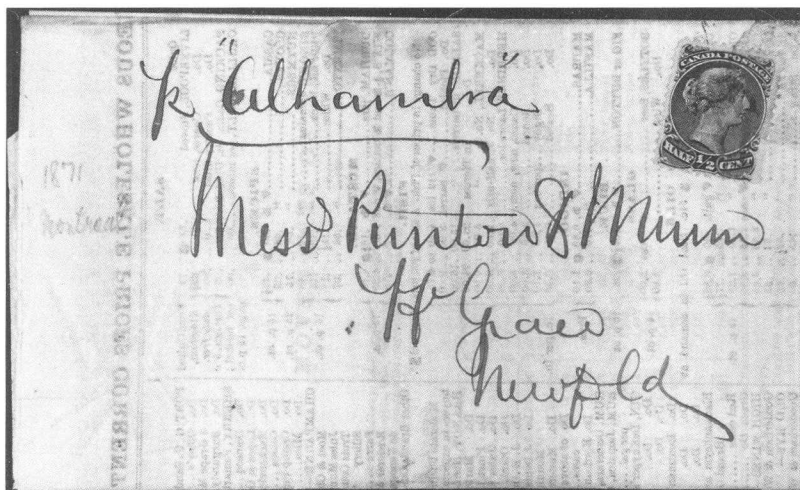
One of the first Canadian stamps designed by Schwartz was the 1927 Confederation set. Then followed the regular issues of 1928 which included

*Continued on page 305*



## THREE SIGHTINGS IN THREE COUNTRIES

### The Yellow Peril



*'Weekly Prices Current', Montreal 26 August 1871, sighted in the United States, Canada and South Africa.*

I boobed badly when I mentioned the existence of the above item in the August 1987 issue of 'Maple Leaves' and again when I reported its sale in April 1989. On both occasions I had neglected to include a picture. Guess I just wasn't 'with it'! My thinking at the time was: "no point in cluttering up the Journal with pictures of phoney 1/2c LQ covers". I was so wrong! I brought the matter up the second time only because it was so unusual for someone to pay \$550 (plus postage and agent commission) for an item that twice failed the test.

Recently (March 1994) this item again resurfaced and in South Africa of all places. A collector there had the opportunity to add this 1/2c LQ rate to his collection. Because it was not cheap he sent me a photocopy of it for an opinion. Neither the exact amount of

the not-cheap price nor the identity of the dealer was disclosed to me, however. I replied that this item has already been reported in our Journal and since 1/2c LQ single usage covers are about as scarce as a hen's teeth I advised my friend to exercise extreme caution when buying this rate.

The third sighting of this item in Johannesburg has convinced me to rectify my bad goof. This account is partly from memory and partly conjecture. It was some time in the mid-eighties when Cougar Stamps of San Bernadino sent me a catalogue offering the above and other BNA covers. Hoping that it would be a periodical and knowing that I could reject the lot if it did not measure up, I placed a 'G'\* on it. As soon as I saw the item I did not like it. The rate for Prices Current to Newfoundland was 1c\*\* and

the postmark too suspicious. The piece looked genuine enough even though there were no markings on it other than the cork cancels. Although annotated 'Alhambra', it may have travelled to Newfoundland on another mail boat as the Alhambra was not in service to Newfoundland until 1872. Somewhere along the line this price list lost its stamp, most likely a 1c LQ. It was replaced by a 1/2c LQ, thereby converting a relatively common 1c to a rare 1/2c rate. The conversion was completed when a wine bottle size cork was strategically applied so as to tie the stamp and at the same time camouflage the previous marking. The supporting 'Greene' certificate, together with the lot, was returned to the seller. The only question the auctioneer asked was "Who signed the certificate?"

The second auctioneer to have a go at selling the item was John Talman of Toronto. If memory serves me correctly, two certificates were mentioned in the 'as-is' description - the 'Greene' and a 'no-opinion' certificate. A few weeks after this sighting I happened to be chatting with a visiting American collector of Newfoundland, when the subject of this item was brought up. The visitor was fiercely adamant that the piece was good, regardless of my or the experts' opinions. Because the gentleman is considerably bigger than I am, I conceded the right-of-way to him and dropped the subject!

I hope that my attempt to right my faux pas will save another reader from some anxious moments.

\*'G' = \$1,000(US).

\*\*Regulation 15 under the Post Office Act of 1867 states:

'PRINTED PAPERS, CIRCULARS, PRICES CURRENT, HANDBILLS, BOOKS, PAMPHLETS

The rate on printed matter of this description posted in Canada, and addressed to any place in Canada, Prince Edward Island, Newfoundland or the United States, will be one cent per ounce, to be pre-paid by Postage Stamp; and a like rate will be payable on delivery, when received from the United States, Prince Edward Island or Newfoundland'.

#### References:

Maple Leaves 214, August 1987 p.259,  
Maple Leaves 222 April 1989, p. 189.  
Canadian Stamp News, 28 February, 1989 p.6  
Duckworth H.E. & H.W., 'The Large Queen Stamps of Canada and Their Use 1868 - 1872'. The Vincent G.Greene Philatelic Research Foundation, p.436.

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#### 'BLUENOSE' continued from page 303

the Bluenose. Just a few of the many other stamps he designed for Canada include Canada's first airmail stamp in 1928, the set commemorating the Royal Visit in 1939 and the 1951 Capex Centenary set.

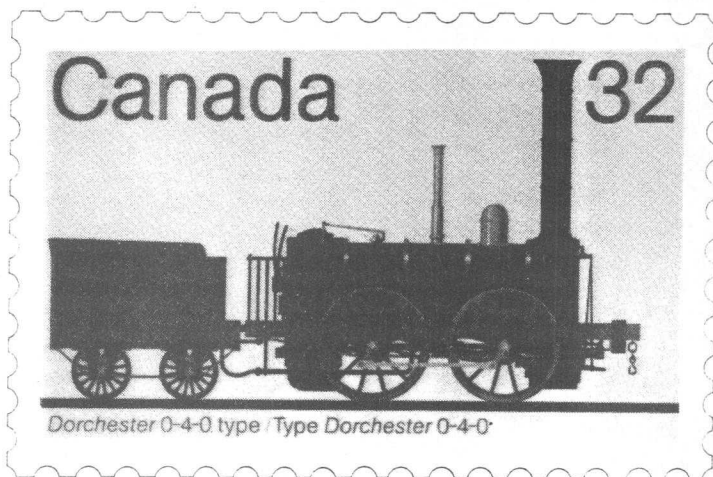
His work however, was not limited solely to Canadian stamp issues. Cuba, Norway and the Bahamas have all been beneficiaries of Schwartz's great skill as an engraver.

After 47 years with the Canadian Bank Note Company, Schwartz retired in 1956, aged 70. His stamp designs remain a tribute to him and the CBNC. No other Canadian has ever been involved in the design and production of so many Canadian stamps.

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**JUST A FEW LINES**



**THE STORY OF CANADA'S  
FIRST RAILWAY**

**THE CHAMPLAIN & ST. LAWRENCE  
RAILROAD**

by

LIONEL F. GILLAM

## JUST A FEW LINES

This work, by the author of '**A History of Canadian R.P.O.s**' and '**Canadian Mail by Rail**' is the result of more than 30 years research into the history of Canada's first railway, the Champlain & St Lawrence Railroad.

'Just a Few Lines' could be called 'the story behind the stamp', the stamp in question being that issued by Canada Post Corporation in 1983, which illustrates in authentic detail the engine 'Dorchester', the first steam locomotive to operate in Canada.

This, the product of the famous locomotive builders, Robert Stephenson & Co. of Newcastle, England, was the only thing British about the Champlain & St Lawrence. The railroad was built by a young American engineer and the lines were laid on what was called the 'cheap' or American principle. The drivers for the first few years at least were also Americans, while the passenger carriages were constructed by American manufacturers in Troy (near Albany) New York.

Nevertheless, despite this, nothing would have been possible without Canadian money, ventured mainly by Montreal businessmen at a time of economic depression, political instability, civil unrest, cholera epidemics and, finally, open rebellion in 1837 and 1838.

The part played by the railway in the carriage of passengers, freight, arms, troops and, of course, the mail during what was undoubtedly the most dramatic period in Canadian history is told by the former editor of '**Maple Leaves**'. Nothing, however, would have been accomplished without the co-operation of many collaborators in Canada whose research in the National and Postal Archives, the existing records and ledgers of the railway, parliamentary records and contemporary newspapers alone have made this work possible.

This, the first full history of Canada's first steam railway (1832-1872) to be written, is printed in a strictly limited edition of 500 with cast-coated cover in blue and black (5 3/4" x 8"). The 144 pages are fully indexed, with 26 illustrations (including 7 maps), and the book is obtainable from the author at 66, East Bawtry Road, Rotherham, South Yorkshire, England, S60 4BU price £10.00 (\$21 Can. or \$16 U.S.) postage and packing paid.

# OCTAGONAL REGISTERED DATE STAMPS WITHOUT TOWN NAMES

Horrace W. Harrison, FCPS

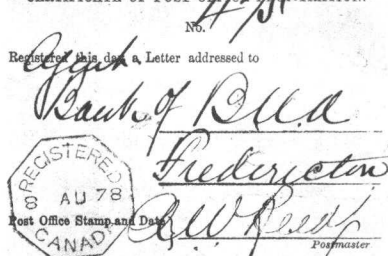
In the late summer of 1878 these oddly shaped Registry markings first made their appearance; usually on mail from Halifax and St. John, N.B. and addressed to towns within the originating province or an adjoining one. Next to no one was interested in postal history at the time so little attention was paid to the fact that these markings, unlike any other ever issued by the P. O. Dep't., had no town name, but only the country name. In a very short time, at Halifax, St. John and Charlottetown, it became the practice to leave out the date portion of the marking and apply the hammer only as an indication that the letter was registered. In due course, at least at St. John, the blank space in the centre of the hammer began to be used as the place to write in the Registered Letter Number.

With the advent of serious postal history collecting, led in Canada and the western hemisphere by the late Fred Jarrett, covers mailed from Canada to Europe began to find their way back to Canadian shores. It was then that it was first noticed that this unusual octagonal registered marking had been struck on covers to the U. K. and other European destinations at other towns than Halifax, St. John, and Charlottetown, most noticeably Toronto, Hamilton, and Quebec, and that there were no other subsequent Canadian markings on these registered letters.

I postulate that these octagonal registered date stamps, without town names, were prepared by Pritchard & Andrews, as there are two strikes shown

in the Hughes Proof Strike books recently published by Robert Lee; one in registration strikes for New Brunswick dated 23 November, 1880 and one in the registration strikes for Ontario dated 12 August, 1882. That for New Brunswick seems to be nearly identical with my St. John strikes, although mine are over two years earlier, and some of mine are later. Perhaps the St. John hammer was damaged and sent back for repair. The strike which appears in the Ontario book, dated 12 August, 1882, appears to be somewhat larger overall and with larger lettering; I have nothing which resembles it. I further postulate that these hammers were issued to the towns at which closed bags of mail were made up for shipment to Europe, usually by the Allan Line, upon the admission of Canada to the Universal Postal Union on 1 August, 1878. In pre-Confederation days, the transatlantic mails were made up at Quebec, Montreal, Kingston, Toronto, and Hamilton, to which were added the provincial capitals of Halifax,

CERTIFICATE OF POST OFFICE REGISTRATION.



Octagonal registered marking from St. John, N.B. where Reed was P.M. Number 1 on list opposite.

Charlottetown, and St. John with the implementation of the British North America Act for postal affairs, on 1 April, 1868.

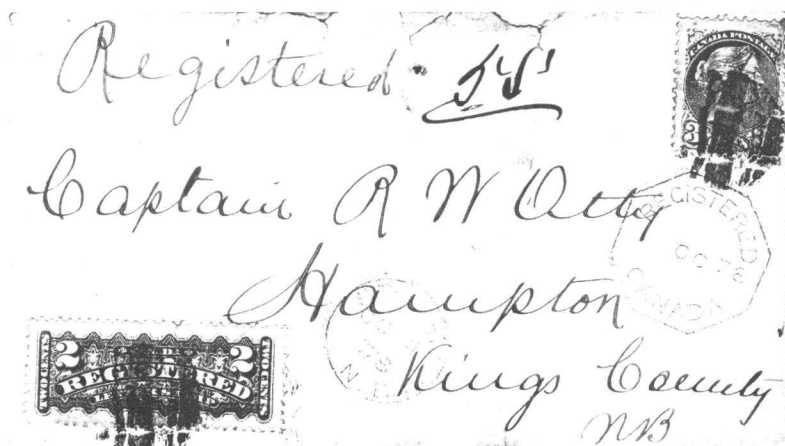
The author would welcome photocopies (front and back) of any covers not included in the following list.

# OCTAGONAL REGISTERED DATE STAMPS

Date of Strike & Where applied	Date at Originating P.O. & Allan Line Mail Steamer	Destination & Arrival Dates
1. 8 AU 78 St. John	8 AU at St. John, N.B. Internal mailing	Fredericton, N.B. Data from Certificate of Mailing
2. 14 AU 78 St. John	14 AU at St. John, N.B. Internal mailing	Chatham, N.B. Data from Cert. of Mailing
3. 16 AU 78 St. John	16 AU 78 at St. John, N.B. Internal mailing	Data from partial Cert. of Mailing
4. 16 AU 78 St. John	16 AU at St. John, N.B. 'Moravian', Quebec 17-28 AU to Liverpool	London, U.K. only a guess as data from Cert. of Mailing
5. 19 AU 78 St. John	19 AU at St. John, N.B. Inter-provincial mailing	Montreal, Quebec Data from Cert. of Mailing
6. 30 SP 78 St. John	30 SP 78 at St. John, N.B. 'Peruvian' Quebec 5-14 OC to Liverpool	London, U.K. only a guess as data from Cert. of Mailing
7. 1 OC 78 St. John	1 OC at St. John, N.B. Internal mailing	Hampton, Kings Co., N.B. b/s Ossekeag, N.B., OC 2 78
8. 28 NO 78 Quebec	28 NO 78 at Quebec, C.E. 'Polynesian' Halifax 30 NO-10 DE L-pool	Inverkeithing, Scotland via Merville & Edinburgh b/s at both DE 10 78
9. Blank date Charlottetown	Charlottetown, P.E.I., DE 7/78 Inter-provincial mailing	Moncton, N.B. b/s P.E.I.R.R.C.&S., No-2; DE 9/78
10. 17 FE Quebec	Quebec, C.E.; AM, FE 17/79 not carried in Allan Line	Alt Kischau, Allemagne via Liverpool & London 3 MR 79
11. b/s 9 Ap 79 Hamilton	London, Ont. MR 29/79 with insufficient postage, returned via D.L.O.; 5c added & remailed AP 9 79 'Caspian' Halifax 12-22 AP Liverpool	Colchester/G/AP@/79 via London, illegible date
12. Blank date Charlottetown	Charlottetown, P.E.I., AP 23/79 'Hibernian', Halifax AP 26-W 4 LivPool	Plymouth (U.K.) MI/MY 5/79 via Liverpool b/s Halifax, N.S.; AP 25/79
13. 21 NO 79 Toronto	Toronto, Canada NO 21, 79 'Polynesian' Quebec 22 NO-2 DE Livpool	Cambridge, U.K. 2/DE 3/79 Via London A/2 DE 79
14. Blank date St. John	JA 20/80 at St. John, N.B. Inter-provincial mailing	Yarmouth, N.S. Photo-copy of b/s not available
15. 30 JU 80 Halifax	Halifax, Canada; JU 30/80 Inter-provincial mail	Sussex, N.B. No backstamps
16. 13 NO 80 Halifax	Halifax, Canada; NO 13/80 Internal mailing	Bridgetown, N.S. Photo-copy of b/s not available
17. 8 DE 80 Toronto	Stratford, Ont. DE 8 80 'Moravian' Halifax 11 DE-20 DE Livpool	Hartfield, England, via London, U.K. 21 DE 80 b/s Tunbridge Wells C/DE 21/80
18. 31 JA 81 Hamilton	Seaforth, Ont. Canada JA 27/81 not carried in Allan Line	via Hamilton Registered Oval JA 28/81 a Friday; letter arrived too late to make a Saturday sailing, thus held over for the Monday, 31 JA closed bag.
19. 23 MR 81 Toronto	Toronto, Canada, MR 23/81 'Sardinian' Hfax 26 MR-5 AP Livpool	Scarborough, U.K. C/AP 5/81

# OCTAGONAL REGISTERED DATE STAMPS (Continued.)

- |                      |  |  |
|----------------------|--|--|
| 20. '561' Manuscript | St.John,N.B.,Canada; JY 29/81            | Fredericton, N.B.,JY 30/81                       |
| St.John              | Intra-provincial mail                    |  |
| 21. 1 MR 82          | Toronto,Canada;MR 1/82                   | London,U.K.                                      |
| Toronto              | not carried in Allan Line ship           | Photo-copy of b/s not available                  |
| 22. Blank            | St.John,N.B.,Canada;JY 15/82             | Philadelphia, Pa. JUL 19/1882                    |
| St.John              | used to the U.S.A.                       | b/s in blank as well                             |
| 23. 8 JA 83          | No originating c.d.s. Thought to be      | Penrith(U.K.)D/JA 20/83 via Victoria,B.C.;       |
| Hamilton             | Kamloops from obliterator.Not carried in | DE 2/82 & Hamilton, Canada Reg'd. Oval JA 8/83   |
|                      | Allan Line ship                          |  |
| 24. Blank            | Halifax,N.S.,Canada;FE 24/83             | Upper Stewiacke,N.S.                             |
| Halifax              | Intra-provincial mail                    | Photo-copy of b/s not available                  |
| 25. 14 MY 83         | Eden, Ont. MY 11/83                      | Niesky, Prussia 28.5/83 via London,U.K. 26 MY 83 |
| Hamilton             | Not carried in Allan Line ship           |  |
| 26. 27 J 83          | Longford Mills,Ont.JY 22/83              | Leeds,(England) A/6 AU 83 reg'd.Oval via         |
| Toronto              | 'Parisian' Quebec JY 28-5 AU Liverpool   | MUSK- BR, NO.1; SOUTH/JY 24/83 &                 |
|                      |  | REGISTERED,TORONTO,ONT.:PM/JY 24/83              |
| 27. Blank            | St.John.N.B.;CanadaAU 29/83              | Halifax,N.S. (front only)                        |
| St.John              |  |  |
| 28. Blank            | St.John,N.B.,Canada;OC 15/83             | Boston, Mass. U.S.A.                             |
| St.John              | Used to the U.S.A.                       | Photo-copy of b/s not available                  |
| 29. 20 FE 84         | Rapid City,Man;FE 15/84                  | London,U.K.5 MR 84                               |
| Hamilton             | 'Sarmatian' Halifax 24 FE-4 MR Liverpool | Photo-copy of b/s not available                  |
| 30. 4 JY 84          | London,Canada; PK/JY ?/84                | Cork, Ireland                                    |
| Hamilton ?           | Illustration on Pg 262,                  |  |
| 31. 28 JY 84         | Winnipeg,Canada;JY 25/84                 | Peebles, Scotland,AU 7/84                        |
| Hamilton             | not carried in Allan Line ship           | via Glasgow & Edinburgh AU 7/84                  |
| 32. 5 JA 85,Monday   | St.Thomas,Ont.;JA 3/85,Saturday          | Kingstown,Ireland, C/JA17/85 via G.W.R.,         |
| Hamilton             | 'Circassian' Hfx 10 JA-18 JA Liverpool   | MAIL LINE: EAST/JA3/85 Hamilton Reg'd.           |
|                      | transferred to Irish Mail Boat at        | oval d.s.,JA 3/85 Octag.5/REGISTERED?            |
|                      | Moville.                                 | DUBLIN/JA 17/85, Kingstown JA17/85               |



Registered letter from St. John to Hampton, N.B., number 7 on above list.



*Manuscript registration number 561 in place of date in octagonal marking. Number 20 on list on previous page.*

#### References:

'Atlantic Mails' J.C.Arnell, National Postal Museum, Ottawa, Canada, ISBN 0-919882-07-2

'Canada's Small Queen Era, 1870-1897'; G. Arfken, V.G. Greene Philatelic Foundation, Toronto, Canada

'The Canadian Ocean Mail Clerk, 1860-1887'; K.S.MacKenzie, National Postal

Museum; ISBN 0-919882-04-8(E)

'North Atlantic Mail Sailings', W.Hubbard & R.F.Winter, U.S.Philatelic Classics Society, ISBN 0-9503548-4-0

Certificates of Mailing from his stock, courtesy of Allan L. Steinhart.

Covers with Octagonal Markings extracted from his collection, courtesy of Harry W. Lussey.

### THE PEOPLE ON THE STAMPS - CAPTAIN COOK - Continued from page 301

The ships sailed away, to the north again to seek a passage; they failed again and turned for home. In China they sold the furs obtained at Nootka at a vast profit; thus started the fur trade of the north-west coast of America. The sea-weary ships arrived back in England in October 1780. News of Cook's death had preceded them, whilst on the Siberian coast the commander of Resolution relayed the story in a letter to the Admiralty. It travelled across the whole of Russia by dog sled and horseback and then by ship to

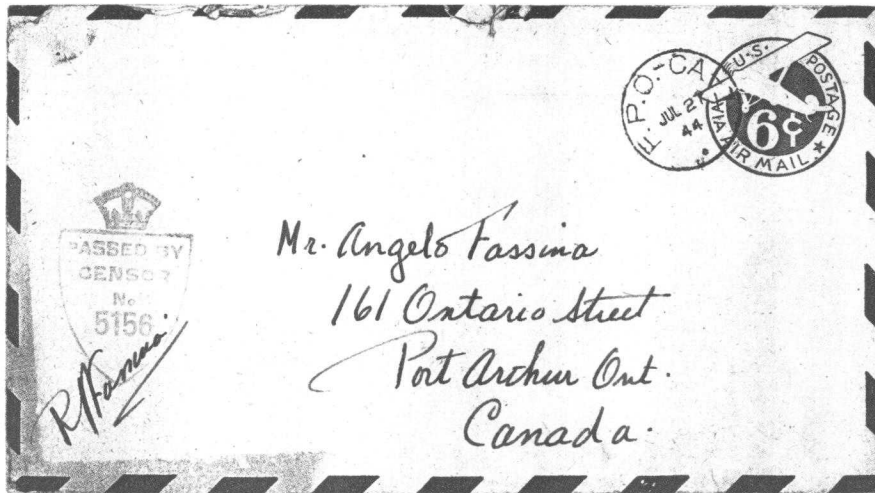
London, taking six months, the longest, and saddest, mail run in postal history.

James Cook was the greatest explorer and the greatest seaman the world has known. His rise from a farm lad to a Captain in the Royal Navy and to a Fellow of the Royal Society indicates his extraordinary gifts of character and intellect. By his work he defined the shape of the habitable world. It is fitting that such a man was the first from Europe to land in Western Canada.



## 50 YEARS AGO - AUGUST 1944

### Kim Dodwell



During the North African and Italian campaigns the 8th Army included in its ranks men - and a few women, I hasten to add - of many nationalities. One result was that the Field Post Offices serving the troops would accept mail franked with British, American, Australian, Indian, New Zealand or South African stamps. Probably because the Canadians did not arrive in the Mediterranean until after the rules were made, Canadian stamps were not used, nor for more obvious reasons, were those of the homeless Poles.

Canadians writing home by surface mail did so free of charge. For those wishing to send by air, the most used stamp was the 3d GB on a Forces Air Letter but, because there was a widespread but unfounded belief that mail franked with U.S. stamps would get priority treatment when flown by Pan American, the U.S. 6c air stamp is

also commonly found. The only examples of mail to Canada franked with New Zealand, Australian or South African stamps have been philatelically inspired, though genuine postal used examples probably exist.

The cover illustrated, in spite of its U.S. stamp, is likely to have been flown by the MAILCAN service and reached Canada in mid-August. Unit Censor handstamp 5156 on the front is of the 2nd Canadian Light Field Ambulance, and the cancellation is of FPO CA-1, both of which served 1 CAB (1st Canadian Armoured Brigade). Prior to November, 1943, FPO CA-1 had been numbered BTC-1, and under both numberings it also used the British type FPO dater number 34.

A collection illustrating the history of 1 CAB tells a complicated and unusual story. The brigade of three

regiments of tanks arrived in Britain from Canada in June, 1941 and trained mainly in Sussex until 1943 when they took part in the invasion of Sicily as part of British XIII Corps, together with the 1st Canadian Infantry Division. In Sicily the two Canadian formations supported each other, playing complementary roles in the fighting, but in Italy the 'partnership' was dissolved; 1CAB remained with XIII Corps, while the 1st Canadian Division, frequently teaming with British tanks, was joined at the end of 1943 by the 5th Canadian Armoured Division to make up the 1st Canadian Corps. Away on their own, (except for postal purposes, FPO CA-1 now coming under the control of 1st

Canadian Corps), the only Canadians in XIII corps, 1 CAB was frequently split up, with each regiment supporting different divisions, such as 4th, 5th and 78th British Divisions and (with notable success and rapport), the 8th Indian. The three regiments of 1 CAB were often further split with individual squadrons in support of different infantry brigades. For a period of several months in 1944, they formed part of U.S. General Mark Clark's 5th Army, but were back in the 8th Army later that year. At the end of February, 1945, by now highly experienced and with an excellent reputation among the divisions with whom they had fought, they rejoined the rest of the Canadian 1st Corps in their move to NE Europe.



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## THE POSTAL HISTORY SOCIETY OF CANADA INVITES APPLICATIONS FOR MEMBERSHIP

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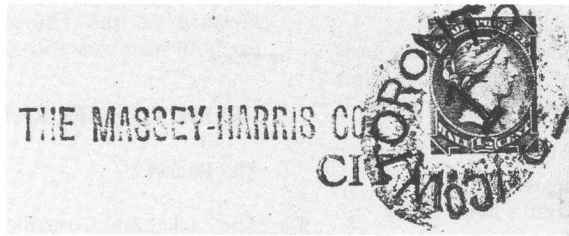
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## A TORONTO No. 1 CANCEL Geoffrey Whitworth FRPSL, FCPS



This unidentified cancel (Jarrett 185 or 193?) has been examined while recently writing up a new display sheet. The central No. 1 is quite clear and so are some of the letters TORON of the upper oval. Carefully measuring the symmetry of the letters, the complete word must be TORONTO. In the illustration these letters have been enhanced.

Unusually the lower segment contains inverted lettering as the last three can be identified 'CoW'. With there being seven letters for TORONTO the lower segment would appear to contain nine or perhaps ten letters. Can any reader suggest what can be the complete word? Could a private company be permitted to cancel its own mail? Was it a store with such facilities?

What is the item in question? It is a wrapper of very thin paper addressed by

means of a rubber handstamp using purple ink on the pad. The stamp is placed over the address and the cancelling handstamp looks as though it also is made of rubber as the right hand side has not been squeezed onto the paper as heavily as the left. The left side letters are deeper in ink and appear larger than those of the right. With a metal stamp they would have been equal.

The entire must have weighed under 1/2 oz to qualify for a half cent rate and the stamp used is of the 1882 issue. It is deeply printed in a black ink and shows no trace of re-entry as are frequently found on later printings. It would suggest a use of 1883 to 1885.

It is addressed to Massey-Harris, makers of machinery, and the contents could have been a revised price list of parts as this is not the only such item recorded through auction sales.

### MAPLE LEAVES FOR SALE

**Odd issues available from Whole No 42. Condition poor to very fine at 50p, 75p and £1. A few complete unbound volumes left at £6 and £8. Postage extra.**

**Enquiries invited. Dr J.S. Gatecliff 68D Pontefract Road, Featherstone, Pontefract WF7 5HG.**

# SOCIETY NEWS

## FROM THE PRESIDENT

Arrangements for convention are now in place, all that is needed is your presence. The philatelic programme is as follows:

### Wednesday 24 August

8pm 'Newfoundland' - Mike Perry

### Thursday 25 August

8.30am Committee meeting

10am 'Large and Small Queens' -

Geoffrey Whitworth, FRPSL, FCPS.

8pm 'Prince Edward Island' - Martyn Cusworth

10pm Auction lots on view

### Friday 26 August

11am-6pm Stamp & Coin Fair at York Racecourse

4pm-6pm Competition review plus 'Maple Leaf & Numeral Issues' - Leigh Hogg\*

8pm 'Transatlantic Mail' - Dorothy Sanderson, FRPSL, FCPS.

10pm Auction lots on view

### Saturday 27 August

9am AGM

10.30am 'Japanese Relocation Mail 1942-6' - Bill Topping

2pm Auction

7.30pm Banquet & Awards Presentation

\* Still to be confirmed at time of going to press; David Sessions will stand by with a selection of Fakes & Forgeries.

As you can see, there is a packed philatelic programme, with the Provinces getting a look in for once! As usual there is an alternative social programme for the non-philatelists

which will include a trip to Castle Howard on the Thursday afternoon, for both members and partners.

## FROM THE SECRETARY

### The Packet

The Packet and Covermart appear to be functioning well, but the managers always need additional material to sell. Prospective contributors or members of a circuit should contact the appropriate Manager, whose address is to be found in the Officer's Panel inside the back cover of 'Maple Leaves'.

### Society Officers

There is good news, member Brian Hargreaves has volunteered to fill the post of Advertising Manager. However the post of Publicity Manager remains vacant. The job does not take a great deal of time, but you could make a big contribution by coming forward. Please contact the secretary on 0734 411052 if you want to find out more.

Many thanks are due to Ged Taylor for a job well done and for filling the breach so well during the long period when a new Advertising Manager was being sought.

### The Handbook

Work on producing an updated handbook continues. Members are asked to check their address and list of interests in the current Handbook. Details of any changes that have not already been notified should be sent to the Secretary.

## FROM THE CEO

If any member wishes to raise any points relating to any aspect of the Society, will they please let me know: Dr. C.W.Hollingsworth, 17 Mellish Rd., Walsall, West Midlands, WS4 2DQ.

## SOUTH WEST GROUP

The S.W. Group's annual get together takes place on Sunday, 14 August, from 2pm to 5.45pm, at Portishead near Bristol, in conjunction with the Bristol Philatelic Federation's annual two-day convention. The event incorporates a stamp fair, so intending visitors are advised to get there early in order to browse among the dealers' stands before the main event. Light snacks and bar facilities are available, the pub next door can provide more substantial sustenance. All members are welcome and are encouraged to bring along a few sheets for display.

## THE WESSEX GROUP

On 5 May a small group converged on Malcolm Montgomery's abode to view the azaleas, rhododendrons and, in passing, a few Small Queen covers. In the event, heavy rain meant that attention was focussed almost entirely on the SQ covers. Aren't we lucky ours is an indoor pastime? The next meeting is scheduled for 8 September, at Hursley, near Winchester, courtesy of Judith Edwards. The subject is Fakes and Forgeries and any member is welcome to join us.

## FORTHCOMING EVENTS

This section covers CPS meetings, both local and national, as well as national and international events which may

hold interest for members. If you know of such events, sufficiently in advance, please advise the Editor.

## 1994

**Aug. 14** S.W. Group meet at Bristol Convention, Portishead: details Neil Prior 0656 740520

**Aug. 24-27** CPS of GB Convention, Swallow Hotel, York

**Sep. 8** Wessex Group: 'Forgeries'

**Sep.29 - Oct.1** BNAPEX 94, Burlington, Vermont, USA. Annual Convention of the BNAPS

**Oct. 11-16** Autumn Stampex, Royal Horticultural Halls, London

**Nov. 24** Wessex Group: 'Recent Acquisitions'

## 1995

**Sept 8-10** BNAPS Convention, Edmonton.

**Sept 20-23** CPS of GB Convention, Bournemouth

## 1996

**Aug 30-Sep 1** BNAPS Convention, Fort Worth, Texas.

## International Exhibitions

## 1994

**Aug. 16-25** PHILAKOREA 94, Seoul

## 1995

**May 10-15** FINLANDIA 95, Helsinki

**Sep 1-10** SINGAPORE 95 Singapore

## 1996

**Jun 8-16** CAPEX 96, Toronto

Note: London Group details from Colin Banfield: 081 500 5615  
Wessex Group details from Dorothy Sanderson: 0794 523 924

## LETTERS TO THE EDITOR

**Gerry Churley, FRPSL**

### **CANCELLATIONS FROM CANADA POST**

In the April issue we published a letter from Gerry and a response to his criticisms from the Customer Services section of Canada Post in Vancouver. Gerry countered with an expression of concern at the apparent lack of consideration for the philatelic community in the light of substantial revenue gained from that source. This brought forth the following letter from the 'Stamp Products' section in Ottawa:

"I appreciate your concern regarding the new Multi-Line OCR cancels (some have coined the phrase 'digi-cancels'). Still in the experimental stage we are endeavoring to fine tune these cancels to ensure they do not miss the postage. The main aim of these cancels is to use the OCR to not only code the mail for sortation, but to cancel them as well.

If this can be accomplished on a large numbers of letters, we will be able to process the mail without going through an operation known as the CFC. Elimination of one entire step of mail processing enhances our ability to meet our standards and cut costs.

The sacrifice is our ability to produce 'die-impression' cancels on the mail. Traditional post-marks have been made by a die coming in contact with ink and then physically transferring the image to the envelope by 'banging' the envelope as it goes by.

The 'digi-cancel' sprays ink via an ink jet leaving a cancel mark on the stamp and envelope. It does this at a faster rate than die-impression cancels,

but the machinery is only capable of singular lines using a dot-matrix. Your suggestion to do both a line and circular (or even just a circular) cancel is unfortunately not possible at this time."

**Jonathan Rosen**

### **4c ADMIRAL LATHEWORK**

Some years ago I acquired a fresh, unusually well centred block of four of the 4c yellow Admiral (Sc110, SG249) with full inverted type D lathework.



*Block of four 4c yellow Admiral with full type D inverted lathework.*

According to Marler the 4c yellow was printed from seven plates. Of these, plates 1 and 3 carried inverted lathework, 2 and 4 normal lathework and 5-7 no lathework. The 1994 Unitrade catalogue states, on p49, that the 4c type D-INV normally comes with only 40% of lathework, with only one in 20 being full. While I cannot vouch

the accuracy of this statement, my own observations confirm full lathework examples to be in the minority. Is this the experience of other Admiral collectors?

**Ged Taylor**

# **FIRST CANADIAN EXPEDITIONARY FORCE**

I was interested in Colin Campbell's article on R.M.S. Megantic in the June issue, being a military history man. Enclosed is a copy of a printed post card, from my collection, listing all the ships that sailed in that first convoy.

**Len Belle**

# **REGISTERED LABELS**

I am sure that UK members are grateful to Dean Mario for informing us of developments in the bar-coded labels now being used by the Canadian Post Office (ML June 93 and Jan 94). The

Post Office gets more like a super-market every day!

No doubt most members this side of the Pond are familiar with the reddish purple label used on Registered mail (too often accompanied by British Customs charge label). However, some may not be aware that this label is used on international mail only. There is a similar label, coloured green, which is used for internal mail. This is worded 'Registered - Recommande' but does not have the boxed 'R' that is on the international label.

Shortly after their introduction, I was fortunate enough to be presented with unused examples of each of these labels. Printed on the reverse of the backing sheets are various instructions and regulations regarding their use. I have noticed an error in the English wording on the international label. The relevant part reads, "Fragile and perishable articles are not *identified* against damage... "; the word is

## GREAT EUROPEAN WAR, 1914—1st Canadian Expeditionary Force

**Numbering 33,000 Officers and Men.**  
**Assembled at Valcartier, Quebec, August, 1914**  
**Embarked for England at Quebec, Sept. 26th, 1914.**  
**Landed at Plymouth, October 16th, 1914.**

---

### SHIPS OF CONVOY.

H.M.S. "MAGNIFICENT."

H.M.S. "ECLIPSE," G.R.H.U.   H.M.S. "DIANA," G.R.D.H.   H.M.S. "CHARYBDIS," G.Q.R.M. (flagship)

H.M.S. "AARON."	1. Megantic	HPCF	12. Caribbean	LVCN	22. Tunisian	RNLC
	2. Ruthenia	RPQM	13. Athenia	VQRT	23. Arcadian	RJQT
	3. Bermudian	HBPk	14. Royal Edward	HMDG	24. Zealand	HJLD
	4. Alaunia	JDKM	15. Franconia	HSDC	25. Corinthian	RQBH
	5. Ivernla	RNJD	16. Canada	PLMN	26. Virginian	HCJG
	6. Scandinavian	QDST	17. Monmouth	RTBF	27. Andania	JCPL
	7. Sicilian	RKKG	18. Manitou	PWJL	28. Saxonia	RPNQ
	8. Montreal	RSKQ	19. Tyrolia	RLVM	29. Gramplan	HLKW
	9. Lapland	LQSN	20. Scotlan	HSKG	30. Lakonia	RGMC
	10. Cassandra	HJRG	21. Laurentie	HNML	31. Montezuma	RHKW
	11. Florizel	HNLT			32. Royal George	HLTW

H.M.S. "AARON."

Rear Cruiser : H.M.S. TALBOT, G.V.C.L.

H.M.S. "GLORY," G.R.P.F.



'indemnified', as is confirmed by the French wording and by both languages on the green internal label.

I have not seen any reference to this in the philatelic press - not surprising perhaps since, in normal use, the backing sheet would be discarded, probably without the instructions being read. Has this error has been corrected in later printings? Can any of our Canadian members enlighten us?

**Jim Macaskie, FCPS,**

### **HALIFAX PACKETS TO THE CARIBBEAN**

George Arfken's fine article on the above subject in the June issue prompted me to check through my pages of Canadian postal history.

About 15 years ago I acquired an entire letter from Halifax, NS, to Kingston, Jamaica. At that time, my only clue to its postal history was in the Robson Lowe Encyclopedia Vol.5, page 378. This stated, 'The '4' handstamp (4d sterling = 8<sup>1</sup>/<sub>2</sub>c) continued in use on unpaid packet letters to Bermuda, Newfoundland and the British West Indies'.

I enclose a photo copy of my entire, opened up to show the handstamps on the reverse.\* The letter was posted in Halifax, NS, on 22 Sep, 1859. It has the Halifax handstamp on the reverse, together with 'St. Thomas Oc 6 1859 and Kingston, Oc 21 1859'. It is addressed to Messrs Barclays and McDowell and concerns sales of fish. On the front is a large '4' in black.

George indicated that 'no pence covers to the Caribbean have been reported'. My example has a manuscript note 'Per Delta, via St.

Thomas', which seems to identify it positively with the service described in the article and, in the light of the Robson Lowe comment, indicates that the '4' meant four pence unpaid.

Although strictly outside the (Canadian) pence period, which ended with decimalisation on 1 July, 1859; it is within the Nova Scotian pence period as the Province did not go decimal until 1 January, 1860!

*\*Lack of space has precluded illustration of the cover in this issue.*

**David Whiteley**

### **KIRKWALL,CW, TO CALIFORNIA**

In the April issue of 'Maple Leaves' Horace Harrison refers on p222 to a cover from Kirkwall, Canada West, to California. I offer the following as the most probable route, given the then current instructions to postmasters and the prevailing conditions.

I suggest the letter was sent via Hamilton and Buffalo to New York and then U.S. mail ship from New York to Chargres on the Atlantic side of the Panama Isthmus, then by rail across the Isthmus to Colon/Aspinwall (as the Americans called Colon) then by U.S. Carrier to either Monteray or San Francisco, depending on final destination. The evidence for this routing is as follows.

In 1847 the United States Congress passed enabling legislation 'to establish certain Post Routes'. The Postmaster General was instructed 'to contract for the transmission of mails from an Atlantic or Gulf port at least every two months between Panama and Oregon'. The steamers were to call at Monteray

and San Francisco with calls extended shortly after the inauguration of the service to Oregon and other Puget Sound ports. Tenders were submitted for the construction and operation of suitable steamers built to U.S. Naval specifications. The successful bidders were, on the Atlantic side of the Isthmus, George Law & Associates; on the Pacific coast, George Aspinwall, head of the prosperous shipping and mercantile firm of Aspinwall & Howard. He formed the Pacific Mail Steamship Company and ordered three steamers for the service, the first of which, the 'S.S. California', arrived in San Francisco on 20 February 1849.<sup>1</sup>

Initially the mail had to be off-loaded at Chargres and carried by mule or donkey cart across the Isthmus to Colon but, in 1852, construction of a railway across the Isthmus began and was completed by 1855. This reduced the transit time for mail and passengers.

To move forward to the period of the letter in question; from Canadian P.O. Dept circulars it can be concluded that the most direct and safest means of communicating with the Pacific coast was via the New York-Panama-San Francisco route. The first circular to shed light on the routing is dated 3 August 1858; it states in part that all letters for Vancouver Island 'are to be forwarded on to New York and that the American Government will carry them into Oregon'<sup>2</sup> A further Order dated 14 July 1863, confirms the earlier order and goes on to state that correspondence from Europe or Canada will be sent via New York into the ordinary service for San Francisco, (i.e. the Panama route).<sup>3</sup> To substantiate this conclusion a letter to the P.M.G. British Columbia dated 1 August 1863, must be consulted which

states, in part, that the only route open to the Pacific coast and Vancouver is the U.S. route via New York thence by American packet via Panama and San Francisco.<sup>4</sup>

The cryptic remark 'the only route open', refers to troubles being experienced in unorganised territories West of the Mississippi and East of the Rockies caused by Indian unrest and, in particular, the Sioux uprisings of 1860-63 which effectively closed any overland routes West of St Paul to the safe transit of mails. Consequently it was preferable to send mail for the Pacific coast by sea rather than by rail and stage-coach or Pony Express overland to the Pacific seaboard.

The routing from Kirkwall for the letter in question would have been as follows: Kirkwall to Hamilton, then by closed bag to Buffalo, (Hamilton & Buffalo had been exchanging closed bags since 12 May 1851)<sup>5</sup>. From Buffalo it would have been sent by rail to New York then by steamer to Chargres, across the Isthmus by rail to Colon and then by P.M.S.C. steamer to either Monteray or San Francisco.

1. For a brief treatment of the Panama route see J.H. Hamilton, 'The All Red Route, 1893-1953. A history of Trans-Pacific Mail Service Between British Columbia, Australia & New Zealand' British Columbia Historical Quarterly, Vol. 20 No.1 & 2 1956 pp 1-126  
2 Winthrop S. Boggs, 'The Postage Stamps and Postal History of Canada, Volume II, (Kalamazoo), Mich: Chambers Publishing Co. 1945) #26 P.12D

3 *ibid.* # 30, #31, pD-13

4 *ibid.* #31 p D-13

5 *ibid.* #9, 10, 11, 12pp D-6 - D-8

*Editor's note: The above letter has been shown to Horace who agrees entirely and is extremely grateful for the saving in research time.*

## BOOK REVIEWS

**Canadian Revenues Vol.VII.** Edward Zaluski, 1994, Available from the author at \$22.50CAN.

Mr Zaluski, some seven years ago, issued the first of seven projected volumes on the subject of Canadian Revenues and promised one volume a year for the next seven years. In the past, such promises have frequently failed to be fulfilled but this one has indeed borne fruit.

Card covered and spiral bound, this work covers the British Columbia and Yukon revenues, as well as some assorted federal items in some 170 pages. To the layman in this field, Mr Zaluski would appear to have produced a far more than adequate work. The quality of the illustrations is satisfactory, and the tables are easily comprehensible. This fills the initial 136 pages. The remaining pages are devoted to an addendum which expands upon and corrects information in the previous six volumes. These latter pages alone make this volume worth the price. The work is bang up to date, being published in April 1994 and containing in the bibliography at least one reference dated 31 March, 1994.

Unlike so many otherwise fine works, Mr Zaluski's contains adequate footnotes and an excellent bibliography. This work and the entire series represent the most comprehensive work known to this reviewer on the subject. Given the clarity, quality and modest price, the series represents an excellent buy for the serious student. Mr Zaluski is to be commended for this extensive and comprehensive study.

**R.B.W.**

**Proof Strikes of Canada Vols. 27, 28, 29.** Edited by J. Paul Hughes and published by Robert A. Lee, Philatelist Ltd., 1994. Available from the publisher at 203-1139 Sutherland Ave., Kelowna, B.C. Canada V1Y 5Y2. Prices in Canada \$21.95, \$25.95 and \$21.95 respectively, plus postage.

A glance at the introduction reveals that these three volumes are the final ones in the series. Now the series is complete, a quick addition reveals that the cost of a complete set of 29 books is \$853CAN; Sterling buyers would presumably not be liable for GST which makes it a little easier.

Various other volumes in this series have been reviewed in 'Maple Leaves' and every good feature cited in those reviews is applicable to the latest works. The three volumes cover the rollers of Western Canada, Ontario and Quebec and the East and contain 147, 184 and 150 pages respectively.

The great advantage of the format adopted is that a student can purchase one or more volumes, depending on personal interest. However, even if one were to require a complete set, the cost is modest in relation to the sheer volume of paper purchased! It is true that these illustrations can be obtained at a far lower price on microfilm; however most members probably lack a 'reader' or convenient access to one. Furthermore a study of a town or style of cancel would require hundreds of hours, as the proof strikes are in chronological order only. The books effectively segregate them by type and list them in alphabetical order. This permits

students to purchase only the sections relevant to their field of interest.

While Mr Hughes deserves full credit for the tremendous effort he has employed as editor of this series, Mr Lee also deserves credit for publishing these works. Such an effort is costly in terms of both time and money and few companies are willing to commit the resources necessary to publish philatelic literature because the small print runs are not profitable. Indeed, one publisher who put out perhaps a dozen works, stated that he broke even on only one of them! Thus, as collectors, we owe a great debt to Mr Lee and should support his efforts by purchasing all volumes of value to us. All volumes in this series are strongly recommended.

**R.B.W.**

**The Post Office Department and the Parliamentary Record in Canada (Ontario and Quebec) From 1780 to 1925;** Thomas A. Hillman. Published by BNAPS, 1993, at \$23.50CAN.

In his introduction to this 188 page, soft covered, book, Mr Hillman notes that "Research into the history of the Post Office in Canada can often be a rewarding experience, if a somewhat long and arduous undertaking....". No one knows better than this reviewer the frustrations of such research; here in one volume Mr Hillman has remedied much of that problem. Everything included therein has long been available to the researcher, but not in an organised and comprehensive fashion.

This volume features 2,231 entries and is complemented by a 15 page index. A brief history of postal administration precedes the meat of the book and should prove interesting

to the neophyte. This compilation of governmental references is a time conserving and necessary volume to all BNA postal historians. It is especially valuable to those resident far from major research facilities and to those resident outside Canada.

It is impossible to overrate this volume. It is one of those very few 'must' items for the reference library of all BNA students. The more remote from research facilities the student is, the more critical this work as an aid to research and the writing up of exhibits.

Employed in conjunction with Cimon Morin's two exceptional volumes of bibliography, Todd, Dalhousie, Neufeld and the indexes to the Senate and House of Commons debates, the student will possess a comprehensive capability with respect to the published resources in Government and relevant periodical and book length works, at least with respect to Ontario and Quebec.

Those who choose to part with the modest sum demanded for this volume will find it money well spent.

**R.B.W.**

**Regulations and Instructions for the Government of the Post Office Department in Canada.** BNAPS reprint, 1993. Available from BNAPS, \$18.50CAN.

Allan Steinhart, the well known friend of postal historians, shepherded this most valuable document, uncovered by Malcolm Montgomery, MBE, through the process of re-printing.

Spiral bound and card covered, this is an 88 page verbatim reprint of the

earliest known such Canadian document. The contents are absolutely critical to the study of the pence rates and are essential to the writing up of any exhibit of postal history in the years following Canadian control of the Posts.

While the efforts of the two above-named gentlemen must be recognised; as a verbatim reprint of an essential

document, the book must and does stand on its own merits.

This work is necessary to comprehend the intricacies in the evolution of the Canadian postal system and for an understanding of the pence era. It has a place in the library of all postal history students and is well worth the price.

**R.B.W.**

## **AMENDMENTS TO MEMBERSHIP to 21 June 1994**

### **New Members**

2701 Whitely David H, 1103 90 Garry Street, Winnipeg, Manitoba, Canada R3C 4J4  
2702 Ritzer Ronald, 58 Salter Place, Maplewood, NJ 07040, USA.

TA

### **Resigned**

2290 McBriar David

### **Change of Address**

2088 Griffin R D, delete 'Chiltern Park'.  
2443 Redwood M V 225 Grove Park Drive, Burlington, Ont L7T 2H1, Canada.  
1684 Sanderson Dr Dorothy, amend post code to 'SO51 SUU'.  
1046 Traquair R S, 53 Summerhill Avenue, Toronto, Ont M4T 1A9, Canada.

### **Change of interest**

2092 Scoot Derrick L, add 'B, R, SOA'  
2359 Fawn, Fred G. now 'C'

**Revised Total 496**

### **CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN**

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OF GREAT BRITAIN 1993/94

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## HANDBOOKS FOR SALE

### August 1994

Prices include inland postage unless otherwise stated

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Specialised Catalogue. 1994 Edition. Spiral Bound	Unitrade	£10.50
Ludlow's Catalogue of Railway Cancellations		£22.00
Slogan Postal Markings of Canada 1920-1930		£10.50
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# Maple Leaves

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# MAPLE LEAVES

Journal of

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**Vol.23 No.10**

**OCTOBER 1994**

**Whole No. 250**

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## EDITORIAL

With this issue we reach a notable milestone, our 250th issue, the first having been published in September 1946. We now look forward to our Golden Jubilee, only two years away.

This issue is also number ten of Volume 23 so, in January 1995, we shall commence Volume 24. Each subsequent volume will comprise ten issues instead of twelve as hitherto, in line with our policy of publishing five issues a year. An index to Volume 23 will accompany the January 1995 issue.

We editors have a constant nagging worry; does anyone actually read the material so lovingly put together? The odd letter to the Editor

suggests that at least one or two people do but we were particularly warmed by a letter from an overseas member who, while on a bus, became so engrossed in the April issue that he went two stops past his alighting point. No doubt we should have felt deep sympathy, but pleasure turned out to be the primary emotion! Whilst on the subject, members' attention is particularly drawn to the notes from the Secretary and the Packet Secretary on the 'Society' pages.

On a more sombre note, just as we were going to press, we heard the sad news that past president Charles King had passed away. An appreciation will appear in the next issue.



# **PUBLIC AUCTIONS**

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# IMPERIAL PENNY POSTAGE AND SIR JOHN HENNIKER HEATON

Fred Fawn

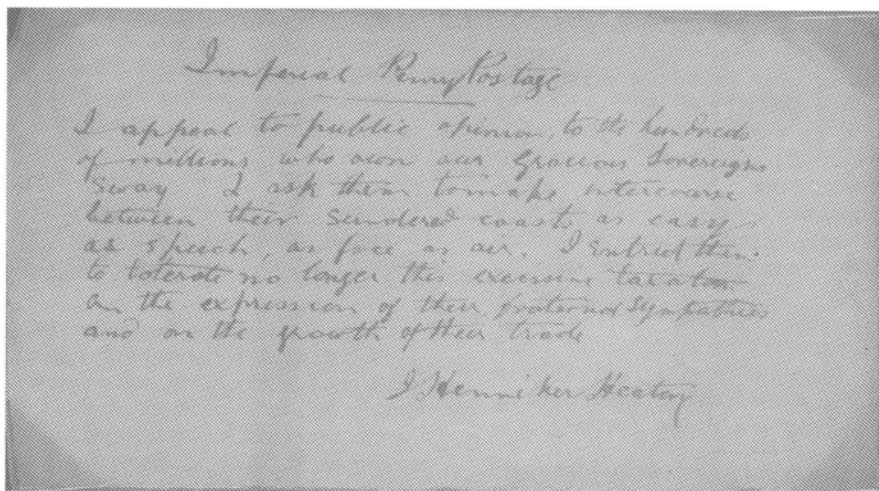


Fig 1. A signed manuscript appeal by Henniker Heaton

Imperial Penny Postage was the culmination of the combined efforts of the great postal reformers such as Burritt 1847, Bates 1851, Sumner 1852, Hastings 1866, Brittain 1871, who all dreamed of the day of ocean penny postage.

Those directly responsible for the Imperial Penny Postage scheme were Arnold-Foster 1883, Beadon 1891, Henniker Heaton 1896, Chamberlain 1896, Mulock 1898, the Duke of Norfolk 1898. The foregoing dates are the significant years of the individuals' contributions.

The most important date, prior to the 1898 inauguration, was 1896, with Henniker Heaton, the British M.P. championing the cause. (Fig. 1.)

Henniker Heaton carried on not

only a heated personal crusade, but also fought political battles at the highest level. The letter overleaf is a reply to Henniker Heaton from the Prince of Wales, the future Edward VII. It is a three-page manuscript by Francis Knollys, the Prince of Wales' private secretary (Fig. 2).

1896 was the conceptual year of Imperial Penny Postage and consequently led to the creation of Canada's Imperial Penny Postage stamp, also known as the 2c Map stamp. In February 1896 Heaton officially addressed Chamberlain the Colonial Secretary and the Duke of Norfolk, Postmaster General of Great Britain:

'...What we want is some cheap and ready means of bridging over the chasm of distance between our people

and the millions of their colonial kindred, of restoring the broken arch in their communications and the severed link in their sympathies, of weaving the innumerable delicate threads of private and family affection into a mighty strand that shall bind the Empire together, and resist any strain from our foes or the Fates. We want it now, while we are threatened; now while crafty rivals would replace us, and our wares and our rule; now while our far-off kinsmen are showing us in touching and inspiring fashion their loyalty to the Queen and their love for the Old Country. Such a measure as we are discussing would be instantly understood as Britannia's reply to all this love and loyalty; not only in colonial exchanges and market places, but wherever a British axe rang in a

clearing, or a British hunter stalked the wilds; aye, and in the closets of European statesmen, too. The time is opportune; all we want is a Minister who will seize the opportunity from which our Post Office has turned away'.

Sir John Henniker Heaton did not stop his crusade after the inauguration of Imperial Penny Postage in 1898. Almost ten years later, on 1 October 1908, he achieved Penny Postage rates between the UK and the USA. His daughter gives an account of the aftermath of Henniker Heaton's victory.

'On the night of September 30th 1908, H H dined with one of his sons at the United Service Club, and sat, after dinner, in a fever of impatience as the hands of the clock slowly crawled round to midnight. As the clock finished striking H H had the satisfaction of posting half a dozen letters to America bearing the penny stamp. It was no small gratification to H H to receive a letter of congratulation from Mr Roosevelt, posted likewise in America just after midnight. Some time later H H met Mr Roosevelt at the Guildhall in London.

"It was a very great pleasure to me to post you that letter", said Mr Roosevelt.

"Yes", replied H H, "but why did you put a twopence-halfpenny stamp on it?" referring to the 5c stamp applied by mistake to President Theodore Roosevelt's letter'.

#### References:

- W.S. Boggis: 'The Postage Stamps and Postal History of Canada'
- C.A. Howes: 'Canada its Postage Stamps and Postal History'
- A. Porter: 'The Life and Letters of Sir John Henniker Heaton'
- The Postal Museum, London, England.

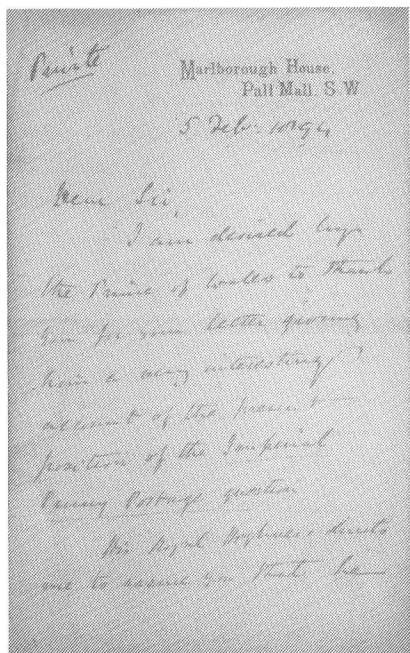
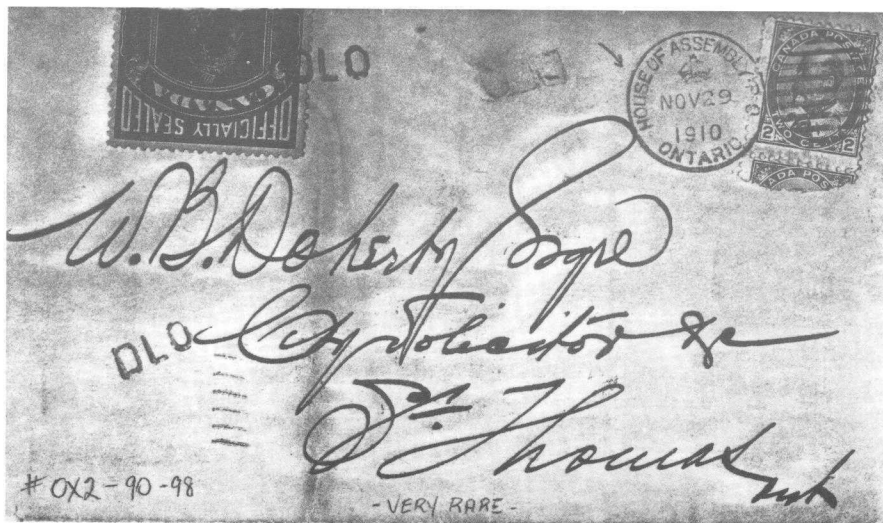
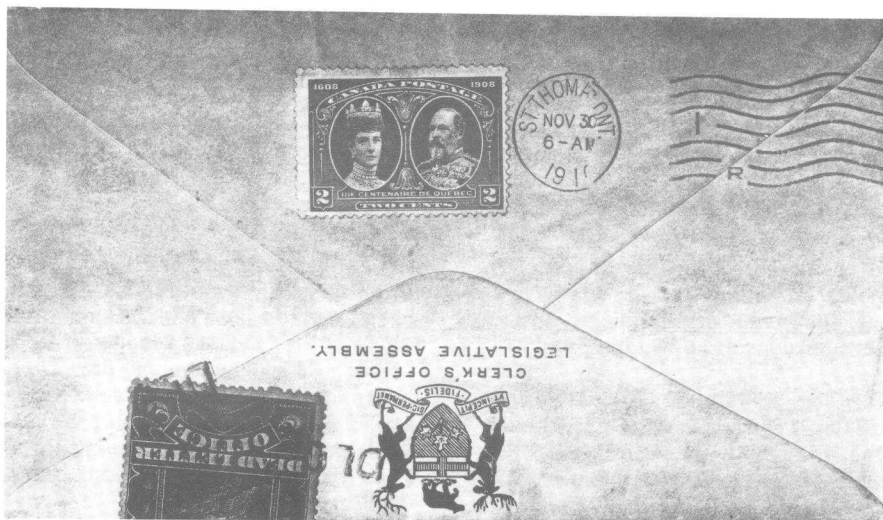


Fig 2. The Prince of Wales' letter

# A SHOW STOPPER. The Yellow Peril



*A show-stopping cover (at first glance)*

At the '94 Ottawa spring show a dealer who I know only casually, startled me when he showed me this cover. It was a rude awakening because a show-stopping blue paper officially sealed cover is something that just isn't seen every day. On second thought, it is never seen! The chap wanted to know if it could be priced at £350. He had paid an equivalent of £175 for it and wanted to realize a modest profit. Reply was that it would not only be my pleasure to allow him his modest mark-up but I would add a 15% tip as well – if the cover measured up to my peculiar standards. Sensing that he had a 'live' one, the young dealer quickly invited me to take a seat at his table.

The 2c Edward is tied to this official Legislative Assembly cover with a 'HOUSE OF ASSEMBLY PO NOV 29 1910 ONTARIO' duplex. The letter is addressed to W.R. Doherty, City Solicitor, St. Thomas, Ont. where it was machine backstamped the next day.

The 2c Quebec affixed to the back of the cover is just that - a stamp on the back of the envelope. The rate was correct, the letter was delivered but there was no reason for the officially sealed label.

The seal was, in fact, the common white paper 'stamp' that had been painted over with blue ink to transform it into the rare blue official seal. It was then put on the cover, slit open at the top and tied with several 'D.L.O.' markings.

If the 2c Quebec and the painted-over stamp were removed, this item can be restored to a good and saleable cover - but not for £350. As a matter of fact, with a little imagination and for £25 or less (price of a poor quality white paper seal, a 2c Edward cover, a brush or a small piece of cloth, some blue ink and a D.L.O. rubber stamp) one can easily duplicate this show stopper.

The moral? If it looks too good to be true, it usually is!

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# CANADIAN COVERS TO ARGENTINA

1872 - 1874

George B. Arfken



Figure 1. CHARLOTTETOWN, P.E.I., OC 18 73 date stamp. The cover was franked with 28c in Large Queens and addressed to Capt. C.A. McInnis, Buenos Ayres. The cover was sent to New York. The U.S. and Brazil Mail Steamship Co. 'South American' carried the cover to Rio de Janeiro. From Rio, a British packet took the cover to Buenos Aires.

In the early 1870s, Canadians writing to Argentina had the choice of two routes: 1. via New York and a U.S. packet to Rio de Janeiro and then a British packet to Buenos Aires or 2. across the North Atlantic to England and then a British packet to Buenos Aires. The postal rate via New York was 21c during the period October 1870 to September 1875. The postal rate via England was 28c during the period February 1870 to July 1878. The two Large Queen covers shown here illustrate these two routes and these two rates in a rather unusual way.

## Via New York and Rio de Janeiro.

Figure 1 shows a cover from Charlottetown, P.E.I., postmarked OC 18 73. The cover was paid 28c with 15c, 12 1/2c and 1/2c Large Queens and addressed to Capt. C.A. McInnis, Barque Katie McDonald (McDonald). In the 1870s and earlier, many Canadian covers to unusual destinations were addressed to ship captains, naval officers or missionaries. Paid 28c this cover could have been sent to England for a British packet. In the absence of a special endorsement, the cover was sent to New York by rail for



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a U.S. and Brazil Mail Steamship Co. packet scheduled to sail October 23. This was the First Packet Principle. Poor choice! The cover missed the October 23 sailing and waited in New York until the next sailing, November 24.

For a better understanding of how this cover went south from New York and the time schedule, it's worth taking a closer look at this U.S. and Brazil Mail Steamship Company. Legal authority for the U.S. contract, which gave rise to the U.S. and Brazil Mail Steamship Co., came from the U.S. Act of 28 May 1864. This Act specified a contract for ten years at \$150,000 per year. There were to be twelve round trips per year. Service began in 1865 and continued on a regular basis until 1875.

Laurence [1], interested in the U.S. 10c stamp of 1869, published a sailing table for the years 1869 - 1871. Stone [2], interested in mail from St. Thomas to the U.S., included in his book a table of departures from St. Thomas, 1865 - 1875. The Duckworths [3] devote a page to this U.S. packet line and note the problem of transferring mail to British packets at Rio de Janeiro.

A typical schedule for a U.S. and Brazil Line packet would be

Dep New York	Month 1	23rd
Arr St. Thomas		29 or 30
Arr Rio de Janeiro	Month 2	19 or 20
Dep Rio de Janeiro		25 or 26
Arr St. Thomas	Month 3	14 or 15
Arr New York		20 or 21

Departure from New York was almost always on the 23rd of the month unless the 23rd was a Sunday. In that case, the steamer departed on the next day, Monday, the 24th. The ten year

contract was a major financial loss for the U.S. When the contract expired in 1875, it was not renewed. The U.S. and Brazil Mail Steamship Company went out of existence.

Turning attention back to the cover, two significant markings were applied in New York. First there is the 8 NEW YORK NOV 24 transit mark. For 1873, November 23 was a Sunday so this cover departed on the 24th, a Monday. That '8' preceding NEW YORK meant a transfer of 8c to Britain in anticipation of having a British packet carry the cover from Rio de Janeiro to Buenos Aires. U.S. - U.K. treaties in 1868 and 1869 had set up co-operation between U.S. and U.K. packets. This co-operation benefitted Canadian mail to South America and to Caribbean destinations [4]. The second U.S. mark on the cover was a large red '18' This was an accountancy mark crediting the U.S. with 18c and debiting Canada by this amount. This 18c charge just matched the 18c U.S. rate to Argentina [5]. This cover was overpaid 7c. The breakdown of the proper 21c postage was Canada 3c, U.S. 10c and U.K. 8d.

The U.S. and Brazil Line 'South American' carried the cover from New York, 23 November, arriving in Rio de Janeiro about 21 December. The analysis of the next stage depends critically on the Jan. 10/74 or 12/74 date docketed on the back of the cover. Howat [6] discusses three British lines serving Rio de Janeiro at this time. He includes detailed sailing tables that permit a probable identification of the specific British packet. (1) The Royal Mail Steam Packet Co. 'Boyne' arrived in Rio de Janeiro 30 December and Buenos Aires 12 January. If we can trust the date in the sailing table and

interpret the date on the cover as 12/74, the cover was carried by the 'Boyne'. (2) The Lamport and Holt Line (Liverpool, Brazil and River Plate Steam Navigation Co.) had no packets close to our Rio de Janeiro and Buenos Aires dates. (3) The 'Cotopaxi' of the Pacific Steam Navigation Co. arrived in Rio de Janeiro 2 January, 1874 and in Montevideo on 9 January. The 'Cotopaxi' was on its way to Valparaiso on the Pacific coast and did not stop at Buenos Aires. However, British mail was conveyed across the bay from Montevideo to Buenos Aires by a special packet. The 'Cotopaxi' is a possibility but the 'Boyne' arrived in Rio de Janeiro four days earlier and probably got the cover.

There is one final complication. In 1873, the Argentine government issued

a decree declaring that "All letters entering or leaving the Republic must pass only through the (Argentine) Post-Office."

This decree was effective 1 July, 1873 [6]. This cover shows no receiving postmark and no Argentine mark of any sort. Apparently the cover remained in British hands until it was delivered as addressed. The transit time, from 18 October, 1873 to 12 January, 1874, was 86 days! Clearly there were poor connections both in New York and in Rio de Janeiro.

#### Via England.

The second cover, shown in Figure 2, did not receive a town / date stamp from the mailing office. However, the 15c Large Queen and the 6c Small Queen are cancelled with New Brunswick oval grids. The cover was sent to England. The Allan 'Austrian' carried the cover from Halifax. Red LONDON PAID 8 AU 72 transit stamp. The Royal Mail Steam Packet 'Neva' conveyed the cover to Buenos Aires.

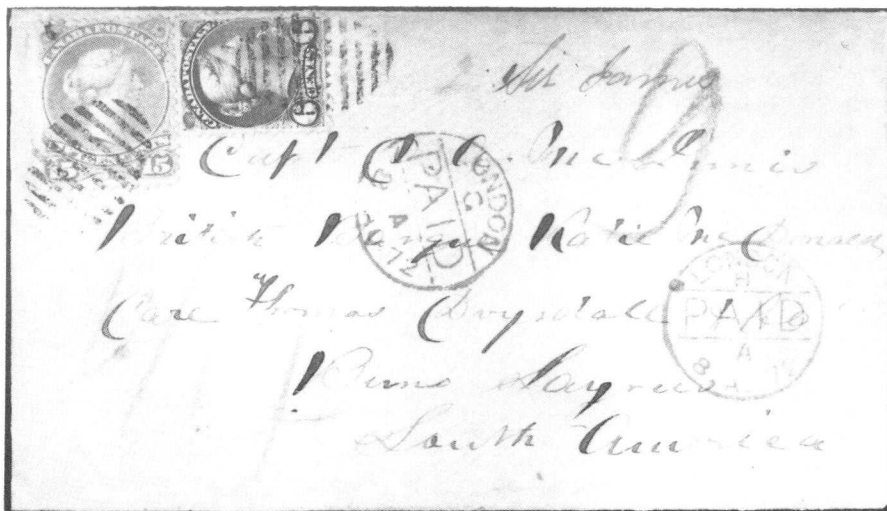


Figure 2. No originating postmark but the 15c Large Queen and the 6c Small Queen were cancelled with New Brunswick oval grids. Despite being 7c underpaid, the cover was sent to England. The Allan 'Austrian' carried the cover from Halifax. Red LONDON PAID 8 AU 72 transit stamp. The Royal Mail Steam Packet 'Neva' conveyed the cover to Buenos Aires.

Brunswick oval grids. Like the previous cover, this cover is addressed to Capt. C.A. McInnis. This time the ship's name is written as British Barque Katie McConnell. The cover is paid the 21c rate for going via New York and the U.S. and Brazil Line packet. Indeed, the cover is endorsed 'Janeiro'. Despite all this, the cover was sent to Halifax to go via England. Apparently there was not enough time to get the cover to New York for the sailing of the U.S. and Brazil Line packet on the 23rd of the month. Again, poor choice! This would cost dearly. The Allan 'Austrian' carried the cover to Queenstown on 8 August. There are two red LONDON PAID 8 AU 72 transit stamps. This 8 August, 1872, is the only date shown on the cover. The Allan 'Austrian' and the British packet to Argentina have been identified to fit this one date.

There are two other British markings. One is a red brown '9', possibly an accountancy mark, crediting Britain with 9d and debiting Canada with this same 9d. The Moubrays [7] give the British postage to Argentina as one shilling. Charging a Canadian cover 3d less than a British cover would have been charged seems inconsistent - but not impossible. The second mark is the blue '2/4' at lower left. Why 2/4? This is 28d, double the 28c rate that should have been paid. Is it possible that the British Post Office was (a) ignoring the 21c partial payment and (b) doubling the 28c rate as a penalty? Whatever the interpretation, 2/4 was a lot to collect from Captain McInnis.

This cover was carried by the Royal Mail Steam Packet 'Neva' that departed from Liverpool 9 August. The 'Neva' arrived in Buenos Aires on 6 September. Lacking the posting date,

the transit time is only an estimate but it was probably under 50 days.

One other pe-UPU Canadian cover to Argentina has been reported. This cover was posted in Bollo Bay, P.E.I., on 15 November, 1873. The cover was paid with four 6c Small Queens. There is evidence that two Small Queens (totalling 4c ?) were removed. The cover was addressed to Capt. D.A. McInnis, Bark Katie McDonald, care of Thomas Drsdill (Drysdale). Sent to New York, it received the same 8 NEW YORK NOV 24 transit stamp as the cover of Figure 1. There is a U.S. accountancy mark of '18' in blue! The cover went on the 'South American' along with the cover of Figure 1.

## References

- [1] '10c 1896 Covers in the Pan-American Mails'. Michael Laurence, *Chronicle* vol.34, pp.226-272, Nov. 1982, vol. 35, pp.52-55, Feb. 1983.
- [2] 'A Caribbean Neptune: The Maritime Postal Communications of the Greater and Lesser Antilles In the 19th Century', Robert G. Stone, The Philatelic Foundation, New York, 1993.
- [3] 'The Large Queen Stamps of Canada and Their Use, 1868 - 1872', H.E. & H.W. Duckworth, The Vincent G. Greene Philatelic Research Foundation, Toronto. 1986.
- [4] 'Early Canadian Mail to Jamaica', George B. Arfken, *BNA Topics* in press.
- [5] 'United States Letter Rates to Foreign Destinations, 1847 to GPU-UPU', Revised Edition, Charles J. Starnes, Leonard H. Hartmann, 1989.
- [6] 'South American Packets, 1808 - 1880', J.N.T. Howat, Postal History Society 1984.
- [7] 'British Letter Mail to Overseas Destinations, 1840 - 1875', Jane and Michael Moubray, The Royal Philatelic Society London, 1992.



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**The collection and exhibition of proof material of 'modern' issues has been fraught with difficulty. Now that ownership is unlikely to be queried by the authorities, more material is surfacing. Perhaps it is time to consider what material is either available or, at least, in existence. Ron Winmill is prepared to make a start ....**

## **A BRIEF SURVEY OF THE ESSAYS AND PROOFS OF THE KARSH DEFINITIVES**

**R. B. Winmill**

There has not been a major work published on the subject of Canadian essays and proofs since 1970. In the work (1), the late Kenneth Minuse and Robert Pratt assembled a listing of BNA material far and away the most complete to that date. They noted "Numerous listings of British North America essays and proofs will be found throughout the 'Essay-Proof Journal'. Over the years new information has come to the attention of the catalog (sic) committee"(2). That statement was correct in 1970 and is every bit as true in 1994: much additional information has indeed come to light. They further correctly noted "Completeness will be impossible but every effort has been made to include each known variety"(3).

Similarly, in future, new data will surface and no doubt will force revisions to the items here listed. This work is not intended to be all-encompassing or in any way complete, but rather it is intended to reflect those new discoveries observed by the author over a period of years. Current students of the subject are now able to draw on the accumulated resources of almost 25 years, which were unavailable to Minuse and Pratt. For example there have been thousands of auction catalogues published since 1970 and portions of an endless array of books contain new information on the proofs

associated with various issues. The American Bank Note Company archives sale (4) is, in itself, a fabulous resource. Dr Boyd's fine work on the specimen overprints is also available though it deals with but a small segment of the overall subject.

### **Illegal Possession**

Another impediment which has hindered earlier research on more recent material was the fact that there was some question of what material could legally be in the possession of collectors. Shortly after the War an official notice proclaimed that, in future, no further special gifts of imperfs, part perfs and proof materials would be made to collectors or dignitaries (6). It has been suggested that the beneficiary of the presentation of proofs was the late President Roosevelt. This is a matter of speculation, a contentious statement not borne out by all the facts. Die proofs of the Peace issue, while reasonably scarce, do exist; yet this issue appeared on 16 September, 1946, well after the death of F.D.R.

As a direct consequence, such later material was either known only to exist in the Post Office's own archives or was carefully concealed by astute owners to prevent its possible seizure by zealous authorities (7). However, these barriers gradually crumbled until, by the period

1975-80, such material began to be displayed openly and sold by dealers. One western dealer had such material seized; however when his lawyer demanded that either charges be laid (8) or that the material in question be returned to its owner, the latter course of action was followed.

As recently as 1982, the following note of caution was sounded in the auction catalogue of a prominent British auction house, "The original source of the following four lots is unknown. Consequently bidders should be aware that the legality of ownership of these proofs in Canada and the United States may be in doubt"(9). The author is unaware of any recent seizures or charges. Post-1946 essays and proofs have appeared in several auctions on both sides of the Atlantic. Several years ago a bourse dealer showed several dozen to the author.

### **Source of Material**

The most frequently asked question relates to the route by which the material reached the market. The answer is probably that it arrived in the market place over a period of time from several sources. Some material from c1947 to 1955 appeared to have been released by a retired engraver. This is the same individual reported by an impeccable source to have smuggled various dies across the Canada-U.S. border and on to New York. Other material which has appeared, especially recently, was no doubt 'printer's waste'.

It is within the context of the above brief account of post-War events that the following information is presented. The reader must bear in mind that, for the most part, the author has relied heavily on the often woefully inadequate descriptions of auctioneers

who frequently omit the medium on which the proof is printed, the die number (if any) and even the colour! Moreover, to some extent the colour is a subjective rather than factual matter. Sizes are rarely provided,

### **Provisional Survey**

On 1 May, 1953, a new low value definitive set featuring a likeness of Her Majesty Queen Elizabeth II, from a portrait by Karsh, was released. This was a very short-lived issue, possibly because the stamps were not aesthetically appealing. In June 1954 a new issue, based on the Wilding portrait, made its appearance.

In recent years a number of essays and proofs for both these issues have surfaced and have been offered for sale.

In the case of the Karsh portrait, several such essays of the basic design exist in the form of large die essays, with the issued design, but lacking the denomination. Such essays are known to exist in violet brown, carmine rose, violet, red, sepia (10) and an unknown colour (11). While the descriptions are incomplete, it seems probable that these were all on thin card, mounted on a larger card.

In Sissons sale of 6 June, 1989, die proofs of all five denominations were offered; these are summarised below. Regrettably, sizes and stock, as well as inscriptions if any, were not recorded.

- 1c black, brown
- 2c green, olive green
- 3c carmine rose
- 4c violet
- 5c bright blue

It was stated by the auctioneer that the 1c black proof bore an imprint, how it read was not stated. There was similar

silence as to whether or not the other die proofs bore imprints; no sizes were given. It is unfortunate that the descriptions were so incomplete.

A completed die proof of the 2c value, in pale blue (the colour of issue of the 2c polar bear stamp) has been seen by the author. It bore no imprint and was on a thick glazed card; no precise measurements could be taken, however it was approximately three inches square. A smaller proof of the 4c design in colour of issue was offered by R. Maresch & Son. It was described as follows: 'four cent, progressive die proof in issued colours (sic) on glazed paper (5.5x6.1cm) stuck on card from which it has become separated, natural spots, very rare and v.f...' (12).

These are the only two items recorded by the author on glazed paper and/or card. Moreover the latter item is the sole progressive die proof of this issue so far observed. However, given the fact that so much appears to exist and the likelihood of much more in the postal archives, much more is likely to be reported in the future.

The story of this issue is short. As stated earlier, this issue was subject to considerable criticism. Perhaps this explains the existence of at least 12 copies, all in multiples, of an 'experiment', 'specimen' plate essay. The three multiples recorded were all sold by Eastern Auctions Ltd between 30 May, 1987 and 11 June, 1988. There may have been others sold by this firm, however the run of available auction catalogues is incomplete.

Descriptions were as follows:

637 E. PB 2c blue plate #884 essay block of six on watermarked wove paper, prepared by the Canadian Bank Note Company, purpose unknown, VF and rare, a showpiece (13).

The photo of the above item shows it to be a lower left plate block No.1 884, with the essay inscribed across the top, 'EXPERIMENT', and in a semi-circle beneath the vignette, 'SPECIMEN'. In a later sale, another pair of these was sold; it was described: 546 E 2c blue experimental essay prepared (in) 1954 by (the) Canadian Bank Note Company, VF (14). The photo reveals a plate proof pair.

Another example appeared soon after, described as:

623 EB 2c blue engraved essay on watermarked white wove paper prepared in 1954 by (the) Canadian Bank Note Co., VF (15). This item is a plate proof block of four. Once again the descriptions are incomplete, were the items gummed?

As the auctioneer notes, these were prepared for some unknown purpose. It might be proper at this juncture to speculate that they were prepared as samples of work the firm was capable of producing; especially when it is recalled that there was mounting public displeasure with the Karsh portrait which was indeed replaced in 1954 by the Wilding portrait.

A not dissimilar event occurred in 1965 when it was widely accepted that the recently issued 'Cameos', which had replaced the Wilding portrait, would themselves be superseded by a special issue to commemorate the celebration of the centennial year. At that time, die essays were produced though they were rejected in favour of what is now known as the Centennial issue.

The questions raised by this research note far outnumber those answered. Many can no doubt be answered by an energetic person with the time, resources and necessary skills



to research the subject using Bank Note Company and Postal Archives. There are quite probably dozens of other Karsh essays and proofs.

#### References:

1. K.Minuse and R.Pratt, 'The Essays and Proofs of British North America', *Federalburg: Sissons Publications Ltd*, 1970.
2. *Ibid*, p.3.
3. *Loc Cit*.
4. Christies Robson Lowe auction sale featuring the American Bank Note Co. Archives, *BNA*, 13 Sept., 1990.
5. Dr N.Boyd, FRPSC, 'Specimen Overprints of BNA' (2nd edition) *BNAPS* 1991.
6. Nothing was said of presentation sets of postage stamps which were sometimes made. These were regularly given to senior officials in retirement or to others for special services. See for example,

'Stamps forwarded girl who presented bouquet at Lucknow Post Office' in the *London Free Press*, 29 July, 1939, pl6, c7. There were also presentation booklets prepared for UPU related purposes.

7. This occurred on several occasions. one such occasion related to an item offered for sale by the late Jim Sissons.

8. Had charges been laid, presumably they would have related to the possession of stolen property.

9. Harmers of London auction sale featuring British Commonwealth, 18-19 May, 1982, pl4.

10. J.N.Sissons Inc. Auction sale 6 June, 1989, p43 lots 573-9.

11. *Ibid* 15 August, 1989, p27 lot 413.

12. R. Maresch & Son auction sale, 25/6 November, 1987, lot 1169.

13. Eastern Auctions Ltd. auction 30 May, 1987, p50 lot 637.

14. *Ibid* 5 March, 1988, p45 lot 546.

15. *Ibid* 11 June,, 1988, p52, lot 623.



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The Llandovery Castle served the Canadian Government as a hospital ship for some nine months in 1917/8. The ship's oval marking has been noted by the author, see illustration, but not during the period of Canadian service... have you seen it?

## H.M.H.S. LLANDOVERY CASTLE ON ACTIVE SERVICE

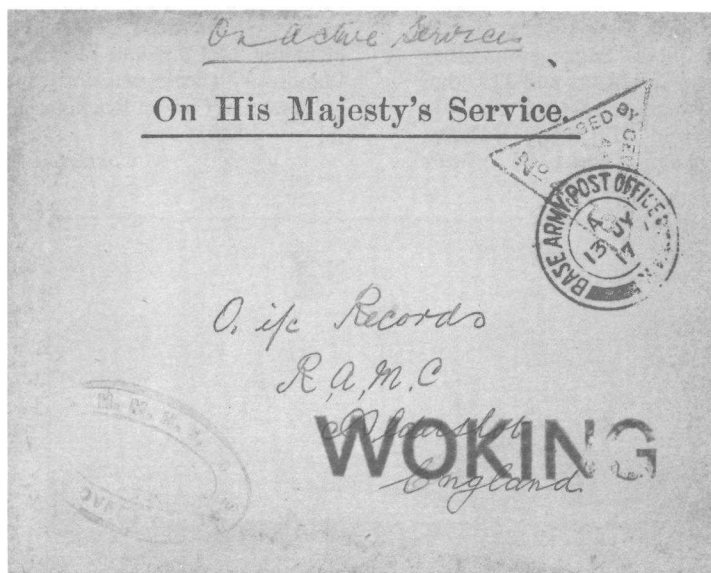
Colin Campbell

Built by Barclay Curle & Co. Glasgow, Llandovery Castle was completed in January, 1914, for the Union-Castle Line of London; gross tonnage 11,423. She was to sail in the London - East Africa service. Accommodation was 429 in three classes.

From December 1915 until July 1916 Llandovery Castle served the British Forces as a troopship; however our story begins 12 January, 1917, when she sailed from Southampton as a

hospital ship (622 beds) for Salonika, Greece, with a stop at Malta. Upon reaching Salonika, on 23 January, she disembarked 56 nursing sisters and took on 627 sick and wounded officers and other ranks and four nursing sisters. Leaving Salonika the ship reached Malta on 1 March where disembarkation was completed by 8-15pm.

This general pattern continued for two more voyages, i.e. Salonika to



Scarce oval marking of the H.M.H.S. Llandovery Castle.

Malta and return, finally completed 16 April, 1917. On this date the ship anchored at Salonika and became a floating hospital, both for patients and nursing staffs on board and for medical staffs serving in the hospitals on shore over the ensuing four months.

It was during this period, on 13 July, the cover illustrated was posted ashore at Base Army Post Office X, the ship's oval marking (mauve) and censor stamp number 4516 (green) having been applied on board. This mail would have gone out on the next available ship. Hospital ships were not authorized to carry mail at any time.

The O/i/C RECORDS office at Aldershot, England had been moved to Woking during late July hence the Woking redirection handstamp in red.

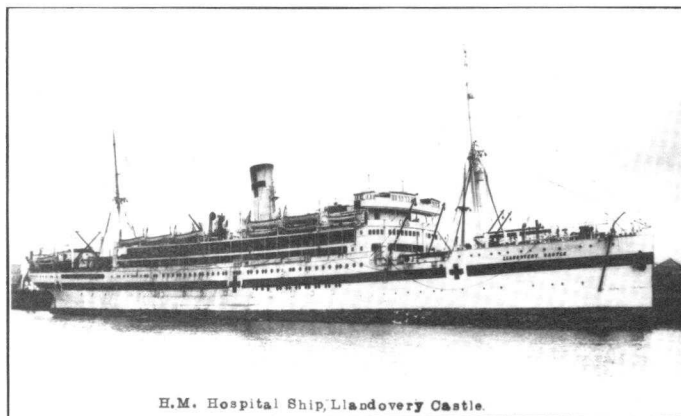
The fourth voyage for Llandoverly Castle began 12 August, 1917, and took her to Alexandria, Egypt, where 50 tons of deceased officers' baggage was taken on board; also 22 officers and 325 other ranks for passage to England. The ship reached Grand Harbour, Valetta, Malta, 27 August where 15 officers

and 152 sick and wounded other ranks were embarked. Leaving Malta the following day, the ship reached Avonmouth, England, on 6 September, where disembarkation was completed.

Immediately following the duties outlined above, Llandoverly Castle was charged out to the Canadian Government as a hospital ship. It is believed she completed one voyage to Canada between 7 September and 15 October, carrying sick and wounded soldiers. It is probable that she replaced H.M.H.S. LETITIA which ran aground and was lost near Halifax, N.S. 1 August, 1917 with no loss of life. From mid-October she completed four voyages to Canada returning in all 3,223 patients to their homeland.

On her return voyage from Halifax to Liverpool, under the command of Captain E.A. Sylvester, which commenced 20 June, 1918, with 258 crew and medical staff aboard, including 14 Canadian nursing sisters, Llandoverly Castle was torpedoed 114 miles west of Fastnet Rock, Ireland. She

*Continued on p.351*



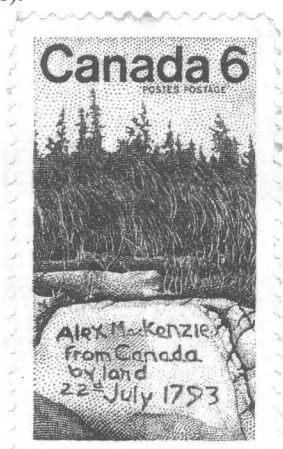
# THE PEOPLE ON THE STAMPS - MACKENZIE

Alan Salmon

*But yet I'll make assurance double sure,  
And take a bond on fate.*

*Macbeth* *William Shakespeare*

In 1789 Alexander Mackenzie was the first European to follow what we now call the Mackenzie River to the Arctic Sea; in 1792-3 he was the first European to cross the Rockies to the Pacific Ocean. Each of these voyages, to use his words, of exploration would have ensured his lasting fame; he made double sure. The 150th anniversary of his death was commemorated by the 6c stamp issued on 25 June 1970 (SG 658, SS 516).



He was born in 1764 in the small town of Stornaway, in the Outer Hebrides of Scotland. His father emigrated to the colonies in North America in 1774, his wife having died and there being a severe depression in Lewis; he took Alexander with him. A few months after their arrival the American revolution began; his father was commissioned in the loyal forces and the boy was taken to his friends in

the Mohawk Valley. In 1778, when conditions in the valley became difficult for Loyalists, he was sent to Montreal. He was one of the first refugees from the revolution, soon to be followed by some 80,000 more Loyalists who are depicted on the 10c stamp of 1934 (SG 333, SS 209) and the 32c of 1984 (SG 1124, SS 1028). Amongst these was the Iroquois leader Molly Brant (SG 1194, SS 1091) who ensured her people supported the Loyalist cause throughout the war.

## **The Young Fur Trader.**

He spent a short time at school before joining a fur trading company as a clerk. After five years in the office in Montreal, he was sent to Detroit where his trading with the Indians was so impressive that he was offered a share in the business if he would go to trade in the north-west in 1785. Mackenzie readily agreed, it would be an adventure and could lead to fortune if not fame; in the event it was to lead to both. He was placed in charge of the partnership's efforts at Ile-a-la-Crosse, in what is now Saskatchewan, when the fur trade was in a state of intense development.

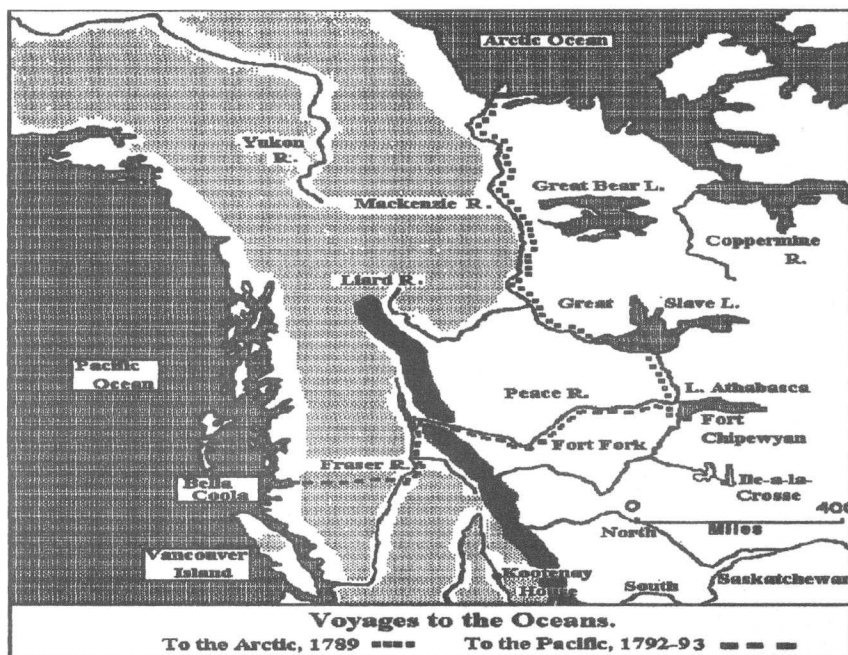
Following the demise of French influence, after Quebec became a British colony in 1763, the Montreal fur trade stagnated for some years, then it was revived by French, English and Scottish 'Pedlars'. Pedlars were so called by the Hudson's Bay Company (HBC) men because they carried their goods to the Indians to trade, using forts established

inland; whereas the HBC still mainly relied on the Indians coming to the Bay. After the colonial revolution some Montreal Pedlars, including Mackenzie's firm, turned northwards, as part of their trading grounds had been in what was now the United States.

The HBC was also now moving west, starting with the establishment of Cumberland House, by Hearne in 1774. The era of the pedlars started to end in 1784 when the North West Company (NWC) was formed to unite the traders wintering inland and the Montreal merchants in one concern to reduce competition and to improve the efficiency of their operations. It became an innovative, efficient and aggressive company. One of the partners was McGill, who helped to start the university named after him in Montreal. Not all were invited to join,

amongst those precluded was Mackenzie's firm. Thus he immediately found himself in direct competition with the strongest fur-trading company.

Whilst Mackenzie was in charge at Ile-a-la-Crosse, for two years, conflict was to lead to a further consolidation of the Montreal trade. His partnership had sent a John Ross to compete in Athabasca with the NWC. The opposition was led by Peter Pond, the first trader into that region; he had an enquiring mind and a reputation for violence. Pond had killed a man in a duel in Detroit, was suspected of having been responsible for the death of a competitor in 1782 and in 1787 a scuffle resulted in the death of John Ross. In order to reduce the dangerous rivalry, Mackenzie's partnership decided to join the NWC; he was given one of 20 shares in the expanded NWC.



### **To The Arctic Ocean.**

Mackenzie was sent as second-in-command to Pond, at Fort Athabasca, in October 1787. He believed Pond was a murderer but also knew that he could learn a lot from him about trading, travelling, the Indians and the country. Pond had seen the river to be called the Mackenzie and believed that it flowed into the Pacific at Cook Inlet in Alaska. They seemed to have got on well; when Pond departed, in the spring of 1788, Mackenzie was left in charge and established Fort Chipewyan on Lake Athabasca. He was ordered by the NWC to search for a passage from Athabasca to the Pacific Ocean. Pond had submitted a request to the governor of Quebec in 1785 to 'protect and encourage the NWC' to expand to the Pacific and to be given a monopoly of trade on the new route. Pond had drawn maps showing what he believed was the way; whilst these were better than any others of the region they were very wrong in the suggested route and the distances involved, it was still difficult to determine longitude. He and Mackenzie must have spent hours discussing the possibilities; Pond was the spur to a willing horse, Mackenzie received his orders with enthusiasm. There are suggestions he didn't receive any orders to seek a passage.

On 3 June 1789 he set out from Fort Chipewyan with three canoes, four French voyagers, a German (no one knows why), a Chipewyan guide and six wives and hunters. In bad weather they went down the Slave River, then probed the ice along the shore of the Great Slave Lake until they found the outlet leading west. Westwards the river went for 300 miles then, to Mackenzie's dismay, it turned north. They travelled swiftly downstream, up to 100 miles a day; by 10 July they were in a large delta

with the mountains still to the west. He climbed a hill and saw the bleak pack-ice of the Arctic Ocean; this was no way to the Pacific. On 14 July he left a mark noting that they had been there (the day the Bastille fell); disappointed he turned south to be back before the winter set in. By 12 September they were all safely at Fort Chipewyan after travelling over 3,000 miles in 102 days. Mackenzie had displayed determination and stamina; he had driven his men hard and well. His efforts were rewarded by the partners allotting him two shares, out of 20, in the NWC.

### **The Direct Assault.**

On his voyage to the Arctic he had never been able to measure his longitude; so he spent the next year in London, on leave, studying astronomy so he could better fix his position. By September 1792 he was back at Fort Chipewyan to try again to free the trade of Athabasca from the costly journey to Montreal. He knew it would be more difficult than Pond had suggested. The true longitude of Fort Chipewyan had been determined, it was 700 miles further east than Pond had calculated, and could now be related to Captain Cook's (SG 910, SS 763) measurements - Cook Inlet was 1,500 miles away. That winter he built an advanced base at Fort Fork; on 9 May 1793 he set out with six voyagers, two of whom had been on the first expedition, two Indians, young Scot and a big dog; all in one canoe with 3,000lb of cargo. The dog was used to run down young buffalo for food.

This time he went along the Peace River, westwards, hoping to cross the Rockies and find a river to take him swiftly to the Pacific. The portages on the Peace River Canyon were so hard, only 20 miles travelled in one week, that some of his men urged him to abandon

the expedition; however he kept them moving, maintaining discipline and some measure of morale. From the Peace he went up the Parsnip River and then down the McGregor to the Fraser, reaching it on 18 June; his judgement and leadership were continuously called upon, food was short, such information as he could get from the Indians was confusing and the way was harsh and dangerous. He travelled for four days down the Fraser (he was at today's Fort Alexandria, named after him) when he met Indians who advised him the way was impossible and to turn back and follow the valley of a river he called the West Road. He took their advice, although distressed by the retreat. The advice was good, but the dog was lost. By 19 July he was through the lands of the friendly Bella Coola Indians and in sight of the Pacific. He then met the Bella Bellas, but spent only a few days on the coast as they were unfriendly and his supplies were low. He inscribed on a rock: 'Alex Mackenzie from Canada by land 22 July 1793'. The rock has been found and the words re-inscribed in permanent form; it is depicted on our stamp. He just missed meeting Vancouver (SG 1286,SS 1200) who had been there seven weeks earlier.

The next day he set out on the return journey and was back at Fort Chipewyan by 24 August. On the way the dog was found, starving. His speed was amazing, outward bound he had averaged, by water and land, 20 miles a day; on the return it was 36 miles per day. All the expedition returned safely, without a shot being fired in anger. Again he had added a huge area of land to the map of the world.

#### **Back to Business.**

He spent a gloomy winter at Fort

Chipewyan recovering; he wrote 'I could scarcely close my eyes without finding myself in company with the dead'. Still only 29 and restless, he left the west the next year. He had a vision of the fur trade organised on wider and more efficient lines; on his way to Montreal he visited John Simcoe, the Lieutenant-Governor of Upper Canada, to propose a co-operative effort between the HBC, the NWC and the East India Company whereby the Bay would be used as an outlet for furs going east and the East India Company would give up its monopoly rights so that furs could go out west by the Pacific. However Mackenzie was diverted from the idea as he became a partner in the major firm in the NWC. Each spring he met the wintering partners at Grand Portage at the western end of Lake Superior, supplied them with the goods for trade, made the plans for the next year and then took the furs back to Montreal. After four years he had had enough, he found himself in conflict with his partners as his interest in a wider organisation resurfaced, Montreal would not have benefited from trade being diverted to the Bay and the Pacific. In 1779, again restless but now rich from the fur trade, he left abruptly for England.

His account of his travels was published in 1801; he was knighted in 1802. He now presented his grand plan to Lord Hobart, the Colonial Secretary; however a complication had arisen. In 1800 Mackenzie had acquired shares in a new trading company, the XY Company. He was now at its head and, in 1803, made a fruitless offer for the HBC. There was bitter competition with the NWC - there were shootings of agents and, as Daniel Francis wrote; 'prices were slashed, wages inflated and the fur country was soaked in cheap



rum'. Hobart suggested, not unreasonably, that a first step towards the plan would be for the two companies to settle their differences and combine.

#### **Blighted Hopes.**

The two companies eventually joined but Mackenzie was excluded from active participation; the NWC regarded him as a trouble-maker and not the best friend of Montreal. He turned to politics and was elected to the House of Assembly of Lower Canada in 1804. He found it boring; attending only one session in his four-year tenure. In 1805 he moved to London, in 1808 he bought stock in the HBC perhaps to try to gain control to further his plan; in 1811 he voted against the grant by the HBC of the Red River Settlement to

Lord Selkirk (SG 523,SS 397)-in both efforts he was unsuccessful. In 1812 Mackenzie married and effectively retired; his bride was rich, beautiful and aged 14, he was 48, they established their home on the Moray Firth in Scotland. They had three children, but his health was failing. He went to London for medical advice and on his way home, in March 1820, he died, aged 56, in an inn by Birnam Wood (the one that came to Macbeth). The NWC combined with the HBC the next year.

After he left the North West there was much frustration in his life, but his fame rests solidly on his two great voyages to the Arctic and Pacific Oceans. His place, as the greatest explorer of the Canadian west, indeed of the whole of Canada, is assured.



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**In the August 1993 issue of 'Maple Leaves', Horace Harrison provided a comprehensive catalogue of registered RPO markings. Here he draws some interesting conclusions about two of them - Ludlow's RG-17 and RG-19.**

## **REGISTERED RPO MARKINGS**

### **Horace Harrison FCPS**

I acquired two hexagonal Hamilton & North Western Rail Road Registered R.P.O. (Ludlow's RG-19) in September 1993; these were part of the huge Dr. Moulton R.P.O. accumulation. I have long had a nice strike of RG-19 on a cover from Port Rowan, via Simcoe, to Selkirk with a c.d.s. of the HAM & NOR WSTn R.R with indicia set 'NORTH, AP 29, 81'.(Fig. 1) Since this cover seemed to have travelled over the Hamilton & Lake Erie Railway for a short distance from Simcoe to Port Dover, I went after the two covers which seemed to have travelled over the original trackage of the Hamilton & North Western Rail Road, one North and one South bound, to and from Manitowaning on Manitoulin Island.

Imagine my surprise when, upon examining the covers, I discovered that neither had travelled over the original Hamilton & North Western trackage. Both had travelled to Toronto, where the Hamilton & North Western had never gone. The Northbound cover had left Garnet in Haldimand County on August, 1878, travelled up to Hamilton on the H & L. E. R. trackage, now owned and operated by the H & N.W.R.R and marked with RG-19 plus RR-82 dated North, AU 17, 78 and arrived in Toronto the same day, over the Great Western's Hamilton & Toronto run. There it was transferred to the Northern Railway for the run to Collingwood where it was received on

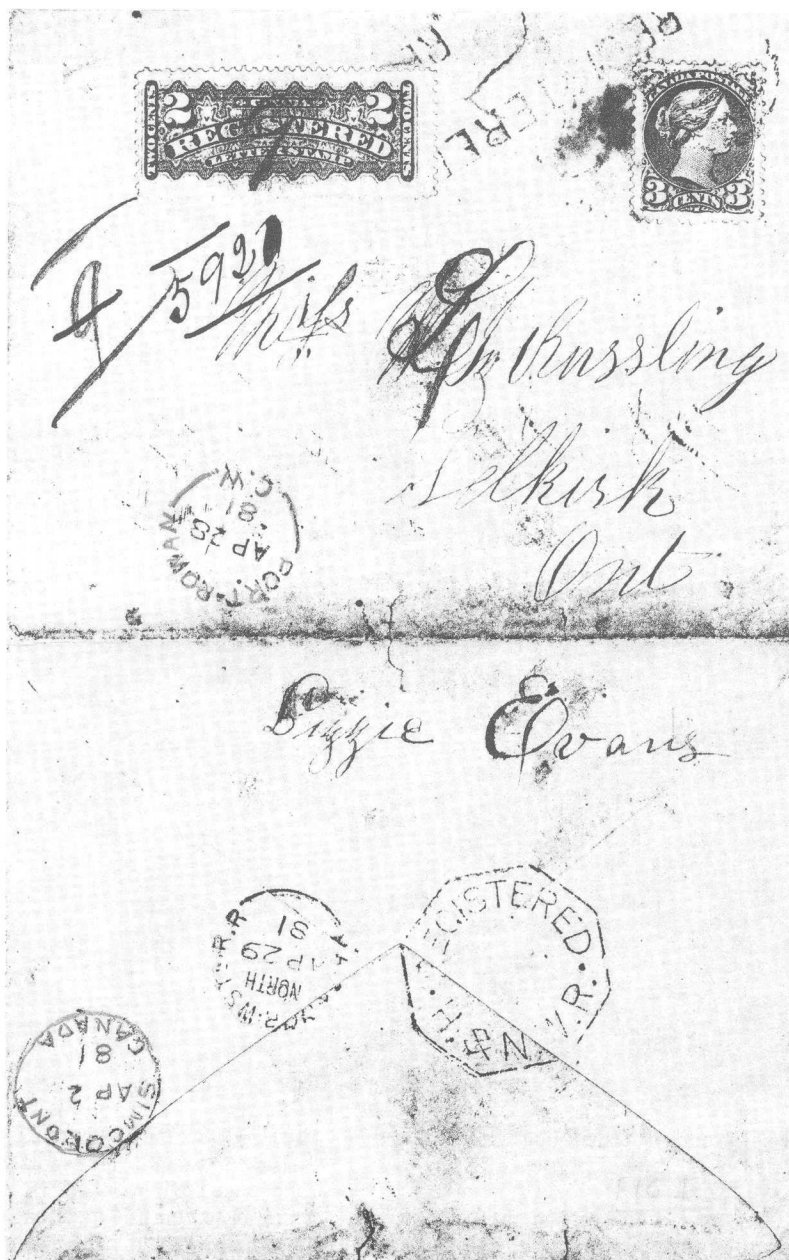
19 August, 78. The cover is further backstamped at Manitowaning, Lake Huron Au 21, 1878.(Fig. 2)

The next cover, (Fig. 3), dated at Manitowaning, Ont. JU 14, 79, and addressed to Caledonia, near Seneca on the Grand River in Haldimand County, arrived in Collingwood on 16 June. It was dispatched the same day via the Northern Rwy. to Toronto where it arrived and must have been sent by either the Great or Grand Trunk to Hamilton where, the next day, it went into the R.P.O. of the Hamilton & Lake Erie Division of the Hamilton & North Western R.R., moving South, and dropped off at Seneca, the closest Post Office to Caledonia.

I checked the Robert A.Lee sales of the Ludlow Collection and was able to pinpoint two covers, one of which is photo-copied in the Library edition of the Ludlow Collection.

Lot 310 from Sale # 68 is from Toronto on Ja 18, 80 to Caledonia and could only have received the RG-19 strike between Hamilton and Seneca. Lot 922 from Sale # 70 is also in the photo-copied exhibit in the BNAPS Library and was mailed at the R.P.O., since there is no originating postmark, and was carried NORTH on 21 June ,80 to Caledonia. There is a cover in the Ludlow exhibit (page 3-8) which originates in Toronto on NO 12, 80 to Caledonia which has a strike of

Figure  
1



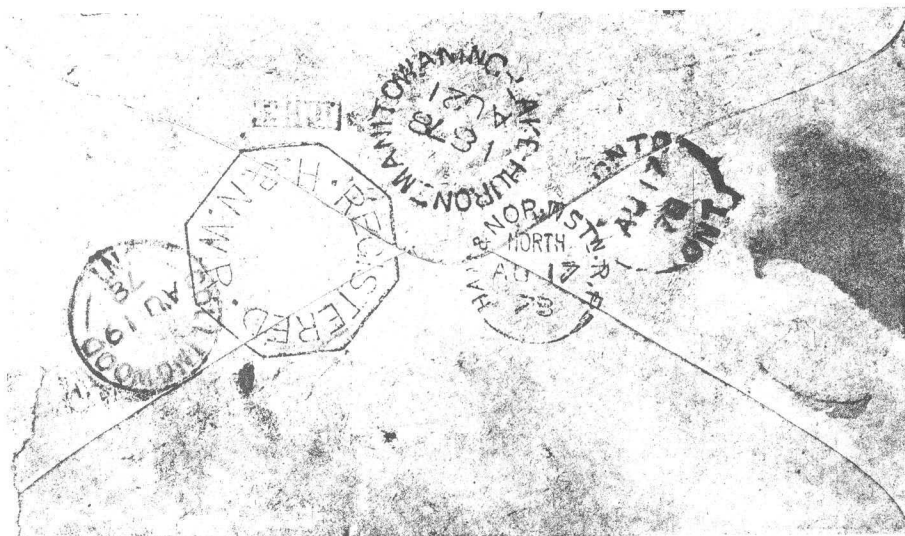
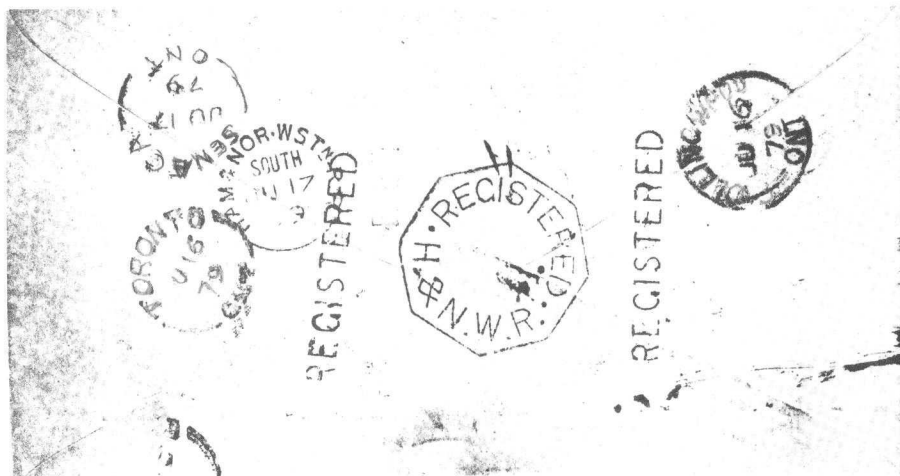


Figure 2 above

Figure 3 below



RG-19 and a Caledonia, Ont, c.d.s. dated NO 13, 80 in purple.

I have now checked the Ludlow, Moulton, and Harrison collections for late dates for RG-17. None overlap with RG-19, which was proofed, according

to Hughes, (Volume XVII, 'Proof Strikes of Canada, Transportation Part 2 etc' page 269), in July of 1878. It is my belief, based on this research, that RG-19 and associated c.d.s. were ordered from Pritchard & Andrews to replace the RG-17 and associated hammers

after the amalgamation of the Hamilton & Lake Erie into the Hamilton & North Western Rail Road. It would appear that very little mail was carried over the original trackage of the Hamilton & North Western Rail Road, which accounts for the great rarity of RG-18, which was proofed in April of 1879, but for which there is but one strike recorded on a cover dated 18 January, 1882 from Toronto Headquarters of the Ontario Board of Education to a teacher at Boston Mills, where it was received the next day.

It seems to me that the service between Hamilton and Collingwood must have been pretty slow for the Post Office to have sent the mail between Manitoulin Island and Haldeman County via Toronto when there was a direct line from Hamilton to Collingwood over the H & N.W.R.R.

#### References:

- 'Catalogue of Canadian Railway Cancellations,' by Lewis M. Ludlow, OTB, FCPS, FRPSL, 1982
- '19th Century Railway Registration Marks' by Lewis M. Ludlow; Exhibition page photocopies in BNAPS Library, 1988.
- 'A Canadian Railway Postal History Anthology' pp 136-146, Published by the Canadian R.P.O. Study Group, 1993.
- 'A History of Canadian R.P.O.s' by Lionel F. Gillam, FCPS, pp 79 & 80, 1967, reprinted by A.P.S. 1979.
- 'The Canadian Almanac and Repository of Useful Knowledge for the Year 1871' published by Copp Clark & Co., Toronto, 1870; list of Post Offices in Canada on 1 September, 1870, pps 70-91.
- 'Volume XVII, Proof Strikes of Canada, Transportation Part 2 ...' edited by J. Paul Hughes; published by Robert A. Lee Ltd. 1992 see pages 266, 269, & 270.

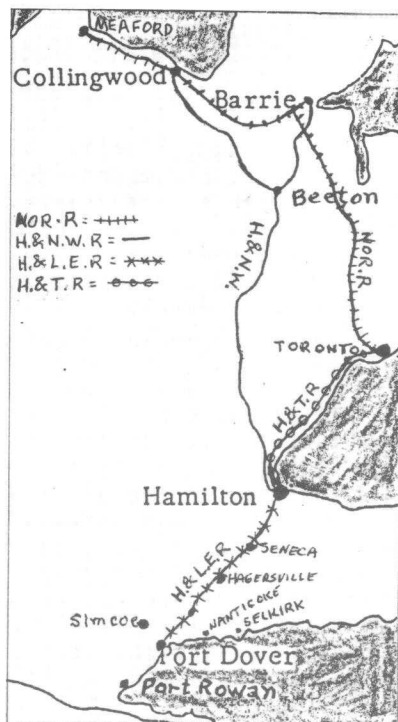


Figure 4. Sketch map of the local rail system.

*Continued from p.342*

sank within ten minutes. Many escaped the sinking; however the submarine (German U-86, Lt. Patzig) shelled the lifeboats. At dawn on 28 June only 24 ship's crew and C.A.M.C. personnel had survived, including Captain Sylvester. All 14 nursing sisters had perished.

#### References:

1. 'Hospital Ships and Ambulance Trains' - Plumridge - 1975
2. War Diary - Army Form C2118 - P.R.O. England - 1917
3. 'The Medical Services' - Macphail - 1925
4. 'Canadian Expeditionary Force 1914-1919' - Nicholson - 1964
5. Personal correspondence - A. Mears, P. High and F. Daniel

## 50 Years Ago - October 1944 Kim Dodwell

On 28 February, 1944, the Hon. W.P. Mulock, Postmaster General of Canada, made a statement before Parliament covering the general situation of Canadian forces mail, during which he drew attention to the newly instituted system of Casualty Air Mail Postcards. He described how, if a man entered hospital and would be there for some time, a special card would be filled in by him, or on his behalf, asking relatives to add the words 'In hospital' to the unit address. He goes on..."This gives priority treatment throughout the whole period of transmission and wherever possible delivery is expedited by air transport without charge. The letters are routed direct to the records office in the United Kingdom or with the central Mediterranean force, instead of to his unit, thus saving time".

The card illustrated was written by a gunner in the 2nd Light Anti-Aircraft Regiment, a unit of the 1st Canadian Infantry Division, then in Italy. He wrote it on 8 October and 15 days later the card passed through the Canadian Records Office at Canadian Military Headquarters and Canadian Postal Corps office S.C.1 at Acton, London, U.K. Official figures (Mr Mulock again) give ten days as the average transit time for FPO mails between Britain and Canada, so this card would have taken about 25 days to reach Canada. Mr Mulock's figures for average forces airmail time between Italy and Canada was 24 days at the end of 1944. So much for the 'priority treatment'! Not many of these cards appear to have survived, and perhaps the reason lies in these figures.

NOTHING is to be written on this side except dates, signature, Regt No., rank, name and initials of sender in the appropriate spaces. Sentences not required may be erased. If anything else is added the post card will be destroyed.

I have been admitted to hospital and am going on well and hope to be discharged soon.

I have received your { letter dated \_\_\_\_\_ telegram .. \_\_\_\_\_ parcel .. \_\_\_\_\_ }

Letter follows at first opportunity

I have received no letter from you { lately \_\_\_\_\_ }

My address is unchanged except to add "IN HOSPITAL" after my unit.

Signature only Allen E. Church

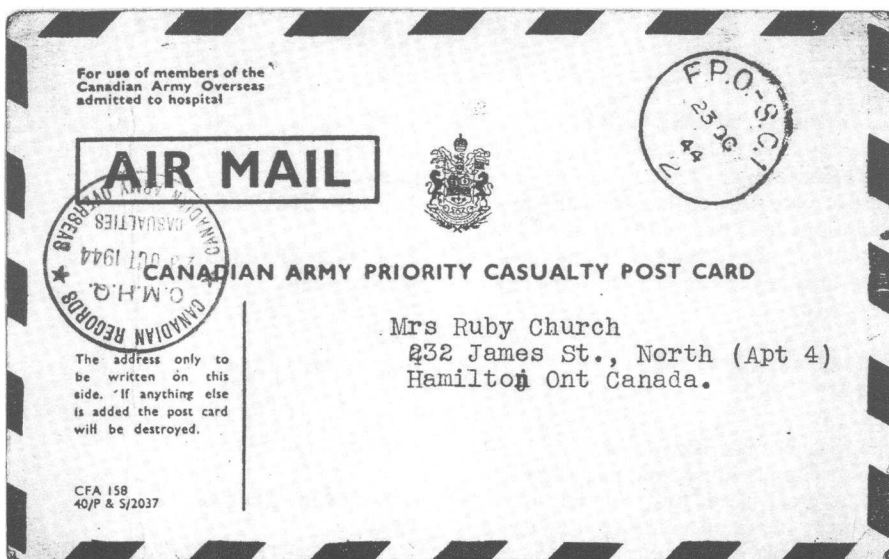
Date Oct. 8/44

Regt No. B17954 Rank Gnr.

Name and Initials A.E. CHURCH  
(USE BLOCK LETTERS)

UNIT 54 L.A.A. Bty.  
2 L.A.A. Regt. R.C.B.  
C.A.C.M.F.

*Above is shown the reverse of the special Casualty Air Mail Postcard. The obverse is shown on the following page. Note there is no provision for the invalid who is not doing too well!*



## THE POSTAL HISTORY SOCIETY OF CANADA INVITES APPLICATIONS FOR MEMBERSHIP

The Postal History Society of Canada publishes an award-winning quarterly journal, sponsors seminars on Canadian postal history, and awards prizes for the best postal history exhibit at philatelic shows across Canada.

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## SOCIETY NEWS

### FROM THE SECRETARY

#### **The Handbook**

This is your last chance to make any alterations to your entry in the new edition of the Members Handbook. Any changes must be with me by 11 November.

### FROM THE PACKET SECRETARY

The packet has been re-started and several circuits are operating. There is still a great need for material; part books or items on card are welcome. General books should be of a maximum £200 in value and specialised or single reign £125; this will greatly aid composition of packets. The insurance limit on the packet is £850 so I aim to have about eight books and ten members to a circuit list. The current circulation list needs updating so, if a member wants to see the packet and has not seen one for a year, please write to me. Also, if you wish to change the details of material you require, please write. If a member wishes to be removed from the list, please let me know, even if this has been done before, as this will avoid the problems of refused packets.

### FORTHCOMING EVENTS

#### **1994**

**Oct. 11-16** Autumn Stampex, Royal Horticultural Halls, London

**Oct. 17** The London Group meet\*

**Nov. 21** The London Group meet\*

**Nov. 24** Wessex Group: 'Recent Acquisitions'

**Dec. 19** The London Group meet\*

#### **1995**

See \* below for the London Group meetings

**Sept 8-10** BNAPS Convention, Edmonton.

**Sept 20-23** CPS of GB Convention, Bournemouth

#### **1996**

**Aug 30-Sep 1** BNAPS Convention, Fort Worth, Texas.

**Sep 11-14** CPS of GB Convention, Station Hotel, Perth

### International Exhibitions

#### **1995**

**May 10-15** FINLANDIA 95, Helsinki

**Sep 1-10** SINGAPORE 95 Singapore

#### **1996**

**Jun 8-16** CAPEX 96, Toronto

**Sep 27-Oct 6** ISTANBUL 96, Istanbul

**Nov 1-15** GREECE 96, Athens

#### **1997**

**Apr 11-20** NORWEX 97, Oslo

**May 29-Jun 8** PACIFIC 97, San Francisco

\* The London Group meet on the third Monday of the month. At the time of going to press the full programme had not been finalised. Details can be obtained from Colin Banfield: 081 500 5615.

Wessex Group details from Dorothy Sanderson: 0794 523 924

### SOUTH WEST GROUP

A small but enthusiastic band gathered, under Neil Prior's supervision, at the  
*Continued on p 359*

## LETTERS TO THE EDITOR

### THOSE SPRAY-ON CANCELS

*Gerry Churley has been waging what seems to be a one-man campaign with Canada Post over their ugly spray-on cancels, though one feels probably 95% of our membership are entirely sympathetic to his views. In the August issue we published a letter from Canada Post to the effect that their equipment was capable only of producing single lines by means of dot matrix. Since then Gerry has passed us examples of the spray-on cancels printing two lines. Respected philatelic writer, Ken Lake, saw Gerry's letters and this was his response....*

**Kenneth Lake**

I was most interested in Mr Gerry Churley's letters (April and August 1994) and have taken up this matter with our own Royal Mail.

In Britain, ink-jet 'OCR' optical recognition readers have been in use for some years, applying the information to the cover well away from the stamps.

Now, experimental Royal Mail ink-jet printers can apply traditional cancellations - with circular datestamp and slogan - to the stamps. These machines have not at present been put into post offices, but they will be once the technology has been perfected.

The aim is to continue to provide the type of postmark that the public, and collectors, expect. Canada Post indicates that it has given up this aim, and will stick to the present primitive 'Multi-Line OCR' (which gives only a single line of text) for both information and the cancellation of stamps.

I think Mr Churley has good cause to go back to Canada Post, and that his complaints should be strongly backed by all philatelic organisations with an interest in Canadian postal markings.

**David H. Whiteley**

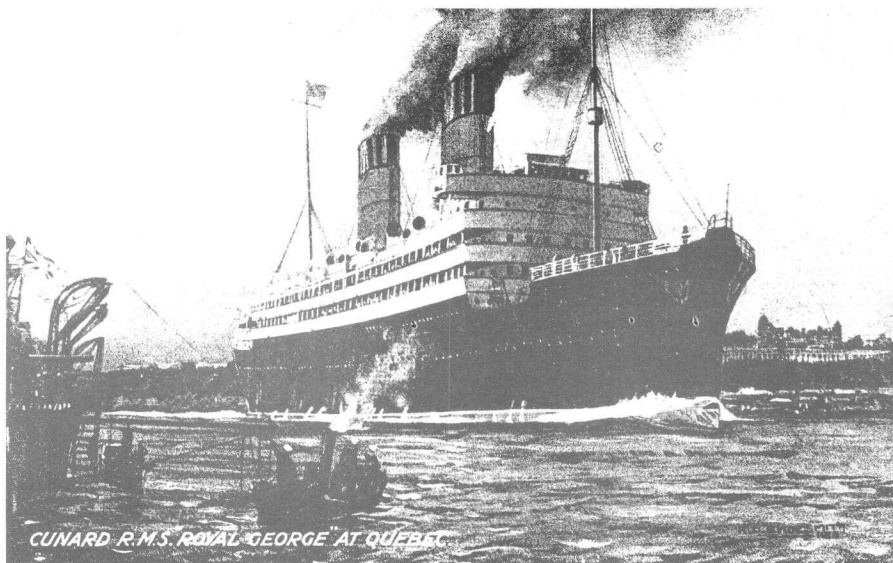
### FIRST CANADIAN EXPEDITIONARY FORCE

With reference to Colin Campbell's article in the June 1994 issue of *Maple Leaves*, 'A Card From R.M.S. Megantic - 1st Contingent - 1914', I have in my trans-Atlantic collection a reddish sepia card produced apparently by the Canadian Northern Steamship Line of the R.M.S. Royal George, bearing in blue, the following inscription *PRINCESS PATRICIA'S CANADIAN LIGHT INFANTRY, 1st Regt. raised for Canadian Contingent European War, 1914. Every man of this Regt. has seen Imperial Service. Left Canada for Europe September, 1914.* This inscription, together with the message on the reverse, which is reproduced below, and the circular date stamp of Levis Quebec /PM/ SP 30/ suggests that the R.M.S. Royal George was part of the convoy referred to by Mr. Campbell. The card is addressed to Miss Mildred Mitchell P.O. Box 31 Rivers Manitoba with postage being paid with a 1 cent Admiral cancelled with a Berri obliterator.

The card reads as follows:-  
*Wednesday Sept 30. 1914*

*This is a picture of the big ship that is going to take us across the ocean. Thought we would be away by now but we are here. Yet we embarked on Sunday expect we will leave the docks to night.*





*Quite a number of transports are anchored up the River and we will sail tomorrow if ready. It will be a fine sight with the cruisers escorting us across. Best wishes to Dad and mother love to Edith and self Old Tom.*

It would appear that the R.M.S. Royal George was part of the initial convoy and would have arrived at some port in Great Britain about the middle of October, 1914. \*

I am also enclosing another set of photos that were presented to returning service men at the end of hostilities by the Cunard Line. This is a mint set of six post cards of Cunard Liners in a brown envelope, with the following inscription:-

*To Comrades From Overseas.*

*The Cunard Steamship Co., Ltd., in wishing you a safe and pleasant voyage back to your homeland, desire to express*

*their unbounded admiration of your great fighting qualities and the sacrifices you have made in all theatres of the war.*

*Peace Year, 1919*

*\*Ged Taylor's letter in the August issue confirmed that 'Royal George' was indeed part of the convoy, which arrived at Plymouth on 16 October, 1914. Unfortunately, Mr Whiteley's brown envelope will not reproduce satisfactorily but we have illustrated the 'Royal George' postcard, one of the set of six to which reference has been made.*

**Jonathan Rosen,**

### **ADMIRAL SHADES**

Recently I acquired, at auction, Sc112 the 5c violet Admiral with full Type D lathework in a block of four. This block stands out in three ways:

1. It is very well centred, most 5c lathework blocks come off centre.



*5c bright violet Admiral with full Type D lathework.*

2. It shows 100% of the lathework; most come with only 60-80% lathework.

3. I believe it is the scarce bright violet shade. Certainly it is a very striking shade which stood out when I compared it to other 5c violets.

At the auction the block was bid up to a considerable sum, a reflection of its great beauty and rarity. This leads me to say that I strongly disagree with Bob Bayes' statement regarding Admiral shades in the June issue. Rare shades will always be sought after and will sometimes command large premiums, which is as it should be.

*Editor's note: Mr Rosen's was the only letter of dissent received in respect of Bob Bayes' dismissal of Admiral shades. We are surprised but assume that all the other Admiral enthusiasts have been on holiday!*

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### FIRST CANADIAN EXPEDITIONARY FORCE

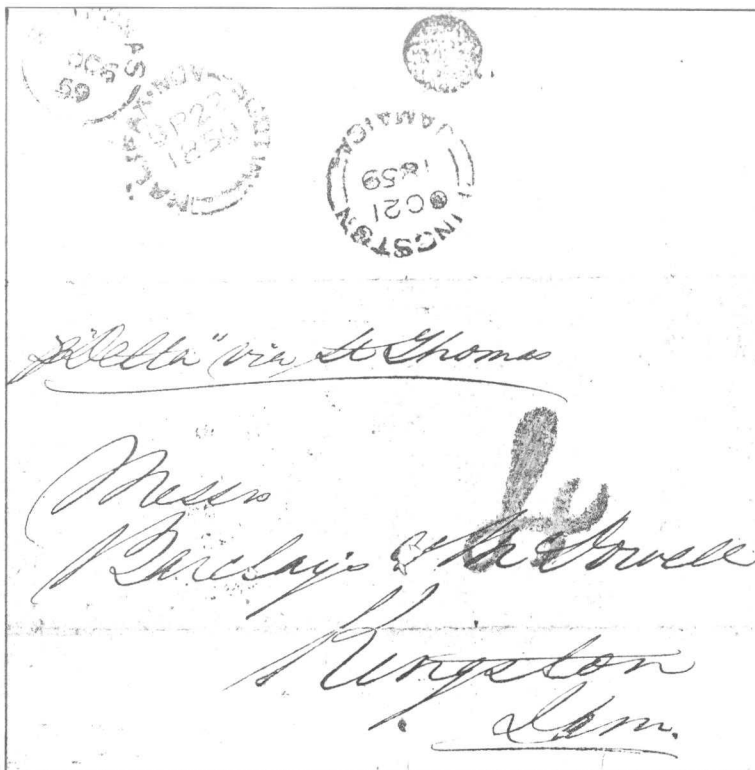
I recently acquired a post card similar to that illustrated in the August issue, along with two other 'real photograph' postcards of the fleet. These cards were numbered '2' and '3' (does anyone have number 1?) and printed by Abrahams & Sons, Devonport. The photographs

would appear to have been taken on board one of the ships.

Colin Campbell, in the June issue, refers to the Canadian Overseas Expeditionary Force postmark. My example is dated 4 October, 1914, on an envelope addressed to: Headquarters, Southern Command, Radnor House, Salisbury. There are no other postmarks or indications of origin. I hope these notes may be of interest.

### HALIFAX PACKETS TO THE CARIBBEAN

In the August issue we published a letter from Jim Macaskie, but had no room for the relevant illustration, here it is:



Entire from Halifax, N.S., to Kingston, Jamaica

## BOOK REVIEW

### **Just A Few Lines - The Story of Canada's First Railway, Lionel F Gillam, FCPS**

Available from the Handbooks Manager at £10 including p&p.

From the author of 'A History of Canadian R.P.O's' and 'Canadian Mail by Rail 1836 - 1867' we have this latest volume which is the culmination of more than 30 years' research by Mr. Gillam, aided by members of the Canadian Railroad Historical Association, into the history of the Champlain & St. Lawrence Railroad.

'Just A Few Lines' is essentially a railway history but it is described in the context of a much wider tapestry covering the contemporary political scene, the wheeler-dealers and, in the later years, the commercial opportunists and competitors in Canada and the United States. Furthermore, there are details of the locomotives and rolling stock with information about their manufacturers on both sides of the Atlantic. Pen-portraits of the entrepreneurs, surveyors and engineers involved in the construction and operation of the Champlain & St. Lawrence add a human dimension to the tapestry.

In contrast to the author's previous works, which focus on the transportation of mail by Canada's railways, this volume deals with the widest spectrum of the history of Canada's first steam railway, primarily covering the period from its inception in 1832 until the 1850's, followed briefly by its absorption into the Grand Trunk Railway system in 1872. Part of that

spectrum is the role which the railway played in the carriage of mail.

The depth of Mr. Gillam's research is evidenced by his exposure of numerous, long-perpetuated, factual errors and the book contains a detailed index and a useful bibliography. Dedicated to the memory of Omer Lavallée, C.M., Canada's pre-eminent railway historian, this 144 page book, published in A5 format on matt art paper with cast-coated cover, is attractively priced at £10. It is recommended to anyone with an interest in the history of Canada's early railways and is obtainable from the author at 66 East Bawtry Road, Rotherham, South Yorks, S60 4BU.

**Brian Stalker.**

*Continued from page 354*

Bristol Philatelic Federation's annual convention in Portishead on Sunday 14 August.

There was strong support from the South Wales contingent with Neil, Eric Needs and Colin Lewis all showing material. David Sessions returned to his old haunts from sunny Worthing with a few sheets to round off some three hours of entertainment.

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## **Resigned**

2483 Hess J C                      761 Jaffray G B

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1815 Johnson A J              482 King C A

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2651 Bailey J M	2459 Dodier R	2506 Grant Duff B	2683 Longley W
240 Martin T S	2567 Negus D V	2616 Noble B	2562 Parkinson J M
2600 Saunders D R	2667 Saunders K W	2611 Warr K	1370 Wolff A W

## **Change of Address**

2532 Hardie W G L. Change post code to 'V2R 3C2'  
 1413 Lea W E. 3 The Mount, Esher, Surrey, KT10 8LQ  
 2702 Ritzer R.P.O. 115, Maplewood, N.J. 07040, USA  
 1684 Sanderson Dr D. Change post code to 'SO51 5UU'  
 2674 Thompson R. 115 Rue de la Gauchetier Ouest, Apt 116, Montreal, Quebec, Canada H22 1Y2.  
 2480 Warr B C J, c/o Robert's Arm Pharmacy Ltd, Robert's Arm, Green Bay,  
 Newfoundland, A0J 1R0  
 759 Lowe, R. Flat 1, 23 Bodorgan Rd., Bourmemouth, BH2 6NQ

## **Change of Interest**

1631 Belle L H. Add 'RM, SD'  
 2421 Berkowitz J, Add 'SOA'  
 2643 Mitchell K. Delete existing interests and add 'SOA'  
 2702 Ritzer R, Add 'PH, PL'  
 2674 Thompson R. C, CR2, DC, P,

## **Revised Total 481**

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