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Maple Leaves

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MAPLE LEAVES

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EDITORIAL

Another Convention has come and gone and all those who attended will wish to join me in thanking John and Margaret Gatecliff and their small team for putting on such a splendid show. In place of our usual report we have the impressions of a 'new boy'; perhaps it will encourage a few others to 'get their feet wet'. We hasten to add that Jim Smith volunteered to write the piece, absolutely no Editorial pressure was applied!

In the absence of a formal report we take the opportunity to record our pleasure at the diverse philatelic fare offered by Mike Perry (Newfoundland), Geoffrey Whitworth (Large & Small Queens), Martyn Cusworth (PEI), Leigh Hogg (Maple Leaf), Dorothy

Sanderson (TransAtlantic Mail), Bill Topping (Japanese Relocation Mail 1942-6) and a goodly number of competition entries. We have been attending Convention for many years and yet we saw material at York that was completely new to us.

This year two stalwart members of the Society were elected to the Roll of Fellows; George Manley and John Wannerton. George has been a serious student of precancels for many years and his fine collection of precancelled postal stationery now rests in the Canadian Postal Archives, with a copy in the CPS library. John represents 50% of our South African membership and has been a welcome visitor to Convention in recent years, showing

portions of his Boer War collection. Welcome, gentlemen, to the select band of Fellows.

In the August issue, a review of 'Proof Strikes of Canada' indicated that Bob Lee's fine series had reached its conclusion - not so! Two more books were still to come, namely 'P.O.Names' and 'P.O.Numbers'. Then, as Bob and editor Paul Hughes were about to breathe a sigh of relief, a new archival find by Cimon Morin produced sufficient for four more books. Keep saving!

We mentioned in the October issue our landmark 250th issue of 'Maple Leaves'. The very first issue, back in September 1946, was edited by A. Bruce Auckland. In more recent years Bruce has concentrated on Scottish postal

history but we felt members would like to know that he celebrates his 100th birthday on 28 March - Happy Centenary Bruce.

Just before we went to press we learned of the death of Geoff Harper, who was awarded his Fellowship in 1957. Geoff was heavily involved in the Society in its pioneering days and was Secretary from 1949 to 1952.

This issue starts a new volume, an index to volume 23 should be enclosed with it. Our thanks to Ged Taylor for its production. Also accompanying this issue should be a new Members Handbook, the result of many hours of sweated labour by Secretary Tom Almond and patient calling-over by his wife, Jean - thanks team.



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Fig 1. Overall blue illustrated cover advertising British Consols Cigarettes. Address side is franked with 1935 2c Geo V stamp tied by Toronto April 1937 machine.

In today's society where there is so much action against the evils of smoking: banning of cigarette advertising; by-laws prohibiting smoking and designating smoking areas in government buildings, dining establishments, public conveyances; and 'Thank You For Not Smoking' signs galore, it is difficult to describe the titillating sensation when a batch of illustrated cigarette advertising covers was found. While these covers promote various brands of cigarettes (Fig 1) one cover advocates smoking for health reasons (Fig 2).

British Consols were manufactured by the Macdonald Tobacco Company, a Canadian firm until it was taken over by R.J.Reynolds

of the U.S. in 1973. In 1983 plain tip British Consols came off the market followed by filter tips two years later.

The second cover recommends Dr. Blosser's medical cigarettes for use in CATARRH, that is, congestion type problems. The cigarettes probably contained atropine which, when inhaled, dilates the air passages. Because of the many undesirable side effects, the manufacture and sale of these medical cigarettes was discontinued. Although the name 'The Blosser Company,' (193-195 Spadina Avenue, Toronto) is shown on the front of the cover, its correct name was The Blosser Cigarette Company. It was originally incorporated in Florida, U.S., and was licensed in Ontario on



DR. BLOSSER'S REMEDY CIGARETTE FORM

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and Head Noises, Colds, Common Sore
Throat and many conditions of Hay
Fever and Asthma.

THE BLOSSER COMPANY
TORONTO, CANADA

Fig 2. A green and red advertising cover depicts a young lady about to light up a medical cigarette. "Inhaling the warm medical smoke of Dr. Blosser's Medical Cigarettes makes breathing easier." Address side is franked by two 1c Medallion stamps, tied by a Toronto November 1930 machine cancel.

7 January, 1902. The last listing of this company in the Toronto Mercantile Directory was in 1948.

About four years ago a new drug containing the same active ingredients as those used in Dr. Blosser's cigarettes was developed for treatment of asthma and related diseases. The drug is also inhaled but by the use of the atrovent inhaler.

It is common knowledge that the smoking of marijuana cigarettes can

alleviate pressure in the eyeball of glaucoma patients. Up till now, however, no marijuana cigarette advertising cover has come to light, despite a cross-country search!

Acknowledgements:

The time consuming search of the Ontario Archives to verify the Blosser Cigarette Company by North York librarian, Miss Ann Allan; and the background information on the British Consols cigarettes, provided by the Marketing Department of R.J.R. Macdonald Inc., Toronto, is greatly appreciated.

CONVENTION 95

**Your Material for the annual auction is wanted
by 31 March - see notice on page 29. ACT NOW**

It is not the Editor's usual practice to re-print articles from other sources, but the following monograph was written one hundred years ago "in answer to a letter asking for information about the early postal history of British Columbia by someone interested in 'philatelics'". Its centenary seems a suitable occasion to lay before today's readers such an account, written by an 'eye witness'.

AN EARLY POSTAL HISTORIAN

David H Whiteley

I discovered the enclosed monograph in the Victoria, British Columbia, Daily Colonist. The monograph appeared as two articles published on 9 March, 1895 and 31 March 1895. They give a contemporary account of the evolution of the postal and telegraph services within the colonies of Vancouver Island and British Columbia from 1844 to 1895. Hopefully readers will find the monograph as interesting as I did, after a hundred years of further development, both of the Colony and of the study of postal history. The monograph has been transcribed un-edited, with just the addition of Scott numbers for the post-age stamps described.

POSTAL EVOLUTION

History of the British Columbia Postal Service From 1844 to 1895

Letters received in Victoria in the Fifties Few and Far Between

To The Editor:- Victoria existed as a Hudson's Bay post in 1844, then called Fort Camosun. In 1849 a lease of Vancouver Island was granted to the Hudson's Bay Company for colonization purposes, the company to bear the expense attendant thereon. The Mainland had been leased to the company previously for trading purposes.

In compliance with the charter the *Norman Morrison* (*my italics*), arrived

at Esquimalt in March, 1850, having eighty immigrants on board. Although called immigrants, they were really under engagement to serve the Hudson's Bay Company for five years, receiving £25 per annum with food and lodging. Many are now the agriculturists of Vancouver Island.

The *Morrison* consumed five months and a half (the usual time) on the journey, but she brought the mail, not a bulky article, there being at this time only the Hudson's Bay people in the country, save perhaps the Muirs and coal miners at Fort Rupert and Captain Grant and his servants at Sooke— These having come out a few months previous. The *Morrison* after a few months sojourn took the homeward mail. This has given rise to the idea that there was but one mail per annum, and such indeed was the case for a year or two; but after this the colony no longer depended entirely on the Hudson Bay's ships.

It must be borne in mind that in 1849 the Californian gold fever raged; a mule train existed across the Isthmus of Panama and within a year steamers were running from Panama to San Francisco, carrying hundreds of passengers going or returning - the hopeful and the disappointed.

At this time Oregon had settlers on the banks of Columbia and Willamette,



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these settlers had in many instances come overland. Of course the Hudson's Bay Company and servants were long previous to this at Fort Vancouver on the Columbia river.

Again, after the Oregon treaty in 1846 Washington Territory was established, 640 acres of land at this time being given by pre-emption to any and every actual settler, so a few went from Vancouver Island. Olympia at the head of Puget Sound became the seat of Government, and Port Townsend (Angeles being defeated) the port of entry for Washington Territory.

As usual the United States government made haste to have a mail route to San Francisco via Panama, and subsequently to Oregon and later to Puget Sound. Mail arrangements of course existed between the British government and the United States, so it will be apparent that Victoria had facilities for communicating other than the annual Hudson's Bay ship. Governor Blanchard came across Panama, but was brought here on *H.M.S. Dover* in March 1850. J.D. Pemberton came soon after but found his way to Vancouver and Victoria without the aid of H.M. ships – but with considerable rough travelling. It may as well be stated now that British Columbia depended almost entirely on the postal service of the United States for letters (but at the same time postal agreements existed between the United States and British governments) until confederation, in 1870, and the construction of the C.P.R.R.

It is unnecessary to take into account the Hudson's Bay brigade that annually crossed the continent from Hudson's Bay to Fort Vancouver on

the Columbia. True, it carried dispatches and letters, but most of these referred to the company's business or private communications between friends in the service.

Of course Camosun (now Victoria) held communication with headquarters, viz. Vancouver. After 1850 these Communications naturally became more and more frequent, J.W. McKay having charge of this service. A canoe would leave Victoria, with or without a Hudson's Bay officer in charge of the Indians, carrying dispatches for Nesqually, where Dr. Tolmie had charge. Tolmie sent the dispatch box or bag on horseback to the Hudson's Bay post at Cowlitz river: the gentleman in charge there would forward it to Fort Vancouver, and thence the letters were sent by any suitable conveyance occurring to their destination. Now, bearing in mind what has been written above, it will be seen that no long time elapsed before the United States steamers were running to the Columbia from San Francisco and vice versa; from San Francisco the route existed to New York and so to Europe. My earliest letters from England bear the dates of 1853 and 1854, marked "via New York and Panama." Probably the government and others long preceded mine. On the one are two one shilling stamps and two penny ones, on the other a one shilling stamp and two penny ones. The letters are written on very thin paper, and the writing beautiful and small, the lines close together to save postage. Such writing one does not see often in these days. These letters were about six weeks or two months on the journey. Here then we have a through mail. Of course later on Victoria became connected with the mail route on Puget Sound. In early days English letters either were post

paid or stamped. Post office stamps came into existence in England about 1845 (sic).

The above system went on for some time. In April, 1657 (sic), the house of assembly on report of a committee, say to the governor, "that the general post office conducted within a public building and letters exposed under conditions which the committee do not deem safe," "They also desire to learn how it is supported." (The letters were kept in Mr. Finlayson's, the Hudson Bay Company's accountant's office until called for) Governor Douglas replied in April 21, 1857, "that means should be provided for initiating a postal service, viz £500 :- £100 for postmaster £100 for post office and £300 for carrying mails."

As usual the legislative assembly returned the stereotyped answer, "no funds," and "further that the letters were so few that they would not pay one-tenth part of the contemplated outlay." At this period the colony consisted of say five or six hundred people, few of whom corresponded. The answer goes on to state, "that the assembly acknowledge the colony to be under great obligations to the Hudson Bay company for the kind and liberal manner in which they have carried gratuitously the letters from the American shores to this Island."

Not withstanding this reply Governor Douglas appointed the first postmaster, namely Captain Sangster, very soon after. The office, a small house in the fort yard built by Mr. Yates and which is now my surgery, having the same identical folding window panes through which the letters were delivered to the applicants, often with a very shaky hand. At this time the canoe

service had been supplemented by a schooner or more, anyhow Jimmy Jones' *Wild Pigeon*, and subsequently the American steamer *Major Tomkins*, who soon came to grief and left her bones at the entrance of the harbor. The Fraser River gold excitement occurred in 1858. Steamers brought passengers, thousands from San Francisco and the Sound. Many acres of ground were occupied by the tents of the miners. After this there was no trouble about mail communication. It must, however, be remembered that from the very foundation of the colony sloops, ships and what not went to Puget Sound for piles and spars to build Wharves in San Francisco. Such vessels often called at Victoria and would pleasantly carry letters. H.M. ships would do likewise. It will be seen then, that the exaggerated report of one mail per annum did not long apply to the colony, although previous to its existence it did so more or less. In all these matters letters had to pay the American postage generally in money. At the time of the Fraser River excitement Wells, Fargo & Co. established an express - virtually in part a post office. They sent or carried letters to all parts of the United States. Envelopes were sold with the company's title on them, but the price is not remembered; anyhow this service was monstrously convenient, and at this time they did most of the post office business. Postage stamps of the colony had no existence, but soon after a supply came, and then Wells Fargo's envelopes had to bear a local stamp. I think, of five cents. American stamps could be obtained at their office. When a steamer arrived, Wells Fargo were the first to deliver and their office was crowded. The name on the letter was called out, and anyone responding, the letter was pretty accurately hurled at him. Of course most men were known.

The 'Pony Express' must not be forgotten. Letters weighing a quarter of an ounce were carried by this extraordinary and wonderful express from California to St. Louis across the continent for one dollar, saving considerable time.

Colonial postage stamps came into existence in Vancouver Island about the year 1861, (1860), a two pence half penny one [Scott #2]. Who ordered them seems obscure, but they were made in England - so perhaps an examination of the governor's correspondence would shed light on the matter.

In 1862 Attorney-General Cary had a stamp act passed through and by the Vancouver Island legislative, but this had reference to stamps of various value, to be put on deeds, conveyances, etc. Apparently this had nothing to do with postage, although probably the five cents Vancouver Island postage stamp [Scott #3 or #5] may have been used for this purpose.



Scott 5, Gibbons 13

The first postage stamp, a Queen's profile, super and subscribed 'British Columbia and Vancouver Island. Two

pence half-penny [Scott # 2]'. Sir James Douglas was at this time governor of the mainland and Vancouver Island colonies; so this stamp seems to have been current in both, for local purposes, and issued about 1861.

In 1865 there are two stamps, viz: of five cents [Scott # 3] and ten cents [Scott #4], superscribed 'Vancouver Island' only. Until 1862 the accounts of the colony were kept in pounds, shillings and pence, but in 1862 Attorney-General Cary had an act passed by the legislative assembly of Vancouver Island allowing or ordering the public accounts to be kept in decimal currency-dollars and cents. Hence the change in the stamps in 1865 to cents instead of pence.

In 1865 British Columbia, that is to say the Mainland colony, had stamps superscribed 'British Columbia' (only) the value marked in pence [Scott # 7]. When the currency law was altered there I do not know, but subsequently these stamps had printed on them in large type their value in cents to obviate and avoid the cost of new engraving plates. The British Columbia stamp had a central V surmounted by a crown, i.e., Victoria Regina.[Scott #s 7-18]. The Vancouver Island stamps had the Queen's profile [Scott #s 3-6].

Each colony now had its own separate stamps, those of the Mainland being more numerous in number and value. This continued until the union of the colonies occurred in 1866, after which only British Columbia postage stamps were used. Those of Vancouver Island being burned according to order, many thousands went up in smoke. The British Columbia stamps continued in use until she entered confederation and

became part of Canada, after which of course, Canadian stamps were used and the postal arrangements those of Canada. To-day the Vancouver Island stamps of 1861 are rare and valuable.

After 1860:- The United States mail steamer came to Victoria once and subsequently twice a week. The San Francisco boat every month or oftener, but by this time she received a subsidy from the colonial government. Of so great importance was this that the continuance of the service became one of the terms of confederation, which terms still exist and will continue. These boats were considered of more importance because they brought passengers and merchandise, in fact immigration boats. I may here allude to the charter of the Hudson's Bay Company's steamer *Labouchere*, but she being wrecked on her first voyage, 1866, was of no effect.

In conclusion, Mr. Wootten

became postmaster and harbormaster in 1861, with Mr. Sparrow as his assistant. In 1863, amongst the accounts the 'postage dues' are put down at four hundred and sixty pounds sterling. It may surprise some to learn that the cost of postage from Victoria to Cariboo in 1863 was four shillings, say a dollar, and up to 1867 to England twenty - five cents.

Fifty years ago, California, British Columbia and the land on the Pacific Coast generally were wildernesses. Now they contain a new world. What will happen during the ensuing fifty years? Verily, there is much history contained in postal evolution and postage stamps, but they only speak to those acquainted with their language. Much of the above has been written from memory.

J.S. Helmcken, M.D.

The second article which appeared on 31 March 1895, will appear in the next issue of 'Maple Leaves'.

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'OHMS' - WHEN WAS IT FIRST USED AND WHY?

Bill Pekonen

The phrase 'On Her Majesty's Service' and the abbreviation 'OHMS' on government mail has been a familiar sight throughout the British Commonwealth for more than 155 years. Additionally, other UPU countries have adopted similar phrases in their own language or terminology to denote the official nature of mail.

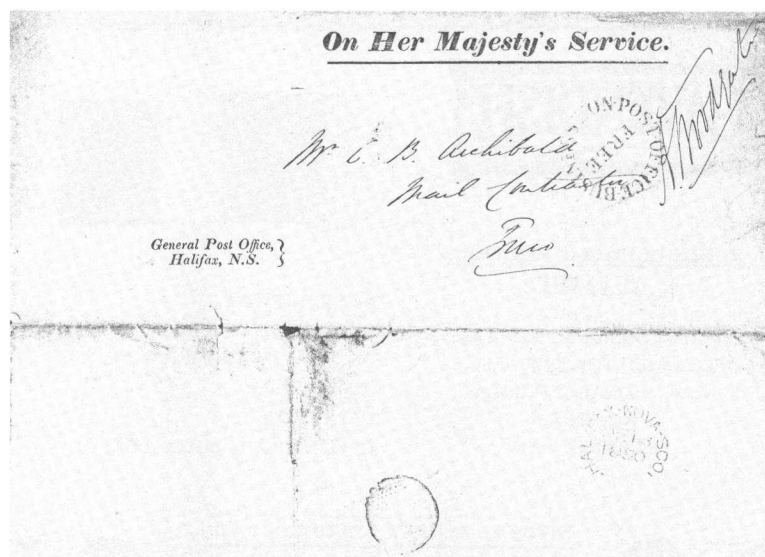
Research into the subject was undertaken about 20 years ago when the phrase was eliminated from Canadian government mail. It has taken many years of digging to find the answers which follow.

The search began with Canadian government covers and then expanded

to cover virtually the whole world.

At first, it was thought that the phrase was eliminated because Canada became constitutionally independent. As time evolved, it appeared that new regulations by the UPU in 1972 prompted various changes throughout the world. It is now thought that the emphasis has been placed upon the 'postage paid' indicia on official mail rather than emphasizing the governmental nature of the mail. There are several exceptions which are not important for the purposes of this article.

The 'OHMS' phrase is so familiar that the obvious question of its' origin is



Post office printed OHMS stationery, sent from GPO, Halifax, NS, in Dec. 1850. Note additional 'Free' handstamp 'ON POST OFFICE BUSINESS'.

seldom asked. When was the phrase (or the equivalent 'On His Majesty's Service') first used? Under what authority was the phrase used?

The answer to the first question is speculative. The earliest appears to be 1817 as it appears on a reproduction of an actual cover. 'OHMS' is used to describe a cover dated 1804 in a 1945 auction catalogue issued by Robson Lowe. It cannot be ascertained whether the initials were used as a classification or if the letters were actually used on the British cover.

The answer to the second question, as nearly as can be determined to date, is the legislation passed by the British Parliament on 24 March, 1832 CAP XV. But the origins of the phrase can be traced back to 1205. The phrase 'in the King's Service' was common at that


time for what was then the equivalent of today's military service.

The earliest official record is the proclamation, issued on 14 January 1583, by Queen Elizabeth I, in which the phrase 'for Her Majesties' Affaires' is used to describe letters of official nature.


Until 22 January 1583, private mail was not acknowledged as being acceptable by 'post-boys' delivering official letters. And even then, letters marked with the phrase 'for Her Majesties Affaires' had to be delivered first before private mail could be processed.

During 1603, James I declared the post office monopoly in the name of the Crown.

Continued on page 18





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THE SIX CENTS SMALL QUEEN REJECTED PLATE

John Hillson FCPS

In the June 1993 issue of 'Maple Leaves' I wrote of the existence of a fourth plate, where before it had been believed that only three Small Queen 6c plates existed, including the twin pane 'Montreal' plate made in 1887. Hans Reiche kindly wrote to me following this article contradicting this finding, but I believe he thought I had assumed that the 'B' and 'C' letters stamped above the top imprints on the '87 plate meant that two separate 'Montreal' plates existed. That this is not so can be seen from further perusal of the article, although it must be said that it is a trap some writers do seem to fall into.

Quite recently the discovery of what is indisputably a fourth 6c plate was made, and the Society is indebted to Bill Simpson who brought it to our attention when he showed a mint block from this plate in the wonderful display he gave us at the Ayr Convention.

Examples from this plate are scarce - it was so poorly made that one might doubt that there was only a need for it to be used because of some short term emergency arising some time in 1873. As individual stamps from it can be easily identified it is well worth looking out for.

The whole plate is characterised by weak impressions, so weak that it seems to have been christened - perhaps over dramatically - the 'Ghostly Head' plate. The weakness is particularly noticeable in the Queen's chignon which lacks much of the normal shading and therefore appears largely uncoloured.

Secondly, the plate itself was not 'cleaned', that is there appears to have been no attempt to burnish off guidelines and extraneous marks which inevitably occur in the making of a printing plate of this type. That is why I believe the plate was rejected, the printers did not expect to have to use it and only circumstances obliged them to do so for a short time. Thirdly, stamps from it are perforated 11 1/2 x 12. And fourthly, the position dot as shown, is located directly under the left numeral and not in the more usual place under the tip of the left corner.



Position dot is directly under the left numeral.

This last feature, the one to look for first, is particularly interesting as I think it gives us a clear indication that it was the second 6c. plate to be

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manufactured in the series. I do not believe as some enthusiasts seem to think, that it represents a sort of signature of the siderographer who made the plate - in fact it is not improbable the same man made all the early Large and Small Queen plates.

To refer to the Large Queen series for a moment; only for two values were more than one plate made. The 3c. and the 6c. were both printed from two plates. The only way to distinguish the 3c. plates is from the imprints; one was Type III, the other Type IV. They were made within two or three months of each other. The plates of the 6c. are similarly distinguished by this imprint difference, but there was a considerably longer gap between the dates of their manufacture, and it may have been felt advantageous to distinguish printed stamps from either plate even after separation from the selvedge, and therefore the imprints. This is the real reason the position dot, I believe, on the second Large Queen plate was placed under the left numeral- only a slight adjustment of the sidepoint bringing it closer to the transfer roll would have been necessary to do this, and when the second Small Queen 6c. was made the gimmick was repeated.

Subsequently plates and panes were identified by the addition of a check letter, or occasionally a number, over the top imprint and there was no further requirement to identify plates other than by that method. It follows that the 'A' plate would have been the third plate to be made, and not the second as supposed before.

As to the period of use; when I saw Bill Simpson's block I suggested to him that the appearance was that of stamps printed in 1873; the perforation in part

confirms this, but so does an example on cover in my possession dated Feb 1874.

There is a theory, held by some, that because the second 6c. Large Queen plate had its position dot under the 'S' of 'SIX', as does this, that both plates were made about the same time. An invoice for a 6c plate *was* dated 30 June 1869, and another about a week later, which does supply superficial evidence for this theory. However it was at this time that the 4 millionth 6c. had been delivered and as we know, the printers were entitled under their contract to charge for a new plate at this point, whether they actually made one or not. There is no rational explanation as to why they should go to the trouble of actually making a Small Queen plate three years before it would be needed or, having made one in 1869, why it was not immediately brought into use, so that there never would have been a need for a second Large Queen plate. As for the evidence of the placing of the position dot.... look at the place it occupies on the first 5c. Small Queen plate. It is in the identical place relative to the lower left corner as on this 6c. plate. It is indisputable that work did not start on that Small Queen until the end of 1875. I see no reason to believe other than the first 6c. Small Queen to be made was that invoiced June 23, 1871, and this rejected plate was not made until the latter half of 1872 at the earliest.

Footnote: Readers may be interested to know that John Hillson's fine article on Recess Printing (ML April 1994, pp229-234) was reproduced in Campbell Paterson's (New Zealand) Newsletter with suitable illustrations of New Zealand stamps.



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FANCY NUMERAL & SPECIALTY CANCELLATIONS
1859 FIRST CENTS ISSUE
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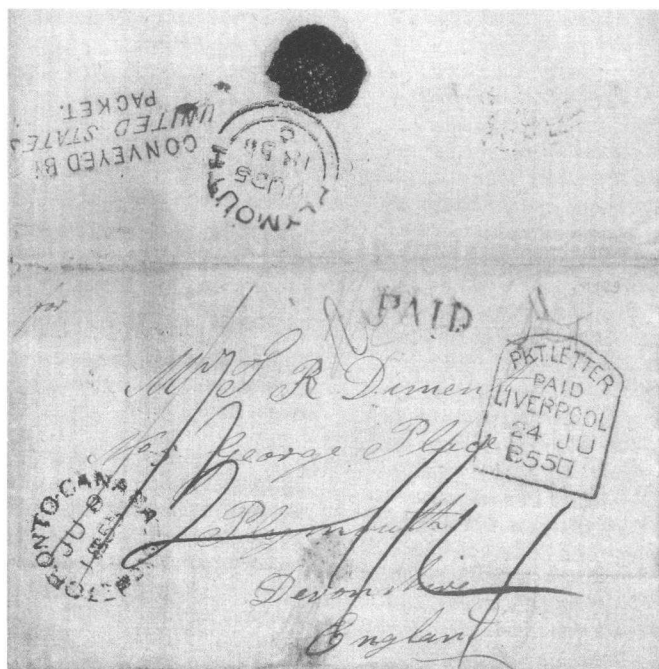
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Readers will appreciate that the following quoted text has not received the benefit of the Editor's hand, hence the somewhat unusual spellings and the longest sentence likely to be found in 'Maple Leaves'.

A UNITED STATES PACKET LETTER, 1855

Dorothy Sanderson FRPSL,FCPS
and Malcolm Montgomery MBE



Letter carried by the United States Packet 'Pacific' during the Crimean War - it bears the distinctive handstamp 'Conveyed by United States Packet'.

The letter illustrated was written at Toronto on 9 June 1855. At that time Cunard Line sailings were still affected by the Crimean War commitment. Some Canadian mail, if so directed, was sent by the more expensive (one shilling and twopence Sterling/one shilling and fourpence Currency rather than eightpence Sterling/tenpence Currency) Collins Line sailings. Such

letters were occasionally marked, at Liverpool, 'CONVEYED BY UNITED STATES PACKET', presumably to explain to the addressee the reason for the higher charges. Not all United States Packet letters were so marked, however, but the reason for the scarcity remains unexplained. The letter illustrated was carried by the Collins Line 'Pacific', sailing from New York

on 13 June and arriving Liverpool on the 24 June, 1855.

*Victoria street, Toronto
June 9th 1855*

*Dear Cousin Thomas R Diment
I received you letter this day containing the painfull intelligence of the lost of my dear father the stroke is not so hard as I was prepared as it ware to here of the sad news for this day three week twelve months since my mother died and the news of the lost ship was received at toronto I did not know that father was coming in the John but when I read of the lost of the John something told as much that he was on board and I though he would have no chance of being saved and I was troubled a good deal for two weeks waiteing for more particaler and when I received the news paper with the account of the wreck and stateing that father was saved I weep for joy but I was still doubtful of his safety I haste to answer your letter, (and it is as much as I can do) as the mail leaves here on monday morning and as I wish for you to leave nothing undone, as it is a long way from toronto to the wreck as it would be useless for me to come and I am confident that you will attend to it and I hope his body as been picked up before now, and will be intered but I should like if he was buried in beer* church yard by the side of my sister Mary Elizabeth and if you get his money I should be very glad if you would do it and have a common stone to mark the spot and if you dont get the money that he had on him I think the owners of the ship can be make to pay his passage money back and with it mark the spot where he is buried but I should think that the owners can be made to pay all loss I do request that you will do as much as lay in your power and go as far as the law will carry it to accomlis the same and if you required any money to do it write directly and I will send you forty*

pounds if it is required and I heartily wish that the Captain will get what he deserved for his negligence I hope this will find you all in perfect health my health is good thank God for it give my kind to your mother and sister and Mr Harvey also Aaron and wife and family, and accept with kind love and well wishes and I shall be ever thankful to you and still remain your affectionate cousin

Henry Hornbrook

PS I shall expect a letter soon.

**A town in Devon.*

'OHMS' - Continued from p.12

During 1665, the use of the phrase 'for his Matis Service' is mentioned as being used on a letter. ('Matis' is an abbreviation for 'Majesty's').

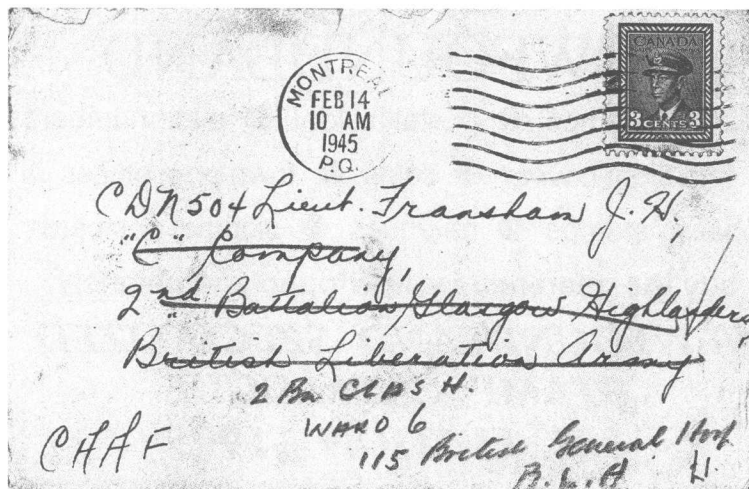
The phrase 'in His Majesty's Service' is noted on a new map of the Province of Quebec drawn by a military officer during 1763.

On 1 May, 1764, the phrase 'Upon His Majesty's Service' was introduced in 'An Act for the Preventing Frauds and Abuses in relation to sending and Receiving of Letters and Packets free from the Duty of Postage'. The same phrase is repeated in 1802 legislation.

It appears that at some time between 1802 and 1832, the word 'On' replaced the word 'Upon' in actual use. Because research material is not readily available, it has not been determined if the word 'On' in the phrase was used in practice before or after it appeared in permitting legislation. Someone, somewhere, may be able to provide clues which can be used to solve this puzzle. It is hoped that some reader in Britain can help to solve the date gap or provide photocopies of covers using OHMS between the above dates or earlier if such exist.

FIFTY YEARS AGO - JANUARY 1945.

Kim Dodwell



By early 1944 Britain had been at war for over four years and was running short of junior infantry officers who, in battle, bear a disproportionate share of casualties. Fighting in Norway, France, the Far East, North Africa, Italy and elsewhere had taken its toll; also Britain had provided thousands of young officers for the rapidly expanding Indian and African armies. The reserve supply position was unsatisfactory for the months of grim struggle certain to come after the landing in N.E. Europe.

In Canada the situation was the opposite. Apart from Hong Kong, Sicily and Italy, the army had suffered no casualties, and its officer reserve was intact. Their infantry battalions waiting impatiently in England were at full complement, as were the numerous Reinforcement Units. For officers still further back in the system, it was even more irksome, and when the two governments brought out a scheme to alleviate the situation, there was no lack of volunteers.

Under the 'CANLOAN' Scheme, 622 Canadian junior officers were posted from Canada to British infantry battalions then waiting in England for the invasion of Europe. A few went as Captains but most were Lieutenants (some even voluntarily dropped rank to gain inclusion). Many British battalions ended up with two or three Canucks commanding platoons. The scheme was a great success. Nearly all who were transferred acquitted themselves very well; many earned decorations in battle - sadly, many became casualties. There was reciprocated rapport with the British soldiers, who appreciated their lack of formality and easy leadership; many British Army regimental histories pay willing tribute to their qualities.

The cover shown is to a lieutenant with the 2nd Glasgow Highlanders, a territorial battalion then in the 15th Scottish Division. From the date of posting it is most probable that he had

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been wounded on 15/16 February, when his battalion suffered heavy casualties in the clearing of Moyland Wood, during the muddy, bloody struggle that was the battle of the Reichswald. Appropriately, the 15th Scottish were temporarily part of Gen. Crerar's First Canadian Army for this battle, and both the 2nd and 3rd Canadian Infantry Divisions were to be involved in the clearance of Moyland Wood before it could be completed.

For the postal historian, mail to and from 'CANLOAN' officers is easily

distinguished by the letters CDN preceding a number that is never more than three figures, but in spite of this, it is rare. The late Bob Wyse of Ontario published a study of the subject, based on a single family correspondence, but apart from this the only covers I have seen are that illustrated here and its sibling (which went to Bob). I found them at a very small stamp fair some ten years ago, priced at £1 each! It would be interesting to know if other members have more CANLOAN material in their collections.

THREE CENTS CARMINE ADMIRAL

Hans Reiche FCPS

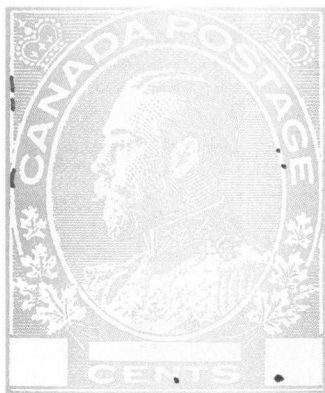


Fig. 1

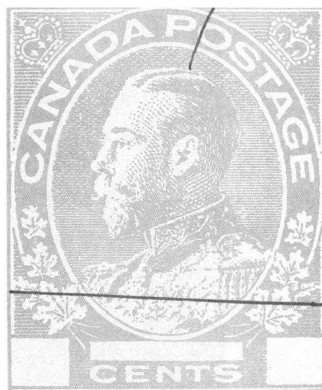
Amongst a lot of 3 cents carmine Admirals a few constant but minor varieties have been noted. From Die I the left side shows some minor re-entry opposite C and N of Canada. A dot is located in the 'N' of 'Cents' on another one and a third shows a large dot in the right box (Fig 1). The two scratches in the 'S' of 'Postage', already recorded by Marler, can be seen in (Fig 2). Die II

shows a curved line through 'O' of 'Postage' and a sloping line at the bottom of the design (Fig 3), as noted in 'Canada, The Admiral Flaws'. More than one copy of each has been located.



Fig. 2

Fig. 3



FIFTEEN CENT LARGE QUEEN: CONSTANT VARIETIES.

Fred Fawn

PLATE SCRATCH.

A remarkable horizontal flaw in the upper margin above 'CANADA' can be observed on 15c Large Queen stamps of various printings and shades (Figs. 1 & 2). Its position was quite readily identifiable, it is the stamp to the left of the 'Pawnbroker', i.e. Position 9. It is a constant flaw, as seen on a complete sheet of 100, as well as on a number of blocks from different groups (Fig3).

Fig. 2



Fig. 1



Fig. 4



Fig. 3



PLATE CRACK Position 65.

A distinctive line, almost horizontal, can be observed at the left frame (Fig.4). The length of the line is approximately $1\frac{1}{2}$ mm and it cuts right across the frame lines. This variety has been described in an auction catalogue as a

constant plate crack. I have seen examples from different printings, however, and wonder whether all printings contain this variety? Members are asked to report on similar findings.

A TORONTO No 1 OVAL CANCEL Geoffrey Whitworth FRPSL, FCPS.

The note on this cancel found on page 315 of the August 'Maple Leaves' brought two members to Convention at York with items from their collections to explain this mark. John Reynolds has a similar folder and Fred Marvin has a number of strikes on 1 cent and other stamps.



Like the one described, John's folder is of the same texture with the seal at the back still intact. The Massey-Harris address is in the same purple ink but the strike is not as smudged. 'Toronto', '1' and '-NT' could be identified. The oval measures 35 mm or $1\frac{3}{8}$ inches in width and appears to have been made in rubber. We concluded that it is the mark recorded by Jarrett as No. 193. The 1882 half cent stamp is well printed in deep black ink suggesting an early use, say 1883 to 1885.

What could have been the use of these frail folders? Half cent, for under

1 oz. in weight, cancelled in Toronto and addressed to CITY. It must have been for local delivery. One suggestion is that Massey-Harris, an agricultural machinery maker, sent out catalogues to known customers including an order form and self-addressed, prestamped and precancelled folder for the return of the order. Would the simple 'Massey Harris Co, City' address suffice for the post office staff? Massey Harris must have nursed its suppliers if it sent out cheques to clear a statement and also included this folder to return the receipted statement.

Whatever the original use, could it be that they are prestamped, precancelled folders that became a surplus in the Massey-Harris office? Perhaps the items we find on the philatelic market today are remainders and have never been through the postal circuit. Other items bearing this cancel were all addressed CITY and rated at 1 cent and dated up to 1897 when the impression was very blind. All indicated bulk cancelling with a hammer that was wearing away and would soon require replacement.

Editor's Note: Stan Lum has also confirmed he has a Massey-Harris wrapper with $1\frac{1}{2}$ SQ cancelled by the 'Toronto 1' parcel oval.

HELLO . . . I'M THE NEW BOY!

Jim Smith

My membership number is 2700, so the ink on it is hardly dry; but I decided to go to the York Convention, even though I knew I could only stay until the Friday morning.

Not knowing a single soul, it was naturally with some trepidation that I entered the Swallow Hotel and looked for a group which might be mine. I needn't have worried! I was shortly chatting over tea and biscuits with a South African member, others introduced themselves and I soon felt as if I had known them all for years. We were each given a large envelope as we checked in, containing amongst other things a name card in admirably large print (they all wore theirs as well throughout the whole conference) a comprehensive programme of events for philatelists and for non-philatelists and a list of all those attending, so I could sort out who was who from my Membership List.

My specialized collection has been moribund for many, many years - about 400 copies of one stamp - but these people have got me going again, just as I had hoped. They told me the dealers and auction houses best suited to my needs and their massive learning and knowledge was entirely outweighed by their friendliness and helpfulness: they were all just full of shining enthusiasm and some of it has rubbed off on me!

The three displays I saw were all top flight, they all contained things useful to me in my own specialisation and gave me thoughts on new angles - did you know there is a powder that cleans up covers and checks foxing? But

as one member said to me, "You know more about your specialization than I do, so I can learn from you." That was the spirit of the whole convention.

On the Thursday afternoon philatelists and non-philatelists went together to Castle Howard for a most enjoyable outing. As I left on the Friday morning they were all piling into a minibus to go to a local Stamp Fair, looking as excited as I did when I got my first XLCR packet. I also missed out on further displays, the Auction and the Banquet, though I did ascertain for future occasions that dinner jackets or suits are equally acceptable for the Banquet - it's about 50/50 - so I pass this on to you.

I feel that I have made a hatful of friends who will enrich the rest of my life. I got home so aglow on the Friday that my wife Julie is coming with me to Bournemouth next year - why don't you pencil it in now?

See you there!



Happy winner Bill Topping, with Secretary Tom Almond.

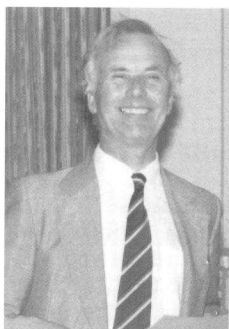


1



2

CONVENTION CAVALCADE



3

1. New Fellow, John Wannerton, signs the Roll.

2. Dr John Gatecliff shows it's fun being president!

3. Another happy winner - Frank Laycock.

4. Special agent from Toronto - Wayne Curtis.

5. Collectors great and small - Leigh Hogg and Stan Lum (The Yellow Peril)

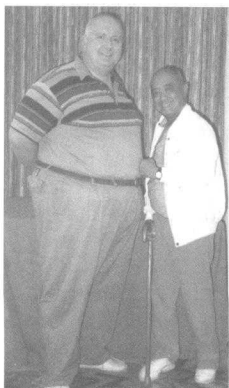
6. Sandy and Marjorie Mackie.



4

5

6



SOCIETY NEWS

FROM THE PRESIDENT

The 1995 Convention will be held in Bournemouth at the Suncliff Hotel, from Wednesday 20 September to Saturday 23 September. The hotel, situated on East Overcliff Drive, overlooks the sea; has very good facilities, with indoor swimming pool and convention centre. The rates are very attractive and I hope the Convention programme and general facilities of Bournemouth for the non-philatelists will attract not only regular attenders, but encourage others to come and see what Convention is all about.

Booking forms will be included with the April 'Maple Leaves', and I hope a number of our overseas members will consider attending. There is a coach service from London (Victoria) to Bournemouth that calls at Heathrow and a daily coach service from Manchester that would be suitable for overnight trans-Atlantic passengers into Manchester Airport.

John Wright has kindly agreed to act as Auction Manager. He already has over 100 lots and I am sure he would welcome others. John's 'advert' concerning the auction appears elsewhere in this issue.

Finally, a number of matters raised at the last A.G.M. in York were left for the Executive to consider before the 1995 A.G.M. Please read the Secretary's notes on the ordering of the Society's finances; we do wish to have your views available for the next A.G.M.

WESSEX GROUP

Members brought along 'new

acquisitions' and they produced a wide and most interesting variety of material, which gave rise to lively discussion. Perhaps the most dramatic was Judith Edwards' variety of Newfoundland SG294 (450th Anniversary of Cabot discovery). Despite having been reported several years ago, it is still believed to be the only copy known. Perhaps Judith can be persuaded to report on it in due course. Apart from this, it can safely be said that all members saw some items of BNA philately which they had not previously encountered.

FROM THE SECRETARY

The Packet and Covermart

Please contact Hugh Johnson or Malcolm Jones respectively if you wish to receive the Packet or the Covermart List. Their addresses are to be found inside the back cover of Maple Leaves. If you thought that you were on their lists, but you have not heard from them for some time, please send them a reminder of your interests. Without your support they cannot succeed so please send them your spare material to help increase their sales.

Review of the Society's Finances

The Executive is to review the financial policy of the society and report back at the Bournemouth convention. Topics to be considered include the level of society reserves, investment policy, funding Conventions and subscriptions. Please send your comments upon these, or any other financial issues, to the Secretary as soon as possible.

The Annual General Meeting

The following is a summary of the main points from the 1994 AGM which took place at the York Convention. Copies of the minutes and the latest accounts are available from the Secretary.

Secretary Tom Almond reported that, although the membership continues to fall, new members appear to be staying with the Society. He thanked John Gatecliff and Wayne Curtis for their sterling efforts in collecting subscriptions.

Subscription Manager John Gatecliff reported that collection procedures are working well and that sales of back copies of Maple Leaves continue to bring in money for Society funds.

Librarian Colin Banfield reported that borrowing increased over the previous year, that the library continued to grow and that a new library list will be required in 1995.

Editor David Sessions expressed concern about the cost of producing Maple Leaves. The answer probably is to move to Desk Top Publishing, with which he is not conversant. This would cause a fall in quality and raise problems when a new editor has to be found.

The new Packet Secretary Hugh Johnson and the new Covermart Manager Malcolm Jones each gave an encouraging report. Sales so far have been good, but a consistent supply of material is needed to sustain the operation.

Handbook Manager Derrick Scoot reported that he had sold 35 books and 5 binders.

The outgoing Advertising Manager, Ged Taylor, reported that as no volunteer came forward at the last convention he remained in office. Income from trade advertisers and members' classified advertisements fell significantly. Contact has been made with the Advertising Manager Designate and handover will take place soon after Convention.

Treasurer Alan Salmon reported as follows. The society made a small surplus in 1992/93 and a reasonable surplus is forecast for 1993/94. A Members Handbook and an anniversary edition of Maple Leaves will be produced in 1994/95 and 1995/96 respectively, causing extra expenditure. It is hoped that the revival of the Packet and a vigorous effort on advertising will produce an addition to Society income.

The Treasurer also reported that the Committee recommended that the Full Member Rate should be increased to £12, with a £1 reduction on subscriptions received before 1/1/96. In addition the Committee recommended that the Life Membership rate should be based on 15 years' subscriptions rather than 18.

Much discussion ensued on the rates, the policies to be followed when setting them and the Society's investment policies. The proposed rates were not voted on. Therefore the 1994/95 rate of £11 will continue for 1995/96.

The Executive was asked to review the Society's financial policy and report back at the next Convention.

President-elect Arthur Jones announced that the 1995 convention will be held at the Suncliff Hotel, Bournemouth between 20 and 23

September and that the half-board rate will be £45.

The Secretary reported that several members had expressed misgivings about the current practice whereby charges for meeting rooms were passed on to those who were staying in the convention hotel. In essence there are two choices, either the costs could be met by attendees or they could be met from Society funds. After much discussion an informal poll indicated that the members present were 2:1 in favour of costs being met by the Society. This is not representative of the views of the membership at large. The Executive was asked to investigate this matter and to report back at the Bournemouth Convention.

Mr Stalker produced a revised version of the Competition Rules which would be published in Maple Leaves to enable members to make comments.

In response to a question, the Secretary reported that, under rule 27 (as amended) "The Executive shall have the right to expel any member without cause assigned"

The Secretary reported that Mr Jack Henderson of Perth had offered a silver trophy, to be called "The Henderson Quaich", to the Society. Discussions were being held with Mr Henderson and Mr McLaren to determine how the trophy should be used.

The following Officers were elected at the AGM:

President - South 1994/95

Mr A E Jones

Vice President - South 1997/98

Vacant

Chief Executive

Mr A E Jones

Secretary

Mr T E Almond

Treasurer

Dr A Salmon

Committee Member - Scotland

Mr J C McLaren

Committee Member - North

Mr N G Prior

Committee Member - South

Dr D Sanderson

Officers elected by the Committee are listed in the 'Maple Leaves' officers panel.

The re-appointment of Mr J C McLaren as Auditor was unanimously approved by the meeting.

On behalf of the Fellows, John Hannah reported that the recommendations of the Fellows committee that Mr G E L Manley and Mr J Wannerton should be elected Fellows of the Society had been accepted by the Committee.

The Secretary announced that the competition and trophy winners were as follows:

Class 1

1st W E Topping

Japanese Relocation Mail 1941-45

2nd M B Montgomery

Fined Mail from BNA

Class 2

1st London Section

2c Rates of Canada 1871-98

Class 3A

1st B T Stalker - Postmarks of the Ontario, Simcoe and Huron Railroad

2nd F Laycock - Used varieties and rates of the 5 cent Beaver

CONVENTION AUCTION 1995

The Annual Auction will be held on Saturday 23 September, at the Suncliff Hotel, Bournemouth.

All lots should be sent to John Wright, 20 Parkside Crescent, Surbiton, Surrey KT5 9HT, to arrive not later than 31 March, 1995. This date must be adhered to in order that the catalogue may be prepared for despatch in good time, especially to overseas members. Only BNA material is acceptable and lots should be accompanied by a brief description and estimate (preferably £5 and upwards). Any reserve should clearly be stated at this stage. The Society charges 15% commission; there is no buyer's premium.

Single stamps and small lots should be suitably mounted on small cards. No responsibility can be accepted for loosely mounted or badly packaged material.

Class 3B

1st R Bayes - Booklets and panes of the Admiral issue
2nd A E Jones - Centennial 6c orange definitives 1967-73

Stanley Godden Trophy
M B Montgomery

Bunny Cup
W E Topping

Admiral Cup
R Bayes

Lees-Jones Trophy
A E Jones

Members Trophy
G A Wallace

Aikens Trophy
H W Harrison - Article on Octagonal Registered markings

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Annual subscription, due on 1 October, 1994, £11.00, payable to the Society, to Dr John Gatecliff, Subscription Manager

The dollar equivalents are \$22 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.

CHARLES KING

Colin Banfield has sent us this appreciation.

Our friend Charles King passed away on 16 August, shortly before our Annual Convention at York. He was one of our longest serving members, being no 482; he joined the Society in 1950 when resident in Glasgow.

Charles was a keen and active member and brought the organisational skills he acquired in his business life to the benefit of the Society.

He served as President in 1981 and during the time he was Publicity Officer, 1990-93, he organised a large display of members' material at the October 1990 STAMPEX and a trip to the British North America Philatelic Society Convention in Vancouver in 1991.

In 1993 he was elected a Fellow in recognition of his services to the Society.

We in the London Section will especially miss him; he very rarely missed a meeting and always supported the subject of the day with material from his collection.

Besides his love of BNA philately Charles was a keen golfer and at the time of his death he was Chairman of his club's Centenary Year Celebrations at Purley Downs in Surrey. Despite his illness Charles travelled to Poland in 1994 for a re-union with those who had been fellow prisoners of war some 50 years ago.

Our Society is poorer for his passing and we all extend our sympathy to Betty and their family.

FORTHCOMING EVENTS

1995

Jan 16 - London Group - Pre-stamp covers

Feb 2 - Wessex Group

Feb 20 - London Group - invited display Royal Tour 1939
- David Sessions

Feb 28 - Mar 5 - Spring STAMPEX

Mar 20 - London Group - Slogans

Apr 10 - London Group - Beaver Cup Competition

May 15 - London Group - AGM

- Subjects A,B & C.

May 25 - Wessex Group

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

September - MOSCOW '97, Russia

Details of London Group meetings can be obtained from Colin Banfield: 081 500 5615 (Home) or 071 407 3693 (Office). Wessex Group details from Dorothy Sanderson: 0794 523 924.

REVIEW OF RULES FOR COMPETITIVE DISPLAY

When reviewing the Constitution and Rules of the Society in 1991 it was recognised that a review should be undertaken of the format, rules and awards of the Convention competitive display. Three years later, after several informal soundings, some draft proposals were circulated for comment at York.

It is proposed to replace the present four classes (Research/Study, Group entry, pre 1911 display, post 1911 display) by two classes, one covering the issue, production and particular use of stamps, the other covering the postal system and postal stationery as follows:-

Class 1

Stamps and Rate Covers of specific stamp issues including blocks, plates, booklets, essays and proofs, perfins, precancels, fakes and forgeries.

Class 2

Postal History, Stationery and Post Cards; including postal routes, postmarks, cancellations, registered covers.

Each exhibit should not exceed 16 sheets and there should be no distinction between individual and group exhibits.

Diplomas should be awarded to the best two (and exceptionally three) exhibits in each class.

Trophies should be awarded, at the Judges' discretion, as follows:-

Godden Trophy -

best exhibit in the 'Classics' period (prestamp and Victoria).

Bunny Cup -

best exhibit in the 'Kings' period.

Lees-Jones Trophy -

best exhibit in the 'Elizabethan' period.

Admiral Cup -

best exhibit from the 'Admiral' period (1912 - 1927).

Members Trophy -

best exhibit by a member not previously awarded any other trophy or cup.

Henderson Quaich -

best exhibit of original research.

Note: The Founders Trophy will continue to be awarded for original or intensive research, not necessarily a competitive exhibit, by a Judging Committee comprising the President, immediate Past President and the Fellows. Similarly, the Aikins Trophy will continue to be awarded for the best article of research into BNA philately printed in 'Maple Leaves' during the period since the previous Convention.

Marking scheme for all classes:-

Originality of work or study 30%

Completeness of exhibit 25%

Presentation and notes 20%

Condition (with regard to rarity) 20%

Judges' discretion 5%

Secondly, some other issues:-

- (i) At present, only amateur collector members of the Society are eligible to compete in the Convention Competitive Display. Is this restriction appropriate in today's circumstances? Several of the

Society's most ardent supporters would probably fail to qualify against a strict definition of 'amateur'. Rather than attempt to distinguish between various shades of grey, it may be better to delete this rule.

- (ii) Should photographs or photocopies of exhibits be eligible for competitive display? This issue is creating some interest in North America and one of our American members tested the water by submitting a colour photocopy exhibit at York. There are wholly legitimate reasons, in terms of security and avoidance of Customs & Excise problems, for overseas members to explore that approach to exhibiting. From the domestic members' viewpoint there is an opportunity to see exhibits which otherwise would not be presented. The fundamental issue is whether or not photographic or photocopied exhibits can be judged on an equitable and comparable basis to original material, particularly with respect to condition. On that basis alone, the 'pioneering' exhibit at York was displayed as a non-competitive entry. Other aspects of this issue could include:-

Is the exhibitor the owner of the original material?

To what extent have the reproductions been enhanced?

Do you judge the quality of the reproduction and/or the perceived quality of the original?

Should black and white reproductions or only colour be permitted?

Finally, would there be sufficient

interest and sufficient entries to justify introducing a 'Reproductions Only' class to the competitive displays? If so, why restrict it to overseas members?

Comments on the proposals for changing the competitive classes and on the other issues are welcome. Please address specific comments to Brian Stalker, Glaramara, Upper Bryn Coch, Mold, Clwyd CH7 1PU. In addition, members may wish to air their views via 'Letters to the Editor'. All comments received before the end of May will be consolidated into a feedback article for publication in the August 1995 issue of 'Maple Leaves' and passed on for consideration by the Committee.

Please note, the competitive displays at this year's Convention will be conducted according to the current Rules.

CLASSIFIED ADVERTISEMENTS

Now available - Webb's Postal Stationery Catalogue of Canada and Newfoundland, 6th Edition. Recent discoveries; revised prices. New sections include regular and private order Special Lettermail and Priority Courier Envelopes, Canada Post Special Event Envelopes and postcards with private perforations or roulettes. £9.50 from the Handbooks Manager (see back cover).

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LETTERS TO THE EDITOR

Horace Harrison

REGISTERED R.P.O. MARKS

A typo crept into my R.P.O. listing, which appeared in the August 1993 'ML' (p125). RG-33 should read: 'St Clair Branch of the Canada Southern Railway'. The slip was caught by member Gerry Carr.



Here is a new discovery, which becomes an addendum to page 127 of the same article: Southern extension of the Wellington, Grey & Bruce Railway. RG33A; 500*; 1876.

Bob Bayes

ADMIRAL SHADES

In reply to Mr Rosen's letter in the October issue, differences of opinion are to be expected from articles such as this. I'm sure there are as many opinions as there are collectors but I would argue that shade had nothing to do with the price realised, rather the fact that the block was unhinged, well centred and had complete lathework. Colours are not perceived identically by the human eye, each person sees colours in a slightly different shade and in extreme cases only in shades of grey.

Regarding the price realised, I can only say that philately is a hobby where one buys retail and sells wholesale.* I

can only hope Mr Rosen is still of the same mind when I choose to sell my Admirals!

I have enclosed laser copies of twelve pieces of lathe design on the five cents violet and would be most happy if a consensus could be reached as to the shades present.

**Editor's note: one must assume Bob is speaking here of collectors and not dealers, otherwise there would be no dealers! The colour laser copies are splendid but we do not run to colour reproduction so I am not tempted (fortunately) to hold a referendum!*

J. Colin Campbell

MYSTERY RAILWAY MARKING

I should like to ask readers if they have seen this 'postal marking', or similar, from another railway station in Canada.



The marking appears to read:
TRANSFER AGENT
RICHMOND jc't
AM
*OC 12
97

*The 'OC' indicia are reversed and inverted.

Quite possibly, at the foot of the circle, is the abbreviation P.Q. or QUE, I cannot be sure. Enough is shown, however, to enable readers to determine whether they have seen it, or something similar, before.

Dean Mario

SHOW STOPPER

I was most interested to read Y.P.'s examination of the 'show-stopping' fake D.L.O. cover (October 1994) and thought that a few comments on it worth sharing with the membership.

The cover in question was sold at auction in March 1994, through a Montreal auction house. It caught my attention immediately, the back page colour illustration was very appealing. It was estimated at Cdn \$1200! I was

unconvinced as to its authenticity initially because of the rather odd straight line 'D.L.O.' marking. A quick check with both Jarrett and Boggs confirmed my suspicions - the strange marking was unlisted and probably a forgery. Y.P.'s further examination of the Officially Sealed stamp certainly condemns it to where it belongs: a wonderful fake!

I placed a ridiculously low bid, along with comments concerning my suspicions. Obviously these were not contemplated by the auctioneers (along with thoughts, perhaps, of "who is this upstart, anyway?"). The cover sold for \$275 + 11% buyer's premium. I salute Y.P. for bringing this cover to the membership's, and the public's, attention. It's a nice fake, but that's all it is. I echo Y.P.'s proverbial reminder 'caveat emptor'.



THE POSTAL HISTORY SOCIETY OF CANADA INVITES APPLICATIONS FOR MEMBERSHIP

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Ron Winmill

CANADIAN STAMPS IN THE BOER WAR

I read with great interest the article by Dr Frank (June '94, pp279/80). In it he says, "Stamps of Canada, New South Wales and India have been noted so used". While I concur with all his comments, I should like to mention that I have recently been offered an example of the 'Penny Universal' of New Zealand, on a small piece, duly tied by a civilian postmark. Perhaps this stamp was cancelled on arrival in South Africa, having been missed in New Zealand; who knows?

While I cannot be dogmatic, I would suppose that the use of any Canadian stamps by the army in South Africa was tolerated (possibly philatelic) but not authorised. Over the years, I have perused thousands of pages of PMG Reports, newspapers, O.I.Cs and other documents of the era. I have never seen a reference to the practice of employing Canadian adhesives abroad, by the army, being acceptable. However, I stand to be corrected on this point.

Phil Grey

H.M.H.S. LLANDOVERY CASTLE

Colin Campbell's interesting article in the October issue prompted me to look up my Union Castle postcards and records; there I found a postscript to the story.

In 1921 the two U-boat officers who shot at the lifeboats and killed

most of the occupants, after sinking the Llandovery Castle, were sentenced to four years' imprisonment; the submarine commander, Patzig, had disappeared before the trial.

The Yellow Peril

REVERSED YUKON AIRWAYS PROOF

Now that it is established that some of those reversed proofs are forgeries, and until there is evidence or an acceptable explanation that the reversed genuine proofs are legitimate, I shall continue to sell them all as forgeries. Whether forgeries or otherwise they trade for the same amount of money. Moreover, it is far better that a buyer subsequently discovers that the forgery he or she has acquired turns out to be the real thing.

The unanswered question, however, is, "why should a proof be made in reverse?" Another intriguing point is, "when will proofs in the obverse be appearing?" They may be neither 'not illegal' nor difficult to produce.

Editor's note: Lloyd Banner spoke at length to W.H.Jordon, designer of the Yukon Airways stamp, and presumably Jordon did not find the existence of the reversed proofs extraordinary. Banner states that five impressions of the die were taken on transfer paper, then transferred to the litho plate. This was repeated ten times until 50 impressions were on the plate. The original dies would therefore have been 'positive' and produce a negative image on the transfer paper, proofs pulled direct from the dies would therefore presumably be 'negative' i.e. reversed.

AMENDMENTS TO MEMBERSHIP to 18 November 1994

New Members

2704 Walker A M, 27 Chertsey Road, Windlesham, Surrey, GU20 6EW.

CR2-CGG, PC, PS and SOA.

2705 Mouser D C J, Boscombe Collectors Centre, 726a Christchurch Road, Boscombe, BH7 6BZ.

Reinstated

2698 Edwards P, 243TutburyRoad, Burton-on-Trent, DE13ONZ.

2611 Warr K J, Westmere, Upware Rd, Upware, Nr.Ely, Cambs. CB7 5YQ,

Resigned

1594 Asbury L Col. W B.

2678 Ireland D A

2545 Bowen, D

2534 McGregor, C

Deceased

2626 Noble, Brian (removed unpaid in October ML) 190 Smith George W 253 Harper, GB

Removed from Membership - Unpaid Subscription

2481 Nicholson Arthur G (gone away, address unknown)

Change of Address

2304 Bartlett, David W, 76 Burnham Parkway, Morristown, 07960-5003

2369 Bayley, Richard C, change postcode to 'SO16 6RY'.

2648 Brown, L J, 85 Fir Park, Tillicoultry, Clackmannanshire, FK13 6PJ.

2606 Cartwright B M, 26 Borkum Close, Knights Enham, Andover, Hants, SP10 4LE.

1840 Firby, CG, Replace 'Suite 200' by '# 107'

2655 Glover DS,33 Lytcott Drive, West Molesley, KT8 2TJ

2088 Griffin R D, Correct Post Code to 'BS12 2YJ'

2656 Library of Congress, Order Division, Serials Receiving, Washington, D.C. USA 20540-4140

2313 Moffat Christopher A, 6 McCallum Grove, Kittingh Glen, East Kilbride,

Glasgow, G74 4SJ,

2467 National Archives of Canada, Canadian Postal Archives Section, 395 Wellington Street, Ottawa, KIA ON3.

1897 National Library, 395 Wellington Street, Ottawa, KIA ON4.

1552 Paterson W R, PO Box 5555, Auckland 1036, New Zealand.

2700 Smith J H, Delete third initial 'D'

2674 Thompson, R, amend 'Gauchetiere' to 'Gauchetiere' postcode is H2Z 1Y2

1373 Wannerton J W T, Add 'F.R.P.S.L. F.C.P.S.'

2480 Warr, B C J, 230 Frecker Drive, St Johns, Newfoundland, A1E 5L4

1676 Woodland P E, Delete 'F.C.P.S.'add 'F.R.P.S.L.'

Change of Interest

1810 Almond T E, Add 'F'

1040 Charron J J, Add 'LC, PA'

806 Hillson N J A, Replace existing by 'CL, CS and CGC'

1823 Prior G N, Delete 'C.P' add 'NWT,YUK'

1599 Reilly N A, Add 'CG-CGG, A, BS, FDC, FF, PBL and PPC'

1870 Salmon Dr A, Delete 'Numerals'

1373 Wannerton J W T, Replace existing by 'C, NWO and N'

Revised Total 474

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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

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Vol. 24 No.2

April 1995

1918-1993

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MAPLE LEAVES

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EDITORIAL

Already we are looking forward to another convention! With this issue will be a booking form and competition entry form. Members who have not previously attended are urged to come along and join in the fun. If you can only make it for one day, then try a free sample - there's no registration fee!

Arthur Jones, our President, has provided an attractive programme, details will be found in his notes so you can see exactly what's on offer. Your attention is drawn particularly to the Thursday morning session; this should provide enough variety for anyone, but only if **you** bring along a few sheets.

This issue sees the final instalment of Kim Dodwell's epic series on World War II. As Editor I thank Kim for producing an article per issue, on time,

without fail, for the last five years. My plea for someone to round off the series with memories of the continuing war in the Far East has fallen on deaf ears, unless someone is beavering away and hasn't mentioned it!

The Canadian Aerophilatelic Society has a number of flown covers (1971-1994) in stock; in some cases only one or two covers remain. Interested members can obtain details from Dick Malott at 16 Harwick Crescent, Nepean, On, Canada K2H 6R1.

Congratulations to Bill Topping on being appointed special representative to Canada for the Royal Philatelic Society, London and to Cliff Guile on his appointment as Canadian Commissioner for PACIFIC '97 in San Francisco.

A good researcher takes nothing for granted. Bill Topping here makes a controversial case for the source of a scarce B.C. flag cancel.

VICTORIA, B.C. FLAG - AUGUST 1901

Bill Topping

The Victoria, British Columbia, Provincial Exhibition flag cancellation of 1901 is one of the most elusive and controversial cancels from British Columbia. The short life of the cancellation and a lack of information has led to much speculation. There are those who contend it was produced by a roller, a rocker, a rubber stamp or a rapid cancelling machine.

Little has been written on this elusive cancel. The first listing appears to have been in A.L. McCready's 1945 edition of 'Canadian Flag Cancellations' (p.7). In 1953, Roger Nairne, a well known Victoria stamp dealer, in a report in 'Popular Stamps', describes his discovery of a copy of the flag cancel which he describes as a roller type and then refers to it being produced by a machine (p.5). Nairne then goes on to state "that the cancellation was made by the same firm that turned out the Toronto Flag about the same time" (p.6) which was the Canadian Postal Supply Co., promoters of the Bickerdike machine. He adds "To bear this out, Mr. Goodale has lately made the remarkable discovery that the brass roller is still in existence in the P.O. Archives at Ottawa!" (p.6). Unfortunately searches carried out in the 1950s by Gerry Wellburn and other leading collectors of British Columbia material have failed to produce the brass roller or any reference to its existence in the Archives. In the view of Mr. Wellburn the reported roller did not exist. Ed Richardson's 'The Canadian Flag

Cancellation Handbook' describes the instrument as "a hand roller of awkward size and shape and difficult to use." (p.32) and suggests it was only used for 'favour' items. Fred Stulberg in the 'Canadian Philatelist' Volume XXI (1970) mentioned the cancellation but added no new information.

A detailed study of xerox copies of 13 of the two dozen known copies has led the author to the conclusion that the cancellations were produced by a Bickerdike or similar rapid cancelling machine acquired from the United States by the postmaster at Victoria, without the authority of the Canadian Post Office Department in Ottawa and as a result it was quickly withdrawn when discovered by Ottawa.

Background

Geoffrey Newman in his book 'The Bickerdike Machine Papers' provides considerable background information on changes in Canadian postal operations during the late 1890's and early 1900's. Victoria was one of the post offices considered for installation of four Bickerdike machines. In a letter dated 24 July 1897, J.Brooks Young, Canadian agent for the Bickerdike Mail Marking Machine, states the cost of installing the four machines was estimated at \$759.45. In the same letter the costs of installing machines in Halifax, Montreal, Toronto, and Quebec City were also quoted. (pp 51-54) A later list of 75 potential post offices also includes two electric machines for Victoria (p.68). The

expectation of receiving a mail marking machine at Victoria had been firmly established by the late 1890s.

The Canadian Postal Supply Company, along with a number of American companies, was actively advertising its equipment to postmasters in Canada. Both the postmaster at Quebec City and Winnipeg are known to have made requests to Ottawa for the installation of rapid cancelling equipment and in both cases the request was refused. A letter from W.D. Le Sueur, Secretary of the Post Office Department, states:

"- that in the use of articles of that kind it is the Department, and not the Postmaster, [who] determines the matter." (Newman p.73). The letter clearly indicates that Post Office policy required a postmaster to use only equipment supplied by the Post Office Department.

The policy does not appear to have prevented some postmasters from purchasing equipment from the United States or having it made locally. Privately made cancelling equipment was used extensively by the quasi post offices on the coastal ships in British Columbia. The violation of policy was tolerated by the Postal Inspector at Victoria, Everard H. Fletcher. The Postmaster at Victoria, therefore, might consider it acceptable to acquire his own rapid cancelling equipment for use at Victoria.

Unfortunately all the postal orders from the Victoria Post Office that might have provided information, were burned in 1970 when the Victoria post office was moved to new quarters.

The Cancellation The 'PROVINCIAL / EXHIBITION /

VICTORIA / OCT. 1. TO 5' flag cancellation appears to have been used from 8 to 22 August, 1901 and was withdrawn before the start of the exhibition.

The cancellation, measuring 23mm by 59mm, is almost identical in design and size to the one used for the Canadian Exhibition at Toronto held two months earlier. In particular the shape of the two shields and the number of stripes in the tail of the flag appears to be more than coincidence and indicates the same source of manufacture.



The wording on the hubs may differ, but 'Victoria.B.C. / CANADA' with three lines for time, date, year was normal on all Victoria cancellations after 1879. The one unusual feature of the Victoria cancellation is a tendency to slope upward or downward on the envelope. Measurements show a variation from a down slope of 5mm to an up slope of 15mm over the length of the cancel. Other Bickerdike cancellations of the period often show an upward slope but these were only in terms of 1mm to 5mm. The possible reason for this slope will be discussed later.

Covers

The number of reported covers with the 1901 Victoria flag cancellation is estimated to be around two dozen. Victoria, by 1901, had a population of close to 50,000 and as a result covers from Victoria are common. The table below lists 13 of the known covers. Note the slope, shown in degrees, is the angle between the base of the cancellation and a line parallelling the top of the envelope.

Date in 1901, addressee, degree of slope
AU 8

Post Office, Seattle, Wash. - 1

AU 8 1901

Post Master, Seattle, Wash. + 2

AU 10

Miss Smith, Victoria, B.C. (Mourning)
+ 4

AU 12

Rev. G.W. Taylor, Wellington, B.C.
+ 8

AU 13

H.E. Dubble, Osage, Iowa (PC) + 11

AU 14

Postmaster, Seattle, Wash. (Vic EX)
+ 4

AU 15

Bank of Ottawa, Ottawa, Ontario (PC)
+ 11

AU 20

Queen City Laundry, Seattle, Wash.
+ 9

AU 20

Hong Chong, Nevada Co., California
+ 7

AU 20

Crease & Crease, Victoria, B.C. + 7
AU 22

Miss May Oppenheimer, Portland, Ore.
(ppe) + 12

AU 22

Miss May Oppenheimer, Portland, Ore.
(PPC) + 11

AU 22

Miss May Oppenheimer, Portland, Ore.
(ppe) - 4

Nine of the 13 covers are addressed to the United States and, of these, two are to the postmaster in Seattle and three to May Oppenheimer in Portland. This confirms the opinion of Ed Richardson that many appear to be favour or CTO items and would have been cancelled one or two at a time. Rapid cancelling equipment was not designed to operate in this manner and as a result envelopes might easily pass through at an odd angle. It should also be noted that the greatest up slope is recorded on Post Cards which are smaller and thinner than the normal envelopes for which the machine was designed.

Supposition

Since no contemporary records are available, let me review the evidence in an attempt to establish the type of equipment used to produce the Victoria Flag cancel of 1901.

Rubber stamps were not in common use by the post office in 1901 and a large rubber stamp would tend to produce a wide, indistinct line, with some doubling or smudging of the cancel. None of the covers show any doubling or smudging and all lines are crisp and clear.

Rollers came into use in the late 1800's and have been widely accepted as the device used to make the flag cancel. Rollers tend to over run, and rarely start or end precisely at the same point each time. Also roller markings rarely run in a straight line and slippage or distortion is very common. There is no over run or side slipping found on the 13 covers examined.

The use of a rocker has been proposed but rockers were never made in Canada. Rockers produce a crisp

strike but like rollers they tend to side slip and unless very carefully used will produce double strikes at one end or the other. The use of a rocker could explain the inconsistent slope of these cancellations but there is no doubling or side slippage found on the 13 covers examined.

A rapid cancelling machine is designed to produce a clean, clear, consistent strike in the same location on each envelope. The clarity of all strikes clearly points to the use of a machine. If it were not for the inconsistent slope of the known cancellations, it is likely that all authorities would agree that the Victoria Exhibition cancel was made by a machine.

Conclusions

As early as 1897, the Victoria post office had expected to receive a rapid cancelling machine but, for reasons known only to the Post Office Department, was bypassed and probably resented this omission. It is also known that the Canadian Postal Supply Company, suppliers of the Bickerdike Mail Marking Machine, had been contacting postmasters in an attempt to persuade them to purchase their own machines. Unlike the United States, Canadian postal policy dictated that only equipment approved by the Canadian Postal Department could be used, although this policy had been overlooked on British Columbia coastal ships. At the same time there was considerable rivalry between the exhibition committees in New Westminster and Victoria, both claiming their exhibition as the 'Provincial' exhibition.

It would not be unreasonable to assume that the postmaster at Victoria,

Mr N.Shakespeare, may have given in to pressure from the Victoria Exhibition Committee to purchase a Bickerdike Machine and to have an obliterator made similar to that used in Toronto to advertise the Victoria exhibition. Mr. Shakespeare would have been aware of the postal policy and, as a result, may have attempted to avoid the use of cancellation on mail for Canadian destinations. This would account for the scarcity of the cancel. Assuming that the use was mainly CTO and only one or two letters were postmarked at a time it is likely that envelopes were improperly fed and as a result cancellations appear at odd angles.

The abrupt end to the usage probably resulted from Postal Authorities in Ottawa hearing of the violation of postal policy and instructing the Victoria Postal Inspector Mr E.H.Fletcher to have the equipment withdrawn at once, probably 22 August.

Although much of the information presented is speculative, it would appear reasonable to assume that the equipment used to produce the 1901 PROVINCIAL EXHIBITION VICTORIA cancellation at Victoria was a Bickerdike Mail Marking Machine purchased without the authority of the Canadian Postal Department.

REFERENCES

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Richardson, Ed, **THE CANADIAN FLAG**



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CANCELLATION HANDBOOK 1896 - 1973, BNAPS 1973

Sessions, David F. **THE EARLY RAPID CANCELLING MACHINES OF CANADA** Toronto, Unitrade Press, 1982

Stulberg, Fred, 'What's new in old Canada' **CANADIAN PHILATELIST** Vol. XXI No.1 pp. 29-30

Editor's Note:

Bill's suggestion that the cancellation was of non- Canadian origin, and had to be

withdrawn before the date of the exhibition, gives a very reasonable solution to a question that has often bothered flag collectors. However, it is difficult to visualize a Bickerdike (or similar) machine producing consistently slanted impressions. The restricted use of a rapid cancelling machine, implied in the second paragraph of 'conclusions' completely defeats its purpose. Members are encouraged to offer their views.

THE 6c SMALL QUEEN QUANTITIES. H. Reiche FCPS

The British American Bank Note Company that printed the 6c Small Queen stamps has been keeping a so-called log book of activities dealing with stamps, orders, plates, dates etc. Unfortunately access to this information is almost impossible, although many collectors would love to obtain information that is otherwise very difficult to find. Although these records exist and cover the early stamps of Canada, I can only take these as written, I have no confirmation that all the entry is correct. Here is the data that is listed, it should be of interest.

Three different plates are mentioned for the 6c, with the following dates and the orders received and printed:

July 1871 plate
4,800,000 3,151,000 2,300,800

March 1873 plate
8,652,000 5,455,000

October 1887 plate
3,005,000 1,000,000 825,000 825,000

Total = 30,013,800

Compare this with two other sources:

Hillson	26,634,730
Post Office 1923	28,500,000

These figures show that there is some relationship between them; the differences are not major. It also indicates the usage of each plate, with the third plate being the lowest in quantity.

REPORTED SO FAR

George B. Arfken

When writing about postal history, it's easy to make statements that are too strong or inadequately qualified. Only gradually has this writer learned to add 'reported so far'. Two examples show where these three words should have been included in earlier writing. A third example is in the 'thank goodness they were included' category. Actually this article is not one of penitence and atonement. One of the joys of studying postal history is learning about new covers. Each of the three covers described here is a significant addition to Canadian postal history.

An 1879 15c L Q Cover to Cape Colony.

In the 1989 'Canadian Philatelist', an article [1] about the 15c Large Queen contained the statement: "As with India, it seems that no 15c Large Queen Covers (to Cape Colony) have survived." An 1879 cover from the collection of Dr.J.Frank of South Africa is shown in Figure 1. Here is a 15c Large Queen cover to Cape Town, South Africa. This is the only 15c Large Queen cover to Cape Colony reported so far. On the way from Canada to South Africa, this cover was apparently subject to mandatory registration in England. No 15c Large Queen cover to India has been reported so far.

An 1885 19c Cover to New Zealand, via England.

An article in the 1993 'Canadian Philatelist' [2] on Canadian mail to Victoria, Australia, included the statement: "The result of the restoration of trans-Pacific mail service was no more 'Via England' mail from Canada to New Zealand or to eastern

Australia (Victoria,Tasmania, New South Wales and Queensland)." First of all, this statement should have been limited to pre-UPU letters. Even so, a 'reported so far' was needed. Steve Menich very kindly sent me the cover shown in Figure 2. Posted in Guelph 20 AU 85, this cover was endorsed 'Via England' and franked with 19c, the proper rate for passage via Brindisi. There are no U.S. or U.K. transit marks but the trans-Pacific packet service was interrupted in August 1885. I have no doubt that Menich's cover went via England and is a wonderful exception to my too broad a statement. This cover is the only pre-UPU 19c Canadian cover sent to New Zealand via England reported so far.

In the 1870s and 1880s, the San Francisco - Honolulu - Sydney/Auckland trans-Pacific mail service was a tremendous struggle against vast distances, inadequate technology, and limited mail, freight, passengers and money. Some of the details of the sequence of shipping lines have been given by Molnar [3].

An 1878 10c S Q Cover to India.

In a 1993 article in 'Maple Leaves' [4], there appeared the statement: "This is the earliest dated cover (reported so far) paying this 10c rate." The article discussed a 10c cover sent to India and Afghanistan during the Second Afghan War. The cover was posted 4 November 79. Shortly after publication of the 'Maple Leaves' article, a collector from western Canada sent me descriptions and reduced size photocopies of some 10c Small Queen covers. One of these

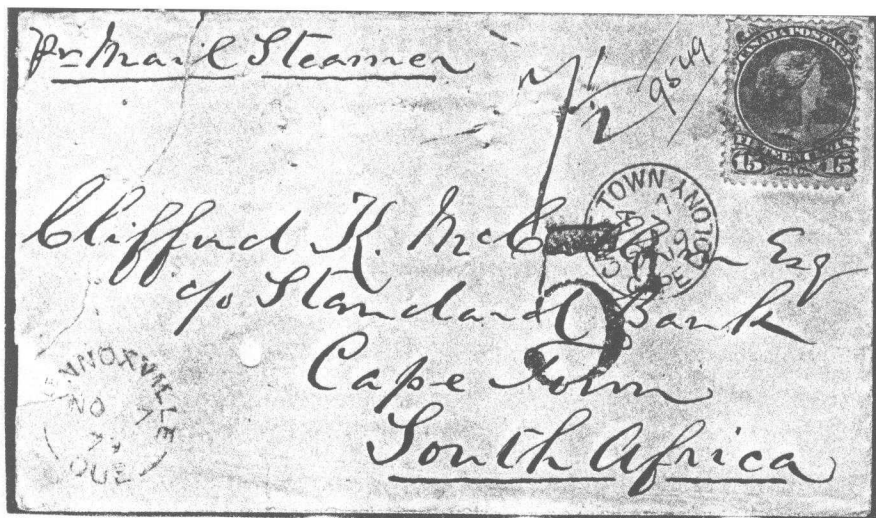


Figure 1. From Lennoxville, Que., No 7 79, addressed to Cape Town, South Africa. The cover was paid one 15c rate with a 15c Large Queen. Courtesy of Dr.J.Frank.

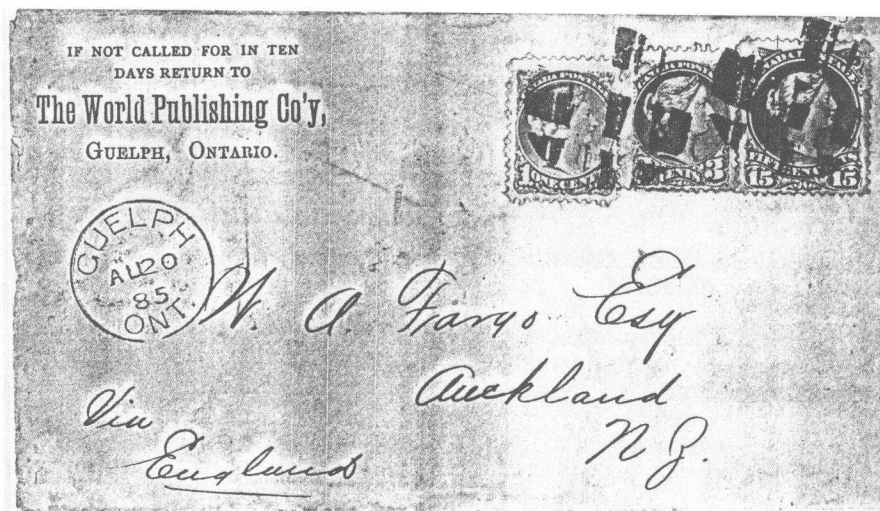


Figure 2. Posted in Guelph, Ont, AU 20 85, and addressed to Auckland, N.Z. The cover was endorsed 'Via England' and paid the proper 19c for going via Brindisi. Courtesy of Stephen J.Menich.

was addressed to Bimlipatam, Madras Presidency, India. This cover had been posted in Truro, N.S., 27 December 78, over ten months earlier than the earliest dated cover of that 'Maple Leaves' article.


Thank goodness that a 'reported so far' had been included. The new earliest dated cover reported so far is welcome.



A note on the Canadian covers of the Second Afghan War. Four covers have been reported addressed to Martin Laubach, R.A., Hazara Mountain Battery. The cover shown [4] is the earliest dated of the four. The remaining three covers were illustrated in Christie's New York auction catalogue, 2 February, 1994, lots 292, 296 and 297.

This writer is grateful to Dr. J. Frank, Stephen Menich and to an anonymous Canadian for sending photocopies of these covers and granting permission to use the photocopies here.

References

- [1] 'Canada's 15c Large Queen and its Postal Usages,' Canadian Philatelist.vol.40,pp. 24-32, Jan.-Feb. 1989.
- [2] 'Pre-UPU Canadian Letter Mail to Victoria, Australia,' Canadian Philatelist vol.44,pp. 48-64, Jan-Feb. 1993.
- [2] 'The Postal History of New South Wales, 1788 -1901', John S White, editor, Philatelic Association of New South Wales, 1988. See Chapter 11 by G.P. Molnar.
- [4] 'A Second Afghan War Cover' 'Maple Leaves' vol.23,pp. 75-77, June 1993.





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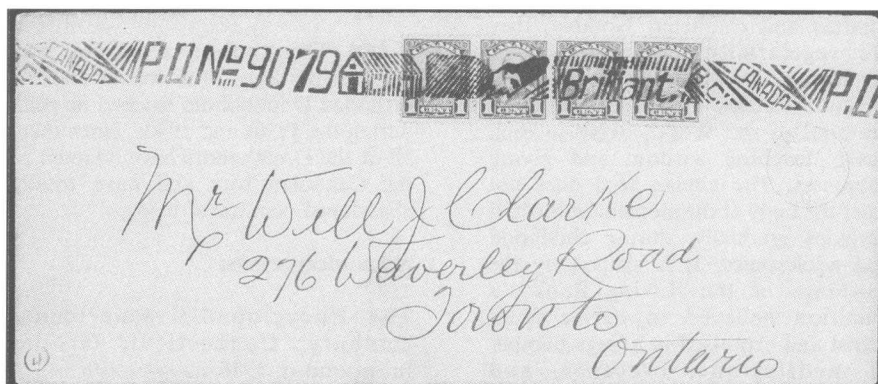
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The Yellow Peril Photo - Canadian Stamp News



The fascinating 'Doukhobor' roller postmark of Brilliant, B.C. depicts Peter (The Lordly) Verigin and the Brilliant Post Office No. 9079. Cover is postmarked with light 'Brilliant AP 26 29 B.C.' circular date stamp at upper right.

Brilliant was the centre of the Doukhobor colonies in the Kootenay Valley (Headquarters of the orthodox Doukhobors). It was also one of the many sites where nude parades, bombings and night fire raiders, sometimes led by a nude woman on horseback, created a reign of terror. Bridges and railways were popular targets for bombings while barns, churches and schools were torched by incendiaries. Wild chanting bands of fanatics would set fire to buildings while others prayed. As buildings burned the entire group would disrobe and stage a nude parade.

Doukhobors, which means 'spirit fighters' are a nonconformist sect that originated in eighteenth century Russia. They seek to restore the simplicity of worship of the early Christian church.

The church, priests, sacraments, and icons are rejected: the altar holding only water, bread and salt. To them it is the individual's religious experiences that counts. Any form of authority is anathema.

The sole authority they accept is that of their leader or his son and successor who are thought to reincarnate Christ. Their most influential leader was Peter Verigin. Under his guidance and with the financial help of Count Leo Tolstoy and the English Quakers, 8,000 Doukhobors emigrated to the Northwest Territories, now Saskatchewan, in 1898. Verigin, however, did not join the sect there until 1902 as he was in exile in Siberia. Many Doukhobors later settled in British Columbia circa 1913. Verigin

was killed when a Canadian Pacific Railway coach exploded near Farron, B.C. in October 1924. Doukhobors place the responsibility on every individual to demonstrate perfect conduct and character. Notably, they are vegetarians. They seek inner inspiration which must come from direct revelation. God is conceived as the Soul of the World, living in each heart, teaching wisdom and giving happiness. The human soul does not enter the body at the moment of birth; it develops gradually, during childhood and adolescence. It is shaped by the teachings of the 'Living Book', a tradition believed to derive from Christ and expressed in a large number of meditations, precepts, and commentaries. The doctrine of original sin is also denied; man being naturally and inherently good. The fall of Adam is understood as having no degenerative influence on his descendants. The sect eventually divided into three colonies: the Independents, who accepted Canadian education; the Orthodox, who tried to walk a peaceful middle path; and the most radical group, the Sons of Freedom. The latter refused to send their children to public schools, rejected modern technology and opposed the Western way of life. They

used violent methods, such as arson, to coerce fellow members who had strayed from the creed and they also held nude parades to demonstrate their desire to return to primitive simplicity.

A Doukhobor sectarian war between the Sons of Freedom and the orthodox Doukhobors reached its peak during the 1930s and 1940s. Since then, all of the Doukhobors have adapted to the Canadian way and have totally abandoned communal living.

Acknowledgements:

The Encyclopedia Americana. Danbury, Connecticut; Grolier Incorporated, 1986.

Steve Donahue (Toronto Star's former Physical Fitness Director) for his painstaking search through the microfilm library for newspaper reports on the Doukhobors.

Editor's note: The front page of the 18 April, 1989, Toronto Star reports, "About 5,000 Canadian Doukhobors, concerned about the future of their young people in Canada and saying that 'comfort weakens the soul', are thinking of returning to Siberia."

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The following article supplements that which appeared in the January issue of 'Maple Leaves', both having been brought to our attention by David H. Whiteley.

POSTAL EVOLUTION - II.

Intimate Connection of the Post With the Telegraph - The First Cable Project.

Early Ordinances for Western Union Concessions - The Overland Line to Asia.

The post and telegraph offices are so intimately connected that some day the latter may supersede the former, therefore a rough outline of the evolution of the latter in British Columbia may be of interest.

Although in 1860 electric telegraphs were common in Europe - submarine cables existing between and connecting divers nations, even as far as Constantinople, Balaklava, India and other places, resulting from the Crimean war in 1853, the Indian mutiny, 1857, and the China war - at which time it is assumed telegraph communication overland existed between Russia and Sebastapol, still British Columbia had not any, and none existed between Europe and America. There was a great desire to connect these; the desire ripened into a necessity and, thanks to the energy and enterprise of Cyrus Field and Mr. Giaborne, the means was found of meeting the necessity. The human body seems to have been evolved in like manner: the first intelligent nervous filaments, having a desire and necessity for some addition, in process of time arrived at its production. Therefore the muscular osseous and other systems are merely the creation, the slaves, of the nervous system, for its use, nourishment and protection. The nervous system,

therefore is man, and whatever its necessities may be, these it will provide for.

In 1858 the nervous filaments were approaching British Columbia, for in August of that year the first trans-Atlantic telegraph cable was laid between Valencia, Ireland, and Newfoundland, a cable having been laid across the Gulf of St. Lawrence a couple of years previously. The laying of the Atlantic cable was an international affair - America and England sending ships to assist, such as the U.S. Niagara and H.M.S. Agamemnon. Each carried one-half the cable, which they special (sic) [spliced] in mid-ocean and then each went in opposite directions paying it out.

The first message transmitted is said to have been from Her Majesty, "Europe and America are united by telegraph. Glory to God in the highest, peace and goodwill towards men." Then followed a message from the Queen to President Buchanan of the United States, much longer but not extraordinary. The cable then became dumb and spoke no more - three thousand five hundred miles of cable lay in a trance on its ocean bed.

The news of the laying of the cable did not reach San Francisco until a month after the event, and celebrations took place followed by sadness; but it gave an impetus to the desire - the necessity - of having an overland

telegraph to the East.

By many it was considered doubtful whether any other than the first message of four or five lines went over the cable, and it was generally believed it spoke tardily and intermittently for two or three hours. Anyhow, this first cable having taken some years to prepare, cost a large sum of money, the whole of which was lost, and people, not unnaturally, for some time fought shy of investing in another. Yet in 1865 another unsuccessful attempt was made. In 1860 the lamentable civil war commenced. Telegraphy was urged on everywhere by war. The Fraser River gold excitement occurred in 1858. The Panama railroad, which it is said sacrificed a life for every mile driven was completed in 1855.

It may be here observed that in 1866 the Mainland colony, Seymour being Governor, adopted the decimal currency. Previous to this she had the £. s. d. There is no mention of postage stamps in the postal act of 1864, but there is in that of 1867. Now then, we come to the time of the telegraph in British Columbia. The following acts or ordinances of the Mainland government speak for themselves:

In 1864 an ordinance or charter to construct a telegraph line, connecting British Columbia, i.e. New Westminster, with the telegraph lines of the United States emanated from the Mainland, Seymour being Governor, in favour of the California State Telegraph Company for twenty five years. The construction was to be commenced within five and completed within fifteen months. In the event of failure the act to be null and void, but if completed, then in this case the

California Company should have the exclusive right of sending and receiving within British Columbia (i.e. the Mainland) for twenty years, but provision was also made for other companies on conditions. The prices to be paid in any station in Washington Territory were not to exceed four shillings and two pence (i.e. one dollar) for each ten words; messages to be sent over the state shall not be charged higher rates than the lowest uniform rate on such lines; messages between New Westminster and San Francisco shall never be charged more than one pound and six pence (i.e. five dollars) for every ten words.

In 1865 an ordinance was passed rescinding the exclusive rights granted to the company, as it was contrary to the policy of the British government to grant exclusive telegraphic privileges. The same year, however, an ordinance was passed at New Westminster to encourage the construction of a line connecting British Columbia with the telegraphic lines of Russia, the United States and for other purposes. This went on to state that Percy Macdonough Collins, an American citizen, had obtained from the governments of Russia and the United States the right to make and maintain a line of electric telegraph through their respective territories; and whereas the government desired cordially to co-operate with the United States and Russia, in the establishment and maintenance of such continuous line of international telegraph, it was enacted, that Collins and his associates be granted a charter for thirty three years from the 1st day of January, 1870, with the usual conditions of forfeiture.

In the same year (1865) an ordinance was passed legalizing the

transfer by Collins of his interests to the Western Union Telegraph Extension Company. In 1866 the Collins overland line people requested that it be incorporated by statute under the more appropriate name of the Western Union Telegraph Company, and this was accordingly done.

Thus New Westminster became connected with the telegraph system of the United States, Canada and Vancouver Island, for in 1886 a cable going by way of San Juan Island united her to them. The apparent object of the Collins line was to connect America with Europe, either by joining the Russian, existing or contemplated, telegraph system or by the Orient, or both. The failure of the transatlantic cable encouraged them to obtain a necessity. Everything looked favourable. The greatest activity prevailed. Explorations were made and the wires carried to near the headwaters of the Skeena river, through a very rough and heavily timbered country, giving hard work to a large number of employees under the direction of Lamb and Butler. Almost suddenly this gigantic work stopped, and the wires were left on the poles to within a very recent period, occasioning sometimes considerable inconvenience.

Now why did this expensive work stop? Why simply because in 1866 a transatlantic cable had been successfully laid down between Ireland and Newfoundland by that renowned but unfortunately ruinous steamer the *Great Eastern*. This steamer also picked up the sleeping cable of 1858, cured it, and lo and behold, it spoke again and may yet be speaking! In 1860 the French laid successfully a cable, and now there are probably half a dozen more in operation.

Thus in 1886, the year of its political union, British Columbia, in the twinkling of an eye, physically and intellectually became a part of the electric nervous system of the whole earth, and humanity, sharing in its discoveries, inventories, aspirations, hopes, fears, joys, sorrows and indeed everything pertaining thereto. It is impossible to realize the effect of this on British Columbia; the human race at large; the world in general. The telegraph is a nervous organism and when the brain and nervous energy of man puts it in motion, it becomes a living thing - speaking as directed morally and intellectually (and by imparting motion physically) - almost a human being with like virtues and faults; it is living, for life is only a condition. The telegraph is the brain of the earth.

What puts a man's nervous system in motion? What is the inherent vital property in a seed that makes it, under suitable conditions, grow and produce abundantly after its kind? If man knew this he would possibly know all - but the awful power is, at all events for the time, not demonstrable.

Here, then, we have an instance of the nervous system of man providing means to obtain a necessity. It may be that whenever a necessity exists for something the human race requires it will in some way obtain it. Now a cable to Australia is projected - if necessary it will come. Such nervous sympathetic and business unions will make Imperial federation practicable - aye, and produce it in time, like our confederation facilitated and hastened by easy communication.

In connection with electricity it may be said that between 1850 and 1860

wayfarers at night carried a lantern. In 1861 the Victoria Gas Company came into existence to light the city, and in 1883 the corporation substituted for gas electric lights. The telephone made its appearance in 1883 also, and the tram cars later on. It is not too much to believe that the telephone will be improved so as to enable people to talk at long distances, for man is only beginning to understand how to make uses of the forces of nature.

Now to conclude. In 1850 one year was consumed in sending a message to England and receiving an answer. A few months ago a message was sent by telegraph to Manchester in England and an answer received in nineteen seconds, the distance travelled being 13,000 miles! Electricity knows neither time nor distance. They do not exist. In the early years it took five months to reach Europe by ship, now only fifteen days, - the time occupied by the steamer Great Western in her remarkable passage across the Atlantic in 1838. Postage has been reduced from fifty to five

cents, and the cost of a telegraphic word to Europe from one dollar or more to thirty cents. The Atlantic has become a mere ferry - a trip to England a pleasure jaunt. Yet there are more people who say imperial federation is impracticable, Bah! as soon as man's nervous system feels the necessity it will provide the means, and possibly the commercial union of the colonies will be the preliminary step. Looking over to progress during the past forty years, can anyone possibly believe that British Columbia can stand still or retrograde. The world and its beings must go on to their predestined end. There is no standing still. Not an atom dies.

This much tedious writing has been evoked by a letter asking for information about the early postal history of British Columbia by some one interested in "philatelics." The meaning of this term let anyone discover, and "when found make a note of."

J.S. Helmcken, M.D

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THE PEOPLE ON THE STAMPS - VANCOUVER Alan Salmon.

*Over the great windy waters, and over the clear crested summits,
Unto the sun & the sky, and unto the perfecter earth,
Come let us go, - to a land wherein gods of the old time wandered,
Where every breath even now changes to ether divine.
Amours de Voyage. Arthur Hugh Clough.*

George Vancouver's prolonged and accurate surveys of the west coast of Canada are commemorated by the 37c stamp issued in 1988 in the 'Exploration of Canada' series (SG 1286, SS 1200). The stamp depicts his ship, *HMS Discovery*; there are no portraits of Vancouver which are certainly authentic.



He was born in 1757 at King's Lynn, England; his father, of Dutch descent, was deputy collector of customs there. The boy entered the Royal Navy at the age of 14 and was fortunate to be posted as an able seaman, for training as a midshipman, to Captain Cook's ship, *HMS Resolution*, which sailed to investigate the legendary southern continent in 1772. This was Cook's second great voyage of exploration, taking over three years and sailing 70,000 miles. Vancouver furthered his naval education by receiving instruction from an astronomer on board, and from observing Cook's mastery of

seamanship. He obviously impressed Cook, who appointed him a midshipman on the *Discovery* for the third great voyage, the one to find a passage from the Pacific to either the Atlantic or the North Sea. Thus: he landed on western Canada for the first time at Nootka Sound in 1778, narrowly missed death at the hands of the Hawaiians and recovered what remained of Cook's body from the islanders in 1779. On the return of the expedition, in 1780, he passed his examination for lieutenant. This was the first phase of Vancouver's career, he spent eight years with the greatest seaman, explorer and surveyor of the age.

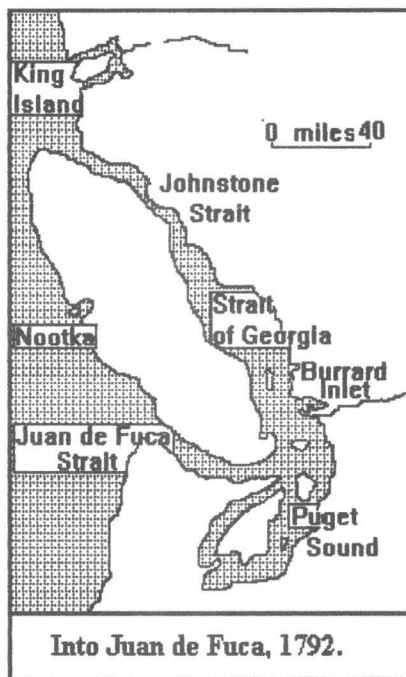
The next nine years were spent in fighting ships, mainly in the West Indies. The importance of his appointments rose steadily, whilst he established a reputation for attention to detail and for strict discipline.

Wherein gods of the old time wandered.

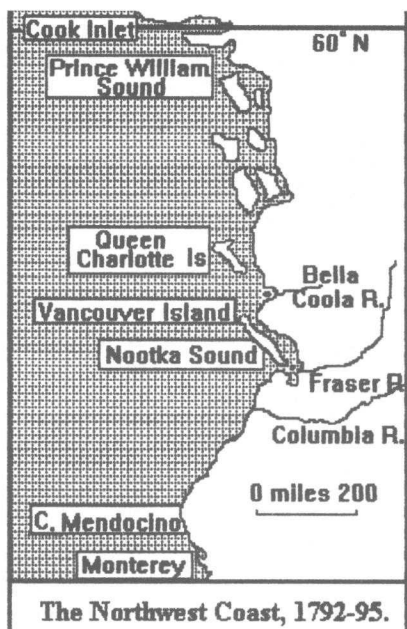
The third phase involved the exploration of Canada's western coast. About this time Britain's interest in the Pacific was increasing due, in the south, to the settlement of Australia and the commercial importance of whaling. In the north the Pacific fur trade was becoming significant and, after Cook's explorations, Britain was not prepared to accept Spain's claim to the whole

coastline as far as Prince William Sound. Also, hopes still existed of finding a way from the Pacific to the Atlantic; Cook had shown that there was no way in the far north, but could Alaska be an island? Another attempt would be made, a new *HMS Discovery* was commissioned to lead the expedition, Vancouver was appointed second in command.

However in 1789 there was an incident at Nootka Sound - several British ships were seized there by the Spanish navy. Great Britain mobilized for war, Holland sent warships to sail with the Royal Navy, Prussia supported Britain. President Washington wished the United States to be neutral, but Jefferson, then Secretary of State, had arranged that, in the event of a war, the States should offer to protect Spanish territories on the west bank of the Mississippi in exchange for Florida and New Orleans. A great war was in the making; but France, Spain's other potential ally, was in disarray due to its revolution. So, fortunately, Spain backed down and the Nootka Sound Convention was signed in Madrid in 1790. Spain gave up her exclusive claim to the coast and was to make restitution to the British citizens whose property had been seized at Nootka. Preparations for the expedition were resumed and Vancouver was now given the command of the *Discovery*, with the rank of Commander. His instructions were to: recover the property at Nootka to be restored to British subjects, survey the Hawaiian islands (then called the Sandwich Islands), survey the American coast from 30°N to 60°N and seek 'any water-communication' which might be used 'for the purpose of commerce between the north - west coast and the country upon the opposite side of the continent'.



The *Discovery*, together with a small armed tender *HMS Chatham*, sailed from Falmouth in April 1791. On the way to the Pacific the south-west coast of Australia was surveyed. A landfall in America was made about 100 miles north of San Francisco in April 1792; Vancouver then began to survey the whole coast so that no passage would remain undiscovered. The coasts of Oregon and Washington were rapidly surveyed, the Columbia River was considered unusable as its mouth presented a line of breakers from shore to shore. Mount Rainier, Mount Baker and Mount Hood were all named after Vancouver's contemporaries in the Royal Navy. Once the ships entered Juan de Fuca Strait it became much more difficult due to the tides, depth of water and the winds. The ship's open



boats had to be used, each provisioned for a week, to explore every inlet to its head. Puget Sound was surveyed and named after one of Vancouver's officers. After surveying what is now Vancouver harbour he met two small Spanish ships, out of Acapulco, who reported that Spaniards had explored the Strait of Georgia, which Vancouver named after George III, but they had not explored Puget Sound. The channel into the harbour he named 'after Sir Harry Burrard of the Navy'. By August Vancouver had worked up the full length of Johnstone Strait, named after another of Vancouver's officers, and established that he was sailing around a large island. He then went south to Nootka to deal with the Spanish commander, Bodega y Quadra. They established a friendly relationship but could not agree on the property to be transferred, they decided to refer to their respective governments for advice.

Vancouver then sailed south to Monterey and then south-west to Hawaii where he wintered. By May 1793 he was surveying again; in June he was at the mouth of the Bella Coola, a few weeks later he would have met Mackenzie who arrived there, from Fort Chipewyan, late in July. That year he completed the work as far as 56°N, then sailed down the coast to San Diego and surveyed the coast of Mexico to 30°N. Again he wintered in Hawaii, completed the survey of those islands and persuaded the native king to cede the islands to Great Britain.

In 1794 he sailed directly to Cook Inlet, then surveyed south to where he had finished the previous year. By August the survey had been completed, Vancouver was promoted to Captain that month; celebrations took place, with the issue of a large quantity of grog, at a bay he called Port Conclusion on Chatham Strait. All that year's work took place on the coast of what is now Alaska. The voyage home was by Cape Horn, with calls at Nootka, Monterey, Chile and St Helena.

The long trick's over.

The *Discovery* arrived in the Thames in October 1795, after sailing 65,000 miles, the small boats are estimated to have travelled a further 10,000 miles. Thus ended the most prolonged surveying voyage in history - over four and a half years. It showed there was no passage south of the Bering Strait to the Atlantic; also it was accomplished with great accuracy, Vancouver's fixes of locations vary little from the best available today. His care of his men was noteworthy, during the whole saga only one man died of disease; one did die of poisoning and four were drowned.

The magnitude and the success of the voyage were not appreciated immediately. There were complaints from some members of the crews that he had been a harsh commander; there is little doubt that he became irritable and subject to bouts of temper, possibly due to a hyperthyroid condition. He retired that November, on half pay, to write his story of the voyage. He died, at the early

age of 40, when the journal was nearly finished. His brother completed the Voyage of Discovery to the North Pacific, three volumes and an atlas, which was published in 1798. Later the accomplishment and its importance were fully recognized; he took his rightful place amongst the great explorers of Canada.

PERFORATION VARIETY ON 10c CONSORT

Geoffrey Whitworth FRPSL, FCPS

Canadian stamps were being perforated by a rotary single line method where the machine consisted of a lower shaft carrying 11 wheels drilled with holes around the perimeter. Above this was another shaft containing 11 wheels drilled and fitted with short pins set to the same gauge. At this period the machines in use were giving a perforation of between 11.85 and 11.95 pins per 2cm.



*Variety -
missing pins.*

These two illustrated examples of

10 cents stamps, from printing order No. 23 of 27 July 1866, show that in the vertical direction, four consecutive pins were absent. The two items are not of exactly the same depth of colour, indicating that printing took place over different days; many sheets could have passed through the perforating machine before the flaw was sighted.

On the single stamp one pin is missing on the lower horizontal side of the stamp. This flaw would occur on all values of stamps put through this machine until it was corrected. Stamps of the 23rd. order of the 10 cents value are found dated between January and March 1867.

Between January and September 1867 eight stamps have been recorded with the compound 12 x 11 3/4 perforation. Could it be that when this fault was found the rollers were taken out for repair and the older 11 3/4 perforation machine brought back into use for a short time?

My thanks to Mr. Maresch of Toronto for sending these stamps to me and allowing me to have them.

Following Bill Pekonen's article on early use of 'OHMS', in the January issue, we have one or two other articles in the pipeline concerning 'Officials'. The following short piece should serve as an introduction.

COLLECTING THE OFFICIALS OF CANADA

Trelle A. Morrow

In collecting the Officials the parameters are much the same as collecting in any issue or subject. The collector needs sources of material, reference books and a keen eye for picking up articles in the various stamp journals. Collectors also tend to resolve into two camps, those that collect only the stamps and those that collect covers; the two avenues may not overlap.

There are several publications dealing with the Official Stamps and these are outlined in this essay. Cover collecting presents a different problem in that there are no formal documents or publications dealing with that subject and the collector must rely on a few articles in periodicals and the knowledge of other collectors of covers.

Early students of the subject began work as far back as 1928. Short articles and checklists appeared from several collectors in the 1930s and 1940s. The May 1949 issue of *Maple Leaves* carried a five-page article 'Checklist of Canadian stamps perforated OHMS'.

The well-known publication for Official stamps is Roy Wrigley's 'Catalogue & Guidebook of Canadian Official Stamps'. This publication has gone through at least nine editions since its inception in 1956 and the latest edition is believed to be still on the

market. Catalogue prices are given for the stamps and the many varieties.

An album for mounting the Official Stamps was also produced by Roy Wrigley in 1961. This is a 3-ring, 8 1/2" x 11", 60-page production and provides spaces for the 5-hole, 4-hole, O.H.M.S. and G stamps and varieties. The spaces for the stamps contain a photograph so the collector can actually see all of the stamps and varieties known at that date.

Another publication of Wrigley's is the 'Textbook & Guide to the Canadian Official Stamps'. This 72-page Guide was produced in 1975 and contains much subjective information about the stamp issues. This is material on stamp production, copies of letters from government personnel and short articles by guest contributors such as H.M. Dilworth. Some of the information in this Guide is also contained in the Wrigley Album and in the various Officials catalogues by Wrigley.

The Album and Guide are believed to be out of print so the collector should watch the auctions or seek those disposing of literature. There is always the chance that a dealer could supply these publications.

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**DEALERS IN
FINE STAMPS
SINCE 1924**

SPOTTING FAKED CANCELLATIONS

John Hillson FCPS

Over the years one acquires sufficient experience to be fairly relaxed over the possibility of buying items that turn out not to be quite what they seemed, but I have not forgotten my disappointment quite a long time ago when it was shown that my much prized 'Ottawa Crown' was a fake, and my 15c Large Queen with the script watermark was not 'right'. In fact it was this disillusion that helped me to the decision to sell my Canadian collection in 1964. I am prompted to make these notes because fake 'Crowns' appear in auction catalogues with almost monotonous regularity, the most recent example, the exact same fake as I had all those years ago on a 5c. Small Queen, but this time on a 5c. Large Queen. The most extensively faked of all 'Fancy Cancels' are the Ottawa Crowns so, taken from the strikes in the proof book, this is what the genuine ones should look like:

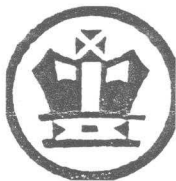


Fig 1.



Fig 2.

As far as the solid crown (fig3. overleaf) is concerned I know of no evidence that it was ever used. Any I have seen either have the centre portion too wide, or have wretched little triangular intaglio bits either side of it, or it is oversize like the illustration in the Day & Smythies handbook. The other Ottawa Crown in that handbook is based on a fake too, if you have a copy, look at the cross on top of the crown.



Fig 4.



Fig 5.

At left a genuine crown; at right a clever effort betrayed inter alia by base of cross which should meet uprights.

Regarding the common Ottawa Crown (figs 4&5), introduced in 1880, the cross on the crown is intaglio in a 4mm square which touches the central rectangle, thus forming part of it. This is important. The bottom segment's sides are formed by triangles touching the top and bottom lines and the centre of this part is a small rectangle; it is not bisected by a straight horizontal line as was my old fake. The outer frame lines are curved, not straight as will be found on a common fake, and form, with the triangles mentioned above, a continuous line to the bottom. There is a particularly nasty fake, sometimes found on British stamps, as well as the more normal Canadian, where the outer lines 'break' at the top of the bottom section. Why anyone should suppose that a GB stamp would get all the way to the Ottawa Senate PO uncanceled, given the enthusiasm with the which British Victorian post office clerks clobbered any adhesive that passed beneath their ministering hands, to have a carefully applied SON cancel stuck on its arrival beats me, but they are, phoney as a 50p note. The centre

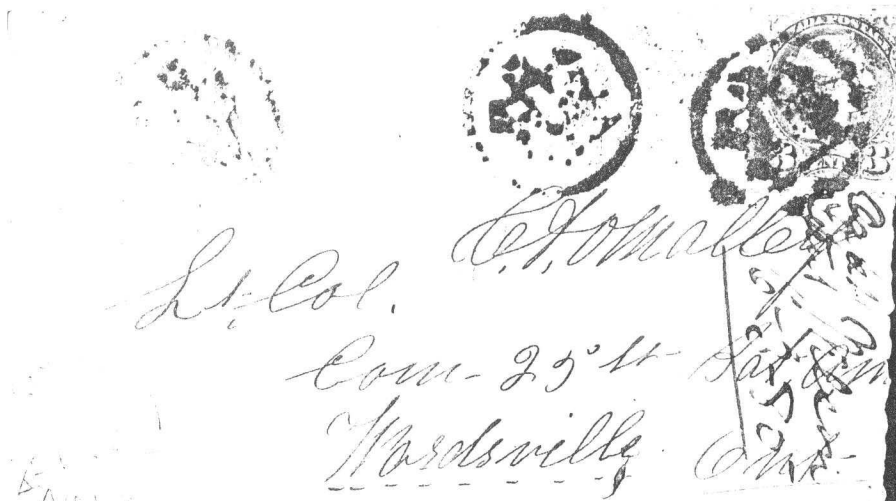


Fig 3. Wrong size, wrong ink, wrong town. He got the date right! Vienna, Ont MR 16 80.

part of the crown forms a rectangle with parallel, not splayed, sides and note also the thickness of the various lines forming the component parts of the cancel as a whole. All these points are important because all faked Ottawa Crowns, bar one, break at least one of the rules. The one that is exceptionally accurate is, I understand, the result of photocopying onto a stamp; however it is a little oversize, the lines a little too thick, and xerox toner is not quite the same as Victorian cancelling ink.

Which brings one to the 'too good too be true' category. Take covers. There is in existence a beautiful cover to France franked respectively by a SQ 10c., 2c. & 3c. A triple rate no less, on an ordinary size envelope. The low value stamps are cancelled by an Ottawa Squared Circle applied in the usual hurried way by a clerk anxious to get through his workload. But not the 10c. placed on their left. That has a meticulously applied 'bull's eye' cancel, half on the stamp and half on the cover, with an ink

more intense than the squared circle. Have you ever seen a postal clerk stopping in the middle of cancelling stamps on an envelope to re-ink his pad, and then pick up another cancelling device from the one he was using. Or is this item just a normal 5c. cover with a 10c. added long after it reached its destination to increase its 'value' by some ten times? So lesson number one is never to be carried away by the superficially obvious - use one's common sense.

Lesson number two is to make sure when cancels overlap, the sequence is right. I remember buying a 'Way Letter' cover at one of the CPS auctions which, when I first saw it, I was sure was a fake and which I therefore wanted for reference (fig 6). Most of the 1880 Way Letter fake cancels have incorrect measurements, and since the cover has overlapping cancels I thought I would have no difficulty in proving its lack of authenticity. Unfortunately when I checked, its measurements are pretty

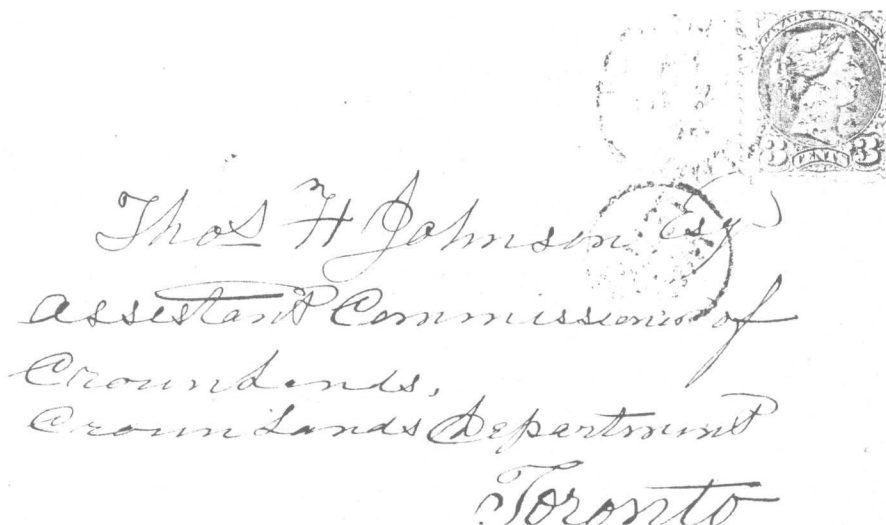


Fig 6. Faked 'Way Letter' cancel, Type B (1880) on cover postmarked Toronto De 276.

accurate, and both cancels are so light that I couldn't determine that the 'Way Letter' cancel was applied AFTER the town cancel (on genuine covers it would be the other way round). The illustration actually belies the real difficulty. I was beginning to wonder if my infallible instinct for spotting a phoney was just so infallible after all! However, pride was restored when I remembered that this particular type of postmark was introduced in 1880 and I do not think that this cover could have spent four years 'on the way'.

Which brings us nicely to lesson three - make sure the postmark is compatible with its period of use, and the period of use of the adhesive to which it has been applied if off, or even on, cover. Next lesson, check to see if there are any traces of a postmark underneath the one you are being invited to cough up for - particularly on off-cover stamps. If there is, be wary.



Fig 7. Cancel on Fig 6. shows distorted 'W' to the left of the 'E'.

Fig 8. Genuine cancel, 'W' above the 'E'.

Fifth, does the cancelling ink look right for the period, and if it does, can it be washed off? I have a very nice Masonic cancel (D/S No 246) done in Indian ink. The dealer reduced his price from £35 to 35p., my sort of price range, when it was pointed out to him that (a), it was not a 3c. Indian Red, but an ordinary Orange Red, and (b), the postmark was a fake. I'm not sure I had completely convinced him on the last point, but I took it back to my hotel room and immersed it in a saucer of water expecting it to quickly fade. Well it didn't. All that happened was a cloud

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of black carbon formed above the stamp in seconds, as the dead pigment of the cancel floated off - and then it stabilised. So it was Indian ink, not watercolour that had been employed.



Fig 9. Fake 'Tudor Crown', C.D.S visible underneath.

To avoid possible embarrassment, if you suspect watercolour, a little spit



Fig 10. At the left Beechville, Ont. D/S No 246 Masonic Cancel.

Fig 11. At right, the fake.

on one's finger gently applied will quickly show if you are right - you can then suggest to the vendor that he does the full immersion test.

Continued on page 67



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50 YEARS AGO - APRIL 1945.

Kim Dodwell

The contents of the letter illustrated makes pleasant reading, full of thoughts of the war's ending and anticipation of return to Canada and settling down. In the period of its travels from writer to recipient momentous events occurred; the whole Canadian Army was unified under one operational command, Germany surrendered and the Canadian Army began its demobilisation. A triumphant end to five years struggle. At the top of the front of the letter is a handstruck mark, 'ADDRESSEE RETURNED TO CANADA', and before we consider the philatelic aspects of the letter in detail, spare a thought for the 41,992 Canadians who would never have that mark on their mail. In serried ranks in war cemeteries, in unmarked graves in their wrecked aircraft on the bed of the North Sea, or in twisted metal in the black Atlantic depths, they lie to this day. They did not have to leave their safe country to come to our aid, but come they did, and I dedicate this series to their memory.

At the start of 1945 the 1st Canadian Army, with the 2nd Canadian Corps under command, was facing the Germans across the river Maas in Holland. The 1st Canadian Corps was with the 8th Army in Italy. It had long been Canadian wishes that all its troops should be under one, Canadian, command, but it was not until early 1945 that the opportunity arose within the overall Allied strategy to bring this about.

Operation 'Goldflake' was the codename given to the movement of the 1st Corps from NE Italy to the port

of Leghorn, then across the Mediterranean to Marseilles and up through France, nearly 800 miles by road, to join the 1st Army in the Low Countries. The logistics of the move were daunting, but it was meticulously planned and smoothly executed. The transfer started on 10 February and, by 15 March, 1st Corps were operational in the Nijmegen area. Last to move were the 1st Division, who did not complete handing their sector of the line to the 8th Indian Division until 25 February.

The Armed Forces Air Letter (AFAL) is from Walter Manuge, of the 1st Division's Postal Unit, written on 2 March in what must have been a hectic period, for within a few days his division was on the move. The letter bears the Unit Censor's purple shield No. 6271, without his officer's counter signature as Walt had made out the prescribed declaration on the back. The second hammer of the No. 314 handstamp, used by the 1st Division's FPO No.DC1, cancels the 3d stamp. This is Walt's own unit, probably still in the Riccione area - one wonders if he cancelled his own letter?

'Goldflake' was carried out under conditions of great secrecy; security was so successful that the Germans did not learn of it until it was almost complete. Typical of most mail from 1st Corps of the 'Goldflake' period, this letter was carefully censored at base. It bears the junior censor's purple '118' in a single 25mm circle, a white sealing strip with red lettering. The Deputy Chief Field Censor's handstamp tying the seal is black.

Continued overleaf.

Open Here

EXAMINED

ADDRESSEE RETURNED TO CANADA

AIR MAIL

This letter must be posted in
Armed Forces Postal channels.
If posted in a Civil Post Office
or pillar box, it will not be
given air transmission.



TO:

1 Coln. Repat. Repat
14/8/45
D8208 Pto Manuge. C.P.R.

RECORDS SHOW ADDRESS AS

Hq. Sect. 22 Spec Emp.
Cdr
Coy. C.A.O.

Fold Here

CFQ 11
40/P & S/1448

If anything is enclosed in this
letter it will be sent by ordinary
mail.

(Sender's full name and address)

*I certify on my honor this letter
contains private & family matters only*
Walter B. Manuge.



BASE CENSOR

BY

A much travelled cover with pleasant thoughts of the war's end.

The letter would have gone through Naples and the 'Mailcan' service to England. Walt is writing to brother Don serving with the 22nd Special Employment Company, attached to an Anti-Aircraft unit in England. From the letter we learn that both brothers were among the numerous Canadians - almost 40,000 of them - who had married British girls while overseas, and Walt discusses the problems of getting the girls to Canada and settling them into a strange country. Don has completed five years overseas service and, under a scheme introduced at the end of 1944, will be entitled to 30 days leave in Canada in April. Walt surmises that he may be able to take his wife with him, or at least make arrangements for her reception there.

The letter travels slowly to Don's unit, collecting a 42mm strike of the Canadian Overseas Postal Depot's SC.2 strike on 24 March en route, but Don has already left on his leave and the letter chases him - too late again - to the Canadian Repatriation Depot where the 'ADDRESSEE RETURNED TO CANADA' was applied. So the letter follows Don to Canada but, by the time it gets there, all the Records Office in Ottawa can do is apply their own MPO 318 handstamp on 11 May, cross out the 'ADDRESSEE RETURNED TO CANADA' mark with red crayon and apply their sticker to cover the address showing that Don is back with his old unit, his leave completed. After this the scent grows cold; the letter would have followed the normal routing for mail from Canada to servicemen in England, not collecting any more service marks.

By the time our letter reached England for the second time, the first of the 282,000 Canadian servicemen in

Europe were already on their way home. Some went on (as volunteers again), after 30 days leave at home, to serve in the continuing war in the Far East, but most opted for demobilisation. A year later there were less than 50,000 left in Europe, including those who stayed on in the reconstituted 3rd Division in NW Germany, as part of the Army of Occupation, until May 1946. The postal history of the Canadians in Europe from the war's end until the last of them sailed home in January 1947 makes an interesting study and has its followers, but I am not one of them and here my story ends.

FAKED CANCELS Continued from p63

Finally, if the item of interest has passed all your tests, looks right, feels right, maybe it IS right - so buy it. If in time it turns out to be a sow's ear and not the silk purse you hoped, well you pay for experience. Don't we all?

For further information see also E.A Smythies' articles in 'Maple Leaves' as under:

Vol 9 April 1963 P.171 et seq

Vol 10 Oct 1963 P.2 et seq

Vol 10 Aug 1963 P. 134-136

Vol 10 Aug 1965 P. 308-310

Also Kenneth W.Pugh 'BNA Reference Manual of Forgeries'

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SOCIETY NEWS

FROM THE PRESIDENT

The arrangements for the 1995 convention are well under way and I trust that it will prove a popular venue. We have a very good deal with the hotel that boasts a purpose-built Conference complex, which we shall use for the philatelic programme etc. In addition the hotel boasts an indoor heated swimming pool, squash courts, minigym and several lounges. It caters for vegetarians and is situated on the East Overcliff, overlooking the sea and just a short distance from the shops and many other attractions that are to be found in Bournemouth.

The provisional philatelic programme is:

Wed. p.m. Brian Stalker
'Travelling P.O's of Newfoundland'.

Thurs. a.m. Members '8 sheets - 10 minutes' session.

Thurs. p.m. Colin Banfield -
'Patriotics'.

Fri. a.m. David Sessions 'Fakes & Forgeries'.

Fri. 4 p.m. Competition entries.

Fri. p.m. 'Yellow Peril' - 'Unusual Admiral Stamps'.

Sat. a.m. Michael Russell -
'Advertising on Postal Stationery'.

One session consists of mini-displays by those attending the convention. No more than eight sheets and a maximum of ten minutes presentation. I hope that this will give everyone the chance to show particular favourite items from their collection or other

material that will never see the light of day in a full-blown convention display. I hope that everybody will try to bring something, including those who are giving the main displays.

The social programme will include a talk on local Bournemouth history, a visit to the theatre and an afternoon visit to Breamore House. This is an Elizabethan Manor (1583) on the edge of the New Forest with a splendid collection of pictures and furniture, augmented by a Countryside Museum and Carriage Museum. At other times the ladies need not be idle because Bournemouth has many fine shops and a great many other attractions for the visitor.

A booking form is enclosed. Early bookings are greatly appreciated as the hotel will only hold our block booking for a limited period.

FORTHCOMING EVENTS

1995

Apr 10 - London Group - Beaver Cup Competition

Apr 27-30 - 'Stamp '95' at Wembley Exhibition Centre.

May 6-7 - 'ORAPEX 95' in Ottawa, incorporating Canada's 3rd National Philatelic Literature show.

May 15 - London Group - AGM
- Subjects A,B & C.

May 25 - Wessex Group

May 26-28 - 'ROYAL 1995' in Quebec

June 2-4 - 'PIPEX 95' in Victoria B.C.

Sept 8-10 BNAPS Convention,

Sept 20-23 CPS of GB Convention,
Bournemouth

Oct 10-15 - Autumn STAMPEX at the
Royal Horticultural Halls, London

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

September - MOSCOW '97, Russia

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(Office). Wessex Group details from
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LETTERS TO THE EDITOR

Jonathan Rosen

ADMIRAL ARROW BLOCK

I recently acquired a block of MR 3i,
the War Tax 2c + 1c, in the somewhat



scarcer rose shade (the most common
shade is carmine).

This 'arrow' position block is the
common die 1, perf. 12x8, of which
166,800,000 were issued, according to
Marler. The order #937A was used for
plates 1 to 6 inclusive.

Although these stamps are fairly
common, this is an unusual position
piece, a left-hand sheet arrow block,
unusually well centered and with crisp,
bright colour.

Jerome Jarnick

PHOTOCOPIES

The question of showing photocopies
for competitive display was raised in the
January issue of 'Maple Leaves'. When
in London, I visit the Tate Gallery to
view paintings and original art, not

photographs of paintings. Likewise, when I attend a stamp exhibition it is to view stamps and covers, not photocopies of stamps and covers. Any exhibit consisting of photocopies or computer reproductions should be disqualified and not be permitted to be displayed, whether that exhibit is for competition or not.

This, of course, should not rule out the use of a photocopy to show a marking on the reverse of a cover, or an enlarged portion of a stamp to display a variety or flaw, where the original is displayed in conjunction with the photocopy

If we permit photocopies in our exhibits, what's the next step? Collections of cuttings from auction catalogues?

Hans Reiche FCPS

THE 1995 PRECANCEL COUNT

The last count was published in 1991 and a new count has been prepared with the help of Walburn, Izzett and others. The last count contained about 30% more names than this one. This is surprising because more precancel collectors are known than in 1991. The scarcity of many precancels, even the more common types, is evident from want lists dealers such as Walburn experience. A pricing update of the catalogue is now in progress to reflect this trend and Mr. Walburn has undertaken to do this. Some new finds will be reported in the updated catalogue.

**Editor's note: An analysis of the count is available from the Editor on receipt of a SAE.*

Bill Pekonen

EARLIEST USE OF 'OHMS'.

This letter is to acknowledge three responses received to date in respect of the article on the origins of the phrase 'O.H.M.S.' in the January issue.

Based upon the photocopy of a letter submitted by Dr. Dorothy Sanderson, it can now be stated that the initials 'OHMS' (in manuscript form) were used as early as 1790 on what appears to be military correspondence. She states that she has been told that this is the earliest known use of the phrase. So far, that claim holds true as no challengers have made themselves known (see opposite).

Several other examples confirm the use of the printed phrase 'ON HIS MAJESTY'S SERVICE' by government departments circa 1816, and is reconfirmed by copies of covers submitted by N.B. Lazenby. George Bellack also submitted photocopies of 1831 uses.

Futhermore, in an examination of the 1791 'Receiver of the Corn Returns Act' (31 Geo 3 c 30), these references are found:(line 17, page 236) "on the business in which he is employed in pursuance of the Directions of this Act" and (line 27) "shall be certified on the outside thereof, in his Hand Writing, to be on the Business of this Act" and (line 10, page 237) "to be upon the Business of this Act". (see page 12 'Official Franking 1800-1840' by J.G.S. Scott, for an example of an 1805 use).

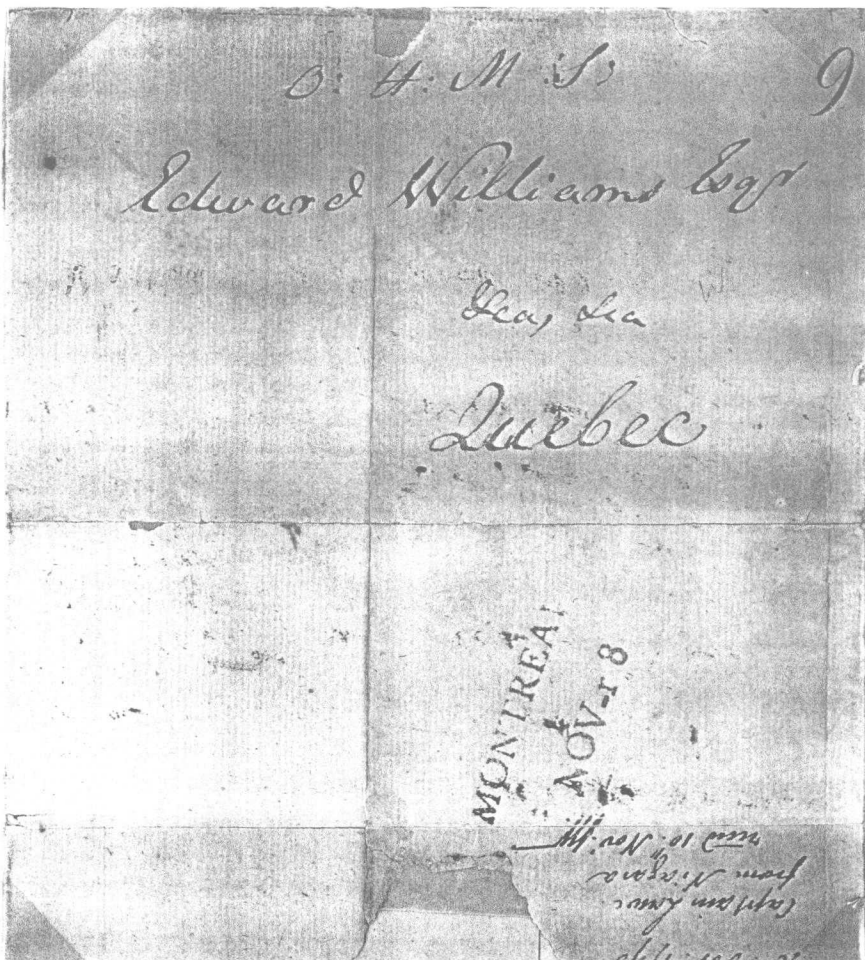
This Act used 'on' in some places and 'upon' in others, as if the drafters of the legislation were unsure of which to use.

It certainly does appear that the popular use of the word 'on' instead of the legislated word 'upon' demonstrates a transition in language. Therefore, it is concluded that the phrase 'On His Majesty's Service' predates the legislated authority - substituting the word 'on' for 'upon'.

The Act then, as in many other

matters, is responding to trends rather than initiating a certain measure. Or, it simply may mean that, although the Act states 'upon', the person using the franking privilege simply found the word 'on' easier or more desirable to use.

Until someone finds some other explanation, as lawyers are wont to say, "I rest my case."



Earliest recorded use of 'OHMS', 18 October, 1790.

AMENDMENTS TO MEMBERSHIP to 18 February 1995

New Members

2706 Link, David. 14745 51 Ave, Edmonton AB, Canada, T6H 5E6.

PH

2707 Goldberg, Julian. 215-260 Adelaide St. E, Toronto, Ontario, Canada, M5A 1N0

CR, CR2, CL, CS, PL.

Resigned

2699 Andrews G

2685 Bloomer R A

2582 Davis J H

1660 Edwards R

2265 Hayne N A

Deceased

1610 Arrol A D B

Change of Address

2378 Baron, Dr Melvin L. Delete address.

2262 Bogie, Niall H R. c/o Dickson Smith W S., 9 Rosebery Crescent, Edinburgh EH12 5JP.

2261 Bradley, Whitney L. Apt 516, 170 Erb Street, Waterloo, Ontario, N2L 1V4, Canada.

936 Forrester, R A C Add postcode BA1 2LT.

2655 Glover, David S. 62A Station Road, Amersham, Bucks, HP7 0BD.

2022 Russell, W.M. Bevenden House, Great Chart, Ashford, Kent TN26 1JP.

2701 Whiteley, David H - Spelling correction.

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People on the

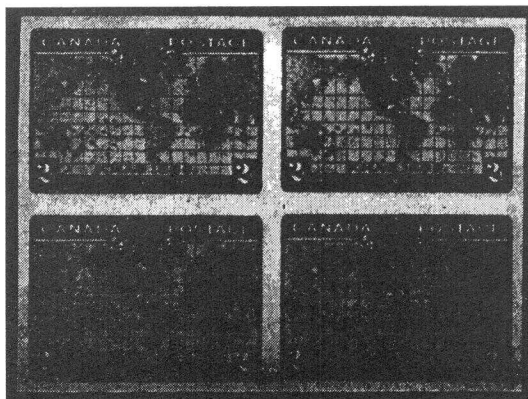
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MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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EDITORIAL

In the January 1988 issue we reported on serious thefts from a number of archives in Canada, particularly in the Maritimes and Ontario. At the 1987 convention your Editor produced photostats of the type of material lost by the Ontario Archives. In February this year a 61-year-old Australian, Paul Francis Carter, was arrested for stealing around 1,000 18th and 19th century entires. Carter had been employed as a photographer in the Ontario Archives, so had ideal cover for his nefarious activities.

Carter had originally been arrested and charged back in 1981, he escaped jail with a promise to return the stolen property. However, very little was

returned, Carter claimed the rest had been destroyed in a fire! In fact he had hidden the material and it was leaked into the philatelic market in very small doses over the years.

Member Dick Lamb spotted some in auction in 1989 and alerted the authorities; more recently he saw some in dealer Bill Longley's stock, Longley was not aware of its provenance. He agreed to be 'wired for sound' and police were able to record negotiations between Longley and Carter. Longley was commended, Carter was sentenced, in March, to 21 months in jail. On release he is likely to be deported back to Australia, having overstayed his visitor's permit.


A substantial number of the stolen entires were recovered but, sadly, many had been damaged by Carter in an effort to disguise their provenance.



Your Editor is on the move again; by the time you read this he will be at his new abode, shown above this Editorial, please take note. Secretary Tom Almond's postcode has changed, see Officers Box inside the back cover, so you might care to note that at the same time.

The dates for the 1995 BNAPS Convention in Edmonton have had to be changed. If you are thinking of going, please note the dates are now 1 - 3 September. If you happen to be a railway buff, Jack Wallace has sent over

a brochure advertising some fascinating rail holidays, predominantly in British Columbia. Drop the Editor (or Jack) a line if you need to know more.

We are reminded by the Royal Philatelic Society, London, that their Expert Committee has now been established for over 100 years; a 'Royal' certificate is well recognised worldwide, throughout the philatelic community. As international exhibitors sometimes like to have specific items verified before showing, the 'Royal' are making special arrangements for non-members entering CAPEX in 1996 to have material expertised at 10% off the standard rate. Further details can be obtained from your Editor.










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At the York Convention in 1994, we were treated to a display of material the existence of which was unknown to most of us this side of the Atlantic. We accordingly asked Bill Topping to provide an article which would give the subject wider publicity....

JAPANESE RELOCATION MAIL

Bill Topping FRPSL.

At 7:30 am on 7 December, 1941 the Japanese attacked Pearl Harbour and on 8 December the Royal Canadian Mounted Police arrested 35 Japanese Canadians as suspected members of a Japanese spy network. Thus began the relocation of over 20,000 Japanese and Japanese Canadians living within the 100 mile exclusion zone along the western coast of British Columbia. Thus also began a major problem for the Canadian Post Office, that had to keep track of mail going to and from persons of Japanese origin.

Censorship of mail directed through Vancouver to or from the Orient began on 8 September 1939. Sixteen examiners were recruited, of which five were able to read Japanese and another five Chinese. Inspection of all incoming and outgoing mail to or from the Orient was carried out at Vancouver, including mail directed via the United States to Canada.

Unfortunately the Japanese examiners were found to be unreliable and were replaced, in October 1941, by a retired Canadian missionary from Japan and the Japanese wife of an occidental. Following the attack on Pearl Harbour the staff was increased and a number of examiners with some ability at reading Japanese were employed. By March 1942 most of the mail to and from persons of Japanese origin was being examined

and this policy appears to have lasted until the summer of 1943 when examination became more selective. As a result, covers dated in 1944 and 1945 are much scarcer than those dated 1942 or 1943. Censorship at Vancouver ended on 15 August, 1945 but by that time almost no Japanese mail was being examined.

The study of these censored covers to and from the Japanese makes an interesting sidelight in the study of mail from the Second World War. The covers can be divided into a number of groups based on their destination and point of origin, as follows;

1. Free mail from POW camps,
2. Letters from Road camps - spring and summer of 1942,
3. Mail to or from the B.C. Security Commission - 1942-43,
4. Hastings Park Manning Pool mail - April to September 1942,
5. Self Sustaining projects in B.C. and Eastern Canada,
6. Farm Labour Force mail from Alberta and Ontario,
7. Relocation Settlements in B.C. located in old mining towns,
8. Mail to and from Tashme,
9. Mail to the International Red Cross, Geneva.

Free mail from Japanese prisoners of war in Canada is extremely rare as only about 40 Japanese were held throughout the war, although about

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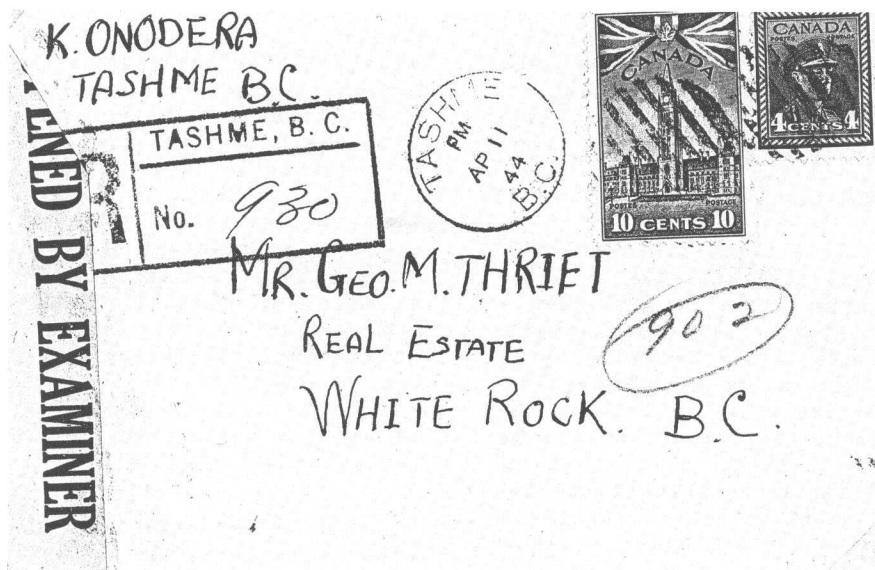
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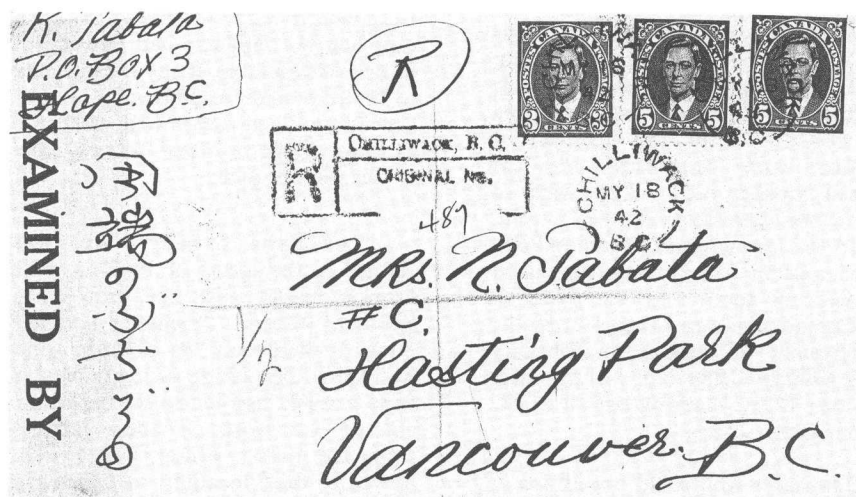
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Relocation Centre - Tashme, BC. Registered letter (front) from Tashme to White Rock.
OPENED BY EXAMINER (number missing).



Work Camp - Box 3 Hope - Road Camp 296 Registered letter mailed at Chilliwack from
Road Camp 296. EXAMINED BY DB/C.339

700 were interned for short periods for a variety of civil offences. POW Camp 101, known as Anglers, Ontario, was exclusively for the Japanese but mail is also known from Kananaskis (POW 130), Alberta, and Petawawa (POW 33), Ontario.

Road camps were established, starting in March 1942, along the Northern Line of the CNR between Blue River and Jasper and later along the CPR west of Revelstoke; also in Northern Ontario near Schreiber. They were used mainly for Japanese who failed to co-operate and most of the camps were closed in late summer of 1942 when the residents were either sent to the POW camp at Anglers or reunited with their families in one of the Relocation Centres. A few were moved to Tashme* (Box 3, Hope), to build the camp there. Mail from these camps is more common than POW mail.

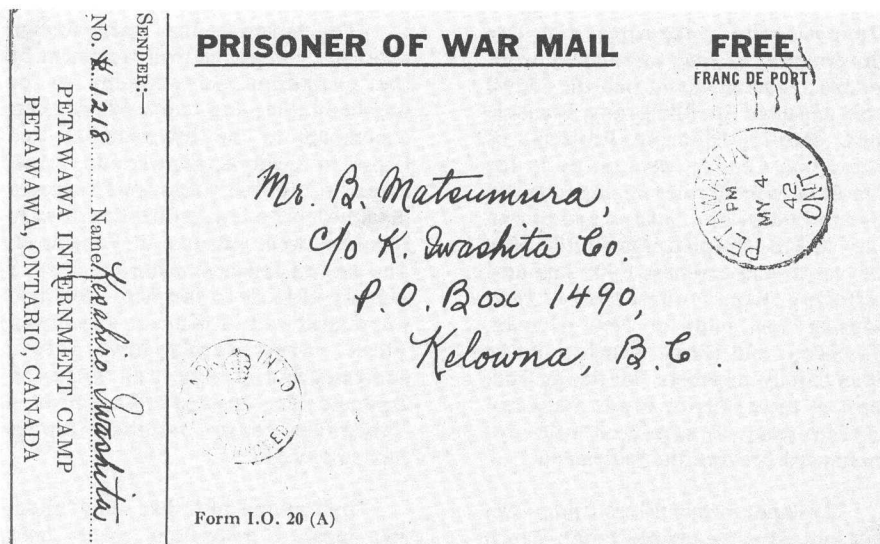
The British Columbia Security Commission was established by Order in Council No. 1666, dated 4 March, 1942. The Commission was responsible for the removal of the Japanese from the coast and for the disposal of Japanese assets. Most letters bear the official Number 1, 2, or 3 and were to inform the addressees that they were to report to Hastings Park Manning Pool. Official Letter No. 4 usually contained payment for goods sold. The duties of the Commission were taken over by the Department of Labour in February 1943. Official Letter No. 1 is the most common BCSC marking but all BCSC markings are scarce.

Japanese who could not afford to leave the coast at their own expense, started reporting to Hastings Park Manning Pool at the former Provincial

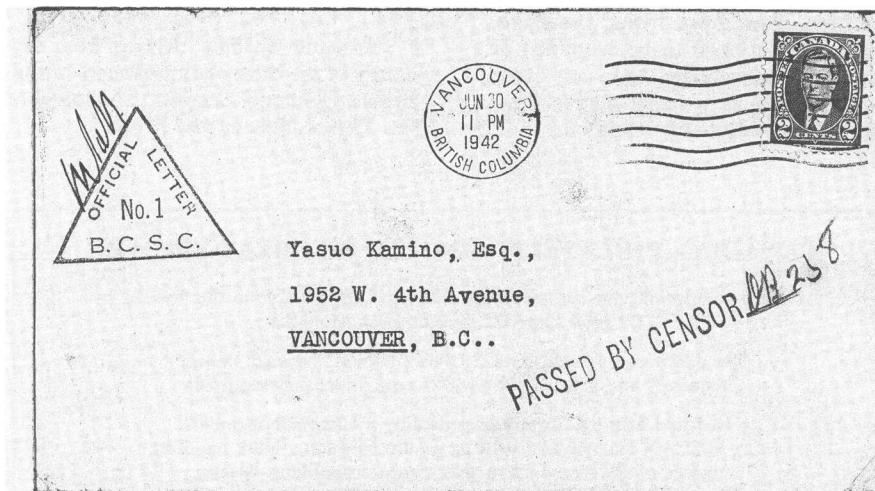
Exhibition Grounds at Vancouver in late March, 1942. Where possible the Japanese communities were moved as a whole and those along the upper coast were moved first. By June most areas except Steveston and the Lower Fraser Valley had been cleared of Japanese. The stay at Hastings Park was short and most of these people were moved to former mining towns in the interior of BC within a few weeks. The Hastings Park Manning Pool was closed in October 1942. The most common Japanese Relocation covers held by collectors are addressed to or from Hastings Park Manning Pool and are mainly dated in May or June 1942.

Mail to and from the Self Sustaining location is the most difficult to identify. Japanese who had sufficient resources could move, with RCMP approval and at their own expense, to any location east of the coastal mountains. Groups of Japanese were soon located near Lillooet, Christina Lake, and in parts of Ontario. By 1946 over half the Japanese had moved out of British Columbia. In many cases mail to or from these persons may or may not have been examined and the Japanese name is often the only clue to this class of mail.

The Farm Labour Force was formed in the spring of 1942 to assist farmers, mainly sugar beet growers, in Southern Alberta, Manitoba and the Niagara Peninsula in planting and harvesting their crops, as many regular farm workers had joined the service or entered war work. Japanese farmers from the Lower Fraser Valley were moved to these locations to relieve the shortage. Many of them could not write and as a result mail from these locations is scarce.



Internment Camp - Petawawa, Ont. cover from Keshahiro Iwashita, one of the first Japanese to be interned in December, 1942.



*British Columbia Security Commission - Vancouver, B.C.
Example of 'Official letter No.1' which was sent to all persons of Japanese origin who had not reported to Hastings Park.*

Despite the attempts by the Government to find meaningful work for the Japanese, about half the 23,500 were unsuited to filling any available jobs. Interior Housing Projects, or Relocation Centres, were set up in the almost deserted former mining towns of Greenwood, Kaslo, Sandon and Slocan City. A T.B. Hospital was built at New Denver to house almost 1,000 Japanese suffering from tuberculosis. New housing was built at New Denver, Roseberry, and Harris Ranch to house other family members. Markings from most of these interior towns are scarce as there seems to have been little mail exchanged between the settlements.

Tashme, former Road Camp 296, was located at the remote Trite's Ranch on what is now the Hope Princeton Highway. The camp was expanded to house some 3,000 Japanese although it never reached that number. Tashme was used to house mainly single persons who appear to have been better educated than those living elsewhere. The mail continued to be examined at Tashme much longer than at other locations and as a result covers from Tashme are reasonably common.

The Japanese, like many foreign nationals, considered their treatment by the Canadian Government to be unreasonable and forwarded their complaints to the International Red Cross in Geneva, Switzerland. Most letters to the Red Cross were censored in Ottawa but a few, probably written in Japanese, were censored at Vancouver. The earliest Japanese censored cover, 7 January 1941, is to the Red Cross and was mailed from A. Kuta at Vancouver. These covers rarely have return addresses, but as almost all written in Japanese were censored at Vancouver, a Vancouver censor number implies Japanese origin.

Indications are that only about 300 Japanese relocation covers have survived and most of these are owned by collectors in British Columbia. It is a field of study that is little known outside that province and as a result has been overlooked by many serious collectors of Second World War material.

* The name 'Tashme' derived from the names of the three commissioners of the British Columbia Security Commission viz. Taylor, Shirras and Mead.

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'FRATERNAL REGARDS'

By The Yellow Peril Photo by Canadian Stamp News

The Year of the Dragon was an unusual year for me as several exciting personal and philatelic events took place. Philatelically, it was during the Dragon Year that I found John Ross Robertson's Fraternal Greeting Card after a 34 year search. The scarcity of the greeting card, plus the fact that I did not know what it looked like, were the reasons for the long and almost hopeless hunt. In 1953, when I was stationed in Edmonton and was just getting my feet wet in stamps, Henry G. Saxton (a Calgary dealer) gave me his copy of BNA-6th Edition of the Weekly Philatelic Gossip (3 October, 1953) as a memento of my visit to his home. As it was my first stamp magazine, I read it from cover to cover several times. I can still remember many of the articles and pictures. J. Ross Robertson's greeting card was described in detail but was not illustrated.

John Ross Robertson was born in Toronto on 28 December, 1841 and died on 31 May 1918. After attending Upper Canada College, he founded the Evening Telegram newspaper. On 19 July 1893, Robertson was appointed to the very high honour of Representative of the United Grand Lodge of England the mother grand lodge of the world. He was a member of Parliament for East Toronto (Independent Conservative) from 1896 to 1900. His philanthropies included the founding of the Hospital for Sick Children and the creation of the John Ross Robertson collection of historical pictures which he gave to the Toronto Public Library in 1912. He also published Robertson's Landmarks of Toronto (six volumes).

Robertson, who was a man of vision and initiative, was not known to have collected stamps. How or why he came to use the Imperial Penny Postage stamp as a theme for this greeting card is a matter of conjecture. Perhaps he chose this stamp because he was a supporter of the unity of the United Kingdom and Canada for which it was a symbol.

A telephone interview with Mr. Thomas A. Mulock, the great great grandson of Sir William Mulock, Postmaster General of Canada from 1896 to 1905 and the designer of the Canada map stamp, brought to light some interesting points. Sir William Mulock was a member of Parliament from 1862 to 1905. Like Robertson he was a Mason. He lived in Toronto at 518 Jarvis Street, only a 20 minute stroll from Robertson who was at 291 Sherbourne Street. These gentlemen were about the same age and were also associates. They, therefore, would have moved in the same social circles. The foremost newspaper publisher would have been well aware of the postmaster general's involvement in the Imperial Penny Postage Scheme and would have appreciated the significance of the map stamp design which so admirably expressed his own sentiments.

It is not known how many 'Fraternal Regards' were produced nor if they were all enclosed in envelopes and sent to England. However, since J. Ross Robertson took great pains to send the 'first' first day cover of the new 2c Empire rate, it can be stated without

too much fear of contradiction that he also posted his Fraternal greeting the same day.

Howes quotes from a Toronto newspaper to describe the historic event. 'The letter was received at the General Post-Office, Adelaide Street, Toronto, at one second past 12 o' clock in the morning of Sunday, Dec. 25th, by Mr. John Carruthers, the Assistant Postmaster, who certified to the posting with his signature on the envelope.' John Ross Robertson had posted the letter to the Freemason's Hall in London, England.

A week later, on 1 January, 1899, the first day of the 2c domestic letter rate, at precisely the same time, Robertson posted the 'first' first day cover of the 2c domestic rate at the same post office, to J.J. Mason, Grand Secretary, Masonic Hall, Hamilton, Ont.

I like to speculate that John Ross Robertson and Sir William Mulock were friends as well as fellow Masons, and that together they designed Fraternal Regards – a fascinating historical curiosity.

Assistance provided by the following people in the preparation of this report is gratefully acknowledged: Miss Ann Allan, North York Public Library, City of North York, Ont. Professor Wallace McLeod, Victoria College, University of Toronto.

Reference: 'CANADA - Its Postage Stamps and Postal Stationery' by Clifton A. Howes, published by The New England Stamp Co., Boston USA. 1911

Editor's note: The Year of the Dragon referred to in this article is from 17 February 1988 to 5 February, 1989.

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The central subject is a Map of the World in black with British possessions blocked out in red. The Crown triumphant is the top piece of the design resting on a support of oak and maple leaves, thus symbolizing the unity of the United Kingdom and Canada. The words "Canada Postage" are clearly lettered, and underneath the map "Xmas, 1898" is recorded so that the date of inaugurating the Imperial Penny Postage scheme may be a matter of record. The figure "2" appears at each of the lower corners, thus pressing the denomination of the Stamp, and the lower edge is ablaze with the meaning of the words:

"We hold a vaster empire than has been."

To the Members of the United Grand
Lodge of Free Masons of England,
with the fraternal regards of
M. W. Bro. J. ROSS ROBERTSON,
P.G.M., of the Grand Lodge of
Canada, Representative of the United
Grand Lodge of England, near the
Grand Lodge of Canada.

Christmas Day,
291 Sherbourne St., Toronto, Canada.

How fortunate for map and topical stamp collectors that when John Ross Robertson used the map stamp as a form of greeting to English friends, he made the Fraternal Greeting card a real collector's item. P.G.M. stands for Past Grand Master.



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THE 12d BLACK PLATE PROOF

- A Reconstruction

Ken R. Johnson

Early in 1993, the Canadian Postal Archives acquired a partial plate proof bearing 24 images of the Province of Canada 1851 12d Queen Victoria postage stamp. As the acquiring archivist, I researched the ownership history for this particular item, and confirmed that it had once been part of a much larger block of 60 images that had been owned by the prestigious collector - Alfred F. Lichtenstein. Having discovered this fascinating piece of information, I was determined to find out what had happened to the remainder of the partial plate proof!

The original 60-on block was sold in the H.R. Harmer, Inc., New York auction (Sale Two, November, 1968) as lot 54 of The Louise Boyd Dale and Alfred F. Lichtenstein Collection and for a time, it remained intact. Unfortunately, it appears that between 1968 and 1974, the plate proof was broken down into smaller segments, and the break-up of some of the other remaining units appears to be ongoing. To date, I have been able to identify eight separate pieces that once were part of the original 60-on plate proof, and account for 56 of the images. Four of the impressions have eluded me; they are still to be located and identified! Perhaps they exist as a block of four, two pairs or four singles?

ORIGIN OF PLATE PROOF

Although it is difficult to establish precisely the origin of the Lichtenstein 60-image plate proof, there is an intriguing article in the March 1957 issue of 'Popular Stamps' that might

hold the key to its origin. The article on page 14 of this publication, entitled 'Complete Sheet Canada 12d Black', includes information to the effect that a sheet of Canada No. 3, 12d imperforate, had originally been kept by the engraving and printing firm of Messrs. Rawdon, Wright, Hatch and Edson of New York. The sheet had been sent to South American countries as an illustration of the working skills of the engravers/siderographers at the firm, and on its return had been stored in a safe for a number of years. The plate proof was found in turn by personnel of the American Bank Note Company (the successor to Rawdon, Wright, Hatch and Edson) and was eventually sold to Alfred Lichtenstein. The new owner referred to the sheet as a 'sample', and although the number of images contained in this sheet (60 or 100?) was not mentioned in the article one can ask the question - "is this sheet and the one sold via the Harmer's auction one-and-the-same?"

PLATE PROOF CHARACTERISTICS

(a) Red Pencil Crayon Marks

The partial plate illustrated in the H.R. Harmer auction catalogue contains a number of red pencil markings that can be found in the borders between certain images. These include brackets around all four corners of position four, and small vertical lines between positions 11/12, 13/14, 16/17, 21/22, 23/24, 31/32, 33/34, 34/35, 36/37, 41/42, 43/44, 44/45, 46/47, 51/52, 53/54, 54/55, 57/58. There is also a large (red?) dot at the intersection of positions 41,42, 51 and

52. The purpose of these markings cannot be verified, but it is possible that they are engravers' or siderographers' guide marks of some type and were more than likely added while the proof was in possession of the ABN Co. These red marks, if they haven't been eradicated, should still be visible in the margins of a number of the surviving plate proofs.

(b) SPECIMEN Overprint

I was able to use high powered magnification to view each of the images of the block of 24 that is presently in the CPA collection, and it is still possible to see the faint remains of the word SPECIMEN running diagonally from the bottom left hand corner to the top right corner. Reddish in colour, the remains of the word should be faintly visible on all images of the plate proof. Is it possible that the over-print was chemically removed by professional staff employed by the security printer? Perhaps this removal was done in an effort to improve the appearance of the proof prior to its travels to South America.

REMAINING COMPONENTS

The illustrations accompanying this text show the original format of the Lichtenstein 60-on plate proof and the various pieces that were created following its division into smaller bits. The chronological information has been extracted from various auction catalogues, dealers' price lists and related philatelic publications and provides approximate date parameters for when certain-sized pieces existed

1. **1968, November 18** - Intact 60-image plate proof (lot No. 54), sold at the H.R. Harmer, Inc. auction, Sale Two, British North America Part One - The Louise Boyd Dale and Alfred F.

Lichtenstein Collections.

2. **1974, November 12** - Block of 4, positions 45-46, 55-56, (lot no.65), sold at First Session, Sale no. 78, R. Maresch & Son, Toronto, Ontario.

3. **1981, April 29** - Block of 24, positions 7-10, 17-20, 27-30, 37-40, 47-50, 57-60, (lot 516), sold at 579th Sale - Rarities of the World, Robert A. Siegel Auction Galleries, Inc., New York. The largest existing component of the original 60-on plate proof. It was acquired by the Canadian Postal Archives early in 1993.

4. **1982, November 25** - Block of 8, positions 1-4, 11-14 (lot 2059) - Canada 'Scenic' Collection of Proofs and Essays, Sale IV, Robson Lowe International. The 'Scenic' pseudonym is attributed to Sam C. Nickle.

5. **1987, July 15** - Block of 4, positions 5-6, 15-16, (lot 60) - sold at Sale No. 467, J.N. Sissons Inc., Toronto, Ontario.

6. **(1988?)** - Block of 16, positions 21-24, 31-34, 41-44, 51-54, 'The Sam C. Nickle Collection of The Province of Canada Pence Issue Stamps and Covers'. A bound photocopy of the contents of this well-known collection is held by the CPA. The year that this block was acquired by Mr Nickle is unknown.

7. **1993, March 19** - Block of 8, positions 41-44, 51-54, (lot 18), British North America Stamps and Covers, Christie's, New York, U.S. (Sam Nickle Collection). This unit was separated from item no.6 listed above.

8. **1993**, - Block of 4, positions 3-4, 13-14, item no. 158-023 3p - Catalogue no. 158, Saskatoon Stamp Centre, Saskatchewan.

9. **1993, June/July** - Upper left margin pair, positions 1-2, (lot 100), Catalogue no. 117, A.G.H. Stamp (Canada) Inc., Montreal, Quebec. A notation in the catalogue implies that the original torn corner was 'clipped - probably by the printer!' This is not possible, as the torn



Continues overleaf and on page 93.



3.



5.



10.



2.



8.



9.

4.



6.



7.

THE PEOPLE ON THE STAMPS - DAVID THOMPSON

Alan Salmon

*Ho! a great man that David Thompson!
I took the trail with him on that wild trip;
Through such a country as you never saw
of mountains, streams and miry muskeg swamp
and fire- swept lands criss-crossed with fallen trees.
Crossing the Great Divide.*

Robert Allison Hood.

It can be said of few explorers that most of Canada was their domain; but it is true of the explorer, surveyor and map-maker, David Thompson. He appears on the 5c stamp (SG 496, SS 370), issued in 1957 to commemorate the 100th anniversary of his death.



He was born in London, England in 1770, two years after his family had arrived from Wales. Two years later his father died, leaving the family destitute. When he was seven David was accepted into the Grey Coat Hospital, a charity school near Westminster Abbey; he subsequently joined their Mathematical School where he learnt basic navigation. In 1784 he was apprenticed to the Hudson's Bay Company (HBC); the fee of £5 was paid by the charity.

Early Years with the HBC.

His first year was spent at Fort Churchill, then under the command of Samuel Hearne (SG682, SS 540), where

he helped by copying part of Hearne's manuscript of the journey to the Coppermine. The next year he went to York Factory on foot, 150 miles, living off the land. That winter, although ordered to concentrate on clerical duties, he made several hunting trips; henceforward he wished to employ his navigational training, rather than his clerical ability, on behalf of the Company. Surveying became almost an obsession, fur trading was a minor interest.

In 1786 he was sent to Cumberland House, where he learnt to speak Cree and Peigan and worked at HBC forts along the Saskatchewan River. He also underwent some form of religious experience, he described it as 'a game of draughts with the devil'; henceforth he was notably abstemious and pious. In 1788 he suffered a severe fracture of a leg, even after a year he was unable to go up the Saskatchewan again; thus he was at Cumberland House when a surveying party arrived, prior to going to the Athabasca country. During the winter of 1789-90 he studied mathematics, surveying and astronomy under the leader of the expedition. He had hoped to go with the expedition but he was still suffering from the leg and, to add to his distress, he had lost the sight in his right eye. In 1790, he was sent back to York Factory;

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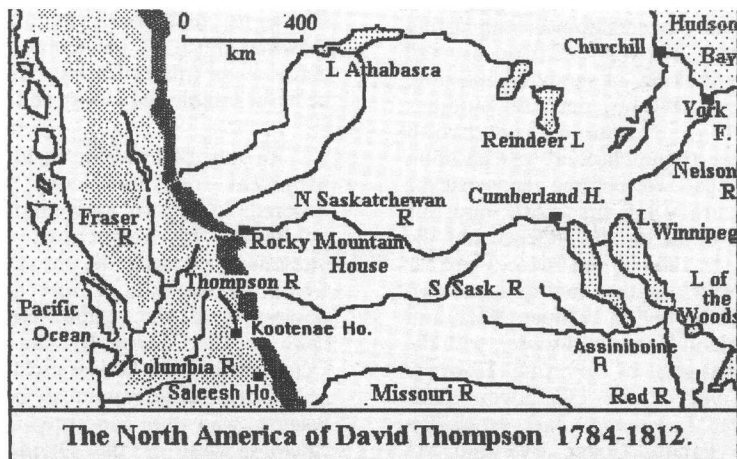
on the journey he surveyed the 750 miles of the route.

Normally a suit of clothes was presented to an apprentice on completion of his seven years. Thompson wrote to the Secretary of the HBC in London requesting surveying instruments and asked that he be allowed to survey the coast of Hudson Bay - he got his suit. At York he wrote up the measurements he had taken on the way from Cumberland House, he sent these to the Committee of the HBC in London with a further request to be sent on surveys. The committee encouraged him by sending the instruments and, in 1792, he was instructed to survey the region between the Nelson River and Reindeer Lake. The hope was that a new way, more direct and by-passing the competition of the North West Company (NWC), might be found to the fur lands near Lake Athabasca. He set out in the fall and spent the winter about 100 miles north of Lake Winnipeg, he then moved west but found it impossible to get to Reindeer Lake without a guide. He had to return to York but with many

measurements and descriptions of the route so far as it went. Further work was hindered during the next two years because relations with the Indians had deteriorated, but Thompson completed the survey of those parts of the N Saskatchewan which were still unmapped; he was appointed a HBC surveyor in 1794. In 1796, at long last, Thompson forced his way through to Lake Athabasca with two young Indian guides, but the route was a great disappointment, barely passable in the summer with a small canoe. The follow-up party, with three large canoes, and Thompson's superior, had to spend a hard, wasted winter at Reindeer Lake.

Years of fulfilment with the NWC

In 1797 Thompson resigned from the HBC abruptly, without giving the year of notice required by his contract, and joined the NWC. Why he took this drastic step, leaving a company which had trained him, and in which his prospects of becoming the senior surveyor in the west were good, is unknown. He said he had been ordered to stop surveying, possibly he thought his efforts were not adequate



appreciated by the management in Rupert's Land; whatever the reason the change led to greater things.

The boundary, west of Lake of the Woods, between BNA and the USA, was then of considerable interest to the NWC, so Thompson was sent to determine the exact positions of its trading posts and to survey the regions near the 49th parallel. In an extraordinary ten months he travelled 4,000 miles surveying the major lakes and rivers from Lake Superior to the headwaters of the Missouri, including the Red and Assiniboine Rivers; he also determined the source of the Mississippi, between the Red River and Lake Superior, to within a few miles of its presently recognised location. One advantage that he had with the NWC was that he was employed as a surveyor and Map Maker whereas with the HBC he was a Surveyor and Trader. The next years were spent surveying routes in present-day Saskatchewan and Alberta, and included three exploratory expeditions into the Rockies.

In 1799 he married a 13-year-old daughter of a Scottish trader and an Indian, the partnership was long-lasting and happy. He was described as: 'tall and fine looking, of sandy complexion, with large features, deep set studious eyes, high forehead and broad shoulders, the intellectual was set upon the physical'. He became renowned for the accuracy of his work and his detailed notes on the Indians and the wildlife. In 1804 he was made a partner in the NWC; he then had to spend two years in the region between York and Cumberland House as a trader, with the occasional spell of surveying. However the arrival of the US government-sponsored Lewis and Clark expedition on the Pacific Coast, overland via

Missouri in 1805, gave the NWC cause for concern. A broad route through the Rockies, to shipping on the coast, would be of great benefit to the Company; eliminating the long, overland haul used to take its furs to Montreal - especially now the Americans had appeared on the west coast. There had been reports of such a route, we now call it the Columbian River, but no white man had been able to find it and descend it to the sea.

Thompson, with his experience of the Rockies, was the obvious choice to lead an expedition. The party of ten men, with his wife and three children, went up the N Saskatchewan to winter at Rocky Mountain House. In June 1807 they branched off the main river, a few miles west of the present Saskatchewan Crossing on the Icefields Parkway between Banff and Jasper, to cross the Great Divide, at what is now called Howse Pass - after an HBC trader! They then descended to the Columbia River. He built Kootenae House, the first trading post on that river, learnt to speak Kootenay and for the next three years he traded and surveyed from there and from Saleesh House, in present-day Montana. He surveyed much of the Columbia, and many of its tributaries but, amazingly, he never established a post on the coast.

In July 1810, whilst on his way to Montreal for some leave, he was ordered to return immediately and probably, his exact orders were unknown, to reach the mouth of the Columbia to build a fort and take possession of the region. He should have reached there by the end of October, however he lost eight months as he retreated ignominiously before the Peigans, who were concerned that their enemies west of the Divide would

obtain more guns. He crossed the Rockies farther north, by the little known Athabasca Pass near present-day Jasper. It was a long, difficult journey with most of his men deserting. Eventually, in July 1811, he arrived to find Fort Astoria, flying the American flag, had been established there just four months earlier.

The long and unhappy aftermath.

Known to the Indians as the Star Man, due to his many astronomical observations, he made three more transits of the Rockies before he retired, from active work, to Montreal in 1812. He now had 13 children and spent the next three years writing-up and mapping his observations for the NWC. He then purchased a farm at Williamstown in Upper Canada but the call of surveying was still strong; in 1817 he was working for the boundary commission to determine the exact location of the border between Canada and the USA. This went on, from the St Lawrence to the Lake of the Woods, for ten years until the work of the commission came to an end - without agreement between the governments.

Good fortune now deserted him; he had given substantial sums to help his children and then suffered severe losses when one of his investments collapsed, he tried to replenish his wealth but failed. Efforts to sell his maps and to obtain recognition of his past services were to no avail. By 1833, deeply in debt and to avoid bankruptcy he had assigned his land to his creditor's and began surveying again, he was now 63. Over nine years he surveyed in Muskoka, Montreal and the Quebec townships but as time went by jobs became increasingly difficult to obtain; he even tried, unsuccessfully, to get a job as a clerk with the HBC! In 1850,

living with his daughter near Montreal, he began an account of his travels. It was never finished as his sight failed totally in 1851. His death in 1857 was unnoticed outside his family; his wife looked after him to the end. Although dealt harshly by fate towards the end of his life, he never lost his religious convictions.

The unfinished manuscript of his narrative was edited and published this century. It is a major work of autobiography, taking us up to 1812, and is now a classic of exploration, confirming his stature as one of the great explorers of Canada.

12d BLACK. Continued from page 88.

corner on position 1 was evident on the plate proof after it had left the confines of the security printer and had become part of the Lichtenstein collection.

As can be seen from this summary and the related illustrations, the original Twelve Pence plate proof still exists, but it does so as a variety of smaller units! It would be interesting to know the whereabouts of the block of four that is made up of image nos. 25-26 and 35-36 (identified here as item 10). With that information, a complete reconstruction of the original 60-on partial plate proof would be possible. Until then - the search continues.....

(Note: When this article was being researched, Ken Johnson was employed as a Philatelic Archivist with the Canadian Postal Archives. As this is no longer the case, would readers who might have information that relates to this subject, please contact Mr. Johnson at his home address: 1046 Chateau

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**DEALERS IN
FINE STAMPS
SINCE 1924**

In the October 1994 issue of 'Maple Leaves' Ron Winmill offered the basis of a listing of essays and proofs of the Karsh definitives. Here he looks at another group of post-war proof material, which is gradually becoming more available.

POST 1946 COMMEMORATIVE PROOFS OF CANADA

Ron Winmill

In a previous research note, reference was made to certain post World War II die proofs. At that time, the first Elizabethan issue (Karsh portrait), was surveyed. Given the limited information presented in auction catalogues and garnered from items offered by dealers at fairs, no definitive study can be presented, however, a brief survey of the post Peace Issue die proofs is here attempted.

In the following listing, caution must be the operative word. Measurements are, except for die sinkages, totally meaningless because many of these proofs were produced on various sized cards and any of them could have been cut down. Colours in this listing are either those observed or noted by the auctioneer. The reader will be aware that this is subjective; what is described as pink could well be rose to another student. The majority of items listed here are die proofs, however, a few plate proofs are also included.

1947 Alexander Graham Bell, 4c.

Large die proof on India, die sunk on card with Canadian Bank Note Company Limited imprint and die number XG-831; colour not recorded.

Large die proof on card in colour of issue, with imprint and die number as above.

Large die proof on card in colour of

issue, without imprint or die number.

1947 Confederation, 4c.

Large die proof, die sunk on card, with Canadian Bank Note Company Limited imprint and die number XG-833, colour note recorded.

Large die proof, die sunk on card in colour of issue without imprint or die number.

1948 Royal Wedding, 4c.

Large progressive die proof in black on card, 7.5cm x 8.4cm. A second example of this item was noted mounted on another card.

Large progressive die proof in black on india, die sunk on card with the Canadian Bank Note Company imprint and die number XG-843.

Large die proof on wove mounted card, 7.5cm x 8.5cm, in colour of issue, no other details available.

Large die proof on card mounted on larger card, without imprint or die number, in red.

Large die proof on card, 7.5cmx8.5cm, in colour of issue, with imprint and die number as above.

Large die proof on card, 7.5cmx8.5cm, in colour of issue without imprint or die number.

1948 Responsible Government, 4c.

Large die proof on india, die sunk on card with imprint and unknown die number, colour not stated but probably colour of issue.

1949 Newfoundland, 4c.

Large die proof on card in colour of issue without imprint or die number.

1949 Halifax Bicentenary, 4c.

Large die proof on card, in colour of issue, without imprint or die number.

The last two items , and several others, without imprint or die number, were noted only in one horde of such proofs, often with only one example.

1950 Oil Wells, 50c.

Large die proof on card in colour of issue with unrecorded imprint and die number.

Large die proof on card in colour of issue, without imprint or die number.

1951 Sir Robert Borden, 3c.

Large die proof on card, 7.2cmx7.4cm, in purple. Imprint not recorded, die number XG-948. A similar item, described by a second auctioneer as being in deep rose violet, is probably a die proof in the same colour.

Large die proof in colour of issue, on card without either imprint or die number.

1951 W.L.Mackenzie King, 4c.

Large die proof on india, 6.5cmx7.4cm, in black on card, in turn mounted on a second card, with unknown imprint and die number XG-947.

Large die proof on thin card, 6.6cmx7.4cm, in dark red, mounted on further thin card, 13.8cm x 10.2cm. No

imprint or die number was recorded.

Large die proof on card, affixed to a larger card, in colour of issue, with Canadian Bank Note Company Limited imprint but no die number.

1951 Royal Visit, 4c.

Large die proof on india, in black, without imprint but with die number XG-957. It is possible that this item is a progressive die proof but data is insufficient to confirm this speculation.

Large die proof on card, 7.5cmx6.3cm, mounted on larger card, in violet, with Canadian Bank Note Company Limited imprint and die number as above.

Large die proof on wove, die sunk on large card, in violet, with Canadian Bank Note Company Limited imprint and die number XG-957.

Large die proof on card, in colour of issue, lacking both imprint and die number.

1952 Forestry Products, 20c.

Large die proof on card, 7.8cmx7.4cm, mounted on larger card, in green, with Canadian Bank Note Company Limited imprint and die number XG-965.

Large die proof on wove, in grey-green, mounted on large card. It is not known whether this item bears the die number and inscription.

Large die proof as above, in pale brown, no die number or inscription

The above are trial colours.

Large die proof on card, in colour of issue, with imprint and die number as first item above.

Large die proof on card, in colour of

issue, without imprint or die number.

1952 Red Cross Conference, 4c.

Large die proof on card, in colour of issue (blue portion only), mounted on a larger card, with Canadian Bank Note Company Limited imprint and die number XG- ?

Large die proof on card in colour of issue (blue portion only), without imprint or die number.

1952 Alexander Mackenzie, 4c.

Large die proof on card, in colour of issue, without imprint or die number.

1953, Totem Pole, \$1.

Large die proof on india, die sunk on card, remounted on another card, in deep brown, with Canadian Bank Note Company Limited imprint and die number XG-969.

Large die proof on thin card, mounted on thick card, in red violet, with Canadian Bank Note Company Limited imprint and die number XG-969.

Large die proof on thin card, in rose, with imprint and die number as above.

Large die proof on thin card, in pink, with imprint and die number as above.

Large die proof on thin card, in colour of issue, with imprint and die number as above.

Large die proof on wove, in rose pink, imprint and die number as above, in black brown.

1953 Polar Bear, 2c.

Large die proof on thin card, in violet , with an unrecorded imprint and die number.

Large die proof on wove on card, in colour of issue, with unrecorded imprint and die number.

1953 Coronation, 4c.

Large die proof on thin card, in colour of issue, without imprint or die number.

1953 Textile Industry, 50c.

Large die proof on glazed wove, 8.5cmx6.5cm, mounted on larger card, in colour of issue, with Canadian Bank Note Company Limited imprint and die number XG-979.

Large die proof on thin card, mounted on larger card, in colour of issue, with imprint and die number as above.

Large die proof on thin card, mounted on larger card, in rose, with imprint and die number as above.

Large die proof on thin card, in rose, without imprint or die number.

Large die proof on thin card, in colour of issue, without imprint or die number.

Large die proof on wove, in rose pink, with Canadian Bank Note Company Limited imprint and die number XG-979.

A large die proof in wove, similar to the first item listed, has been noted; however, it is believed to be identical, having become unglued from its card.

1954 Gannet, 15c.

Large die proof on card affixed to larger card, in black, with Canadian Bank Note company Limited imprint and die number XG-1027.

Large die proof on wove, mounted on a large card, in colour of issue, with

imprint and die number as above.

Large die proof on thin card, mounted on larger card, in colour of issue, with imprint and die number as above.

1954 Sir John Thompson, 4c.

Large die proof on thin card, in colour of issue, without imprint or die number.

1955 Iroquois Mask (not issued)

Large die essay, imperforate, mounted on card 12.5cm x 10cm, in grey and red, signed W.J.Turnbull. On the reverse, in violet, is a boxed handstamp, C.B.N.Co. Ottawa 23 June 1955 Engraving Dept.' This item claimed by auctioneer to be the only known example.

1956 Pulp and Paper, 20c.

Large die proof on thin card, mounted on larger card, without imprint or die number.

The above item was noted, in large quantity, in the stock of an American dealer, many years ago. It is possible some have imprint and die number, only half dozen were inspected closely.

1957 Royal Visit, 5c.

Die essay of vignette, in black, on india.

1959 Royal Visit, 5c.

Die essay of vignette and partial background (no crown or lettering), on india.

1969 Suzor-Cote, 50c.

Plate proof on wove in colours of issue.

Plate proof on wove in colours of issue, lacking only the gold frame and inscription.

Plate proof on wove, frame and inscription only.

Plate proof on wove showing process colour (yellow) only.

Plate proof on wove, showing process colour (blue) only.

Plate proof on wove, showing process colour (magenta) only.

Plate proof on wove, showing process colour (crimson) only.

It has been stated that, in 1990, a Greene Foundation certificate was issued for a block of the completed plate proof; this has not been confirmed. The above items are stated to have come on the market in full sheets of 50. They certainly would not have been regular issues emanating from the Post Office. No doubt they departed the printing plant via the back door.

1981 Canadian Painters 'Self Portrait', 17c.

Plate proof on wove in colours of issue.

A block of eight was seen in a dealer's stock and a strip of three has appeared in auction, all described as proofs. The Unitrade Specialised Catalogue of Canadian Stamps (p148) refers to 12 imperf pairs as a result of a mishandled sheet and a corner block is priced. The block of eight and strip of three obviously do not form part of this 'error'; the block showed no evidence of creasing or gum disturbance.

1981 Canadian Painters 'Untitled No.6', 35c.

Plate proof on wove, in colours of issue.

This final item was seen in quantity in the stock of the same dealer as the block of the previous item. In both cases these may be imperfs issued through the Post
Continued on page 101.

CANADA'S OFFICIALS

Part 1 - The 5-Hole OHMS

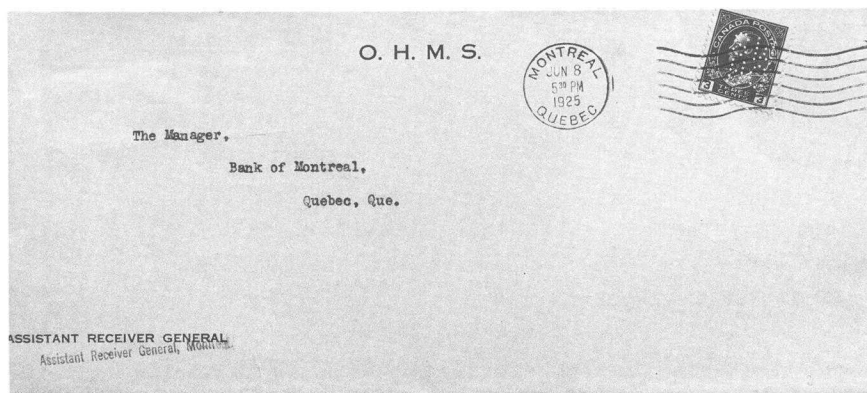
Trelle Morrow

The concept of security endorsements to curb theft of postage stamps has been in evidence since the late 1800s when perfins were instituted by several private firms and one Crown Corporation, the Inter Colonial Railway. By the early 1900s several government departments began experimenting with the perfin endorsement. The Militia Department produced the 'MD' perfin, the Department of National Defence produced the 'ND' perfin and the Department of Finance produced the 'OHMS' perfin containing five holes in the vertical leg of an initial. Also, some Crown Corporations endorsed stamps with perforated initials of their own; namely, Canadian National Railway and the Canadian Broadcasting Corporation.

Early writers on the subject of Officials have contributed a fair amount

of background material. T.F.Daggs in 1938, W.C.Gordon in 1949 and C.R.Timpany in 1954, contributed articles to philatelic journals of the day. The well-known Catalogue of Officials prepared by Roy Wrigley contains much information originating from H.M.Dilworth as well as other collectors.

Not a great deal has been said by previous authors about the postal history aspect of the Official stamps of Canada. The purpose of this study is to review some existing data regarding use of the Officials and to try and present certain procedures and conditions of usage that are not well known or not readily appreciated by collectors. Terms of reference will be the 5-Hole OHMS, the 4-hole OHMS, the O.H.M.S. overprint and the G overprint issues.



The 3c Admiral 5-Hole OHMS, paying the letter rate from Montreal to Quebec, and with a relatively early date, 8 June 1925.

It is interesting to note that the 5-hole OHMS perfins of the Finance Department have been placed by catalogue authors into the grouping we call Officials, while other government department perfins have been grouped with private perfins. This may have evolved due to the specific Post Office approval for the Department of Finance to endorse its postage stamps while not all other departments received such approval. The prestigious appearance of the initials representing 'On His Majesty's Service' may have influenced the nomenclature. The examples included in this portion of the study will illustrate the involvement of the Finance Department with the 5-Hole OHMS perfins.

In 1923 the Finance Department instituted its security programme for postage stamps and this carried on until 1935 when the Bank of Canada was

formed. A Cummins #52 perforator with a series of five dies in a row, was purchased. The 5-Hole OHMS stamps were distributed to the Assistant Receiver General's offices in the Provinces and some were held in Ottawa for special mailing services such as registration, airmail, special delivery and parcel post. First class mail enjoyed franking privileges when posted in Ottawa for destinations within the Country. The earliest stamp issues to be perforated OHMS were the Admirals and the procedure included issues through to the end of the 1934 Commemoratives.

In 1939 stamps were again perforated with the 5-Hole OHMS initials*. This resulted from a Treasury Board decision to provide security endorsements on stamps for all government departments. For this new programme a Cummins #53 perforator with ten dies in a row and yielding a 4-

O. H. M. S.



The Manager,
Bank of Montreal,
Thorold, Ontario.

ASSISTANT RECEIVER GENERAL

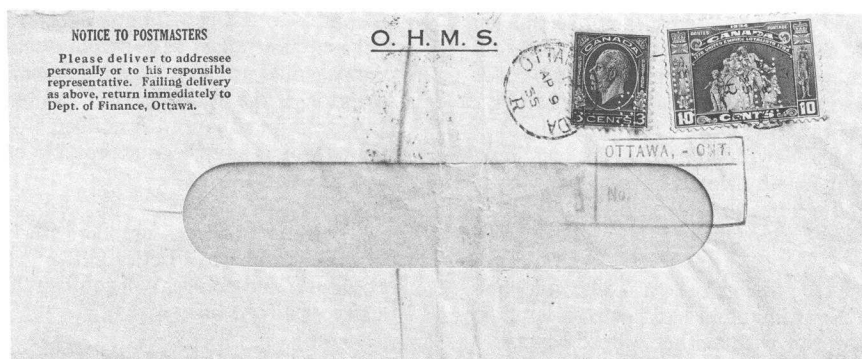
The 2c 1927 Confederation, 5-Hole OHMS, paying the letter rate from Toronto to Thorold, 15 June 1928.

Hole OHMS perfin had been ordered in May, 1939, with a view to meeting the programme commencement date of 1 July, 1939. The new 4-Hole machine was late in arriving and for a few days at least, likely at the end of June, the older perforator from the Finance Department was placed back in operation. Therefore, we find issues from 1935 through to 1939 now

endorsed with the 5-Hole OHMS perfin.

*No perforating was done between 1935 and 1939, government departments used regular stamps.

Acknowledgement: The author would like to acknowledge the assistance of Jon Johnson in supplying information on the perforating machines.



Letter to Britain, 9 Apr, 1935. The 3c Medallion, 5-Hole OHMS, pays the surface rate and the rare 10c Loyalist 5-Hole OHMS pays the registration fee.

COMMEMORATIVE PROOFS Continued from page 98.

Office or may indeed be plate proofs in the conventional sense. The jury is still out on this one.

Despite the obvious weakness of a listing such as this, derived from incomplete data, partially contained in auction catalogues; the utility of such a survey lies in its value in making students aware of some limited amount of what does exist. Approximately 200 die proofs were examined - it is possible that some were noted more than once. There was heavy duplication of the die proofs of certain stamps; one, the 20c 'Pulp and Paper', accounted for 25% of all observations. All of these and most

others lacking die number and imprint were in the possession of one individual.

Why so many die proofs were taken of one item is beyond comprehension, unless done for personal profit. It is known that more of these proofs exist; indeed even the catalogues where they appear are known to the author; however he was unable to examine the necessary reference material.

Without doubt more die proofs of these issues and others of this era will emerge in time. This provisional listing will be subject to substantial amendment.

LETTERS TO THE EDITOR

Robert Lunn, REVIVING THE DEAD

This blustery winter has led me to revisit my collection and give a second look to some of my 'prizes'. Illustrated is one cover that becomes more interesting every time I look at it.

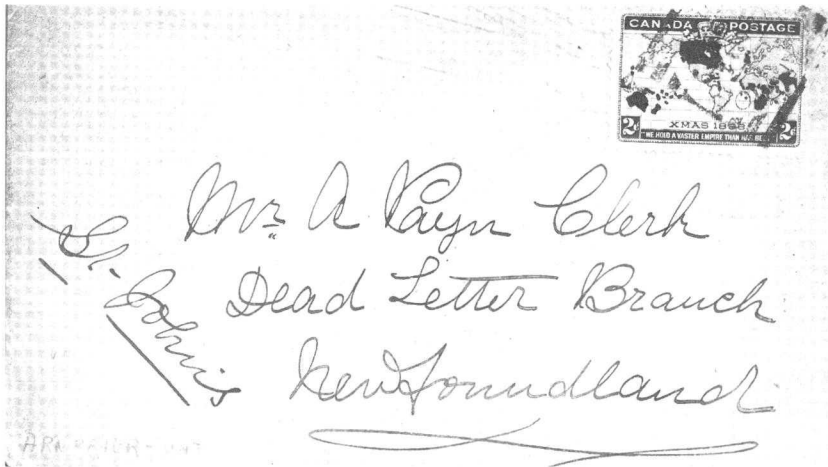
My main interest is not so much the destination (though Newfoundland is a much sought after Map stamp cover destination) but the addressee: Mr. A. Vayn, Clerk, Dead Letter Branch, St John's Newfoundland. The intriguing thing is, why would anyone want to send a letter to a clerk in the 'Newfie' Dead Letter Office?

A possible reason is that someone in Newfoundland had posted a letter to Arnprior with neither proper postage nor a return address. The processing post office sent the letter to the Dead Letter Branch because it was not prepaid. The Dead Letter Office (DLO)

then requested the addressee to forward the amount of postage, probably only 2cts, seemingly the going rate in 1899. Upon receipt of the postage, the DLO forwarded the letter, presumably with the applicable Newfoundland stamps affixed to the unpaid envelope. I would imagine that Canadian stamps would be acceptable to the Newfoundland DLO in the circumstances as Newfoundland stamps would not have been available in Arnprior. If the above was a Canada-United States situation, American stamps would have been acceptable to the Canadian DLO.

Perhaps someone familiar with Newfoundland Dead Letter Office procedures and policies will confirm this theory or advise otherwise.

Note: 1 The map stamp is tied with an Arnprior Ja 21 99 squared circle postmark



- 2 There is an Ottawa Ja 24 transit mark on the back
 3 There is a St. John's Jan 31 receiver mark on the back.

The Yellow Peril, A SECULAR RATE

My article, titled as above, appeared in 'Maple Leaves' no.222 (April 1989). I recently learned from a well-informed source that the 1/2c rate was officially recognised in North America, including USA and Newfoundland, but was often permitted to France between 1893 and 1894. I hope this information will be uplifting news to Small Queen collectors.

The Yellow Peril NO SMOKING

Seeing 'THANK YOU FOR NOT SMOKING' in print ('Maple Leaves' 251, Jan.1995) made me realise that, in my haste to submit the report, I committed an unpardonable omission. If there is such a thing as 'righting a wrong', please add to the list of acknowledgments this statement:

"Thanks also to Dr. Susan M. Tarlo of the Toronto Hospital (Asthma Centre) for her excellent medical advice." Sorry Doc, for the oversight!

FIFTEEN CENT LARGE QUEEN: VARIETIES.

The Left Pawnbroker.

Fred Fawn

While sorting 15c. Large Queens, one stamp looked almost like 'just another pawnbroker'. However, the three dots were on the left side this time; (see illustration) and they were approximately 1mm lower than the ones on the 'pawnbroker' variety. The 'Right Pawnbroker', position 10, is present in all printings.

The dots on the 'Left Pawnbroker' are smaller than the ones in position 10 and remind me of the 'row of dots' variety of the 3c Small Queen.

Members are kindly asked to report on similar findings.

Editor's note:

For the benefit of members not conversant with the Large Queen issue, the 'Pawnbroker' variety consists of three

dots in the margin, just above and to the right of the right numeral. An illustration can be found in the Unitrade specialised catalogue.



HANDBOOKS FOR SALE

June 1995

Prices include inland postage unless otherwise stated

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SOCIETY NEWS

FROM THE PRESIDENT

Booking forms for the convention were enclosed with the April issue and the response looks very promising, my apologies for incorrectly giving the Saturday date as 24 September.

Convention starts Wednesday afternoon, 20 September and concludes with the banquet on the Saturday evening, 23 September, the majority leaving for home on the morning of Sunday the 24th.

One of the usual highlights is, of course, the Saturday afternoon auction at 2 p.m. John Wright has gathered together in excess of 600 lots and viewing will be possible from 10 p.m. on Thursday and Friday and from approximately 12.30 p.m. Saturday,

I hope that the philatelic and social programme will have much to interest all those attending and I look forward to welcoming some newcomers as well as many regular attenders.

FROM THE SECRETARY

ANNUAL GENERAL MEETING

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting, to be held at the Suncliff Hotel Bournemouth, on Saturday 23 September 1995, commencing at 9 a.m. In accordance with Rule 18, nominations are sought for the following posts:

President
Three Vice-Presidents
Secretary

Treasurer

Three Committee Members, one from each region.

The retiring Committee Members are Mr Hillson (North) and Mr Hannah (Scotland), The southern post is vacant.

Nominations and any proposed amendments to the rules should be sent to the Secretary before 23 June 1995,

NEWS FROM SCOTLAND

The Association of Scottish Philatelic Societies' annual congress was held at Falkirk on Saturday 18 March and was well attended, with the CPS of GB producing a fair representation from around Scotland - Sandy Mackie down from Aberdeen : Betty Stephenson across from St. Andrews and others from the central belt. As in previous years a Society Table was manned on the Sunday (Collectors' Day) by Messrs McLeish, McVey, Dickson and McLaren. They were kept busy throughout the day with one new member signed up and several 'packs' given out.

The highlight of this year's Scottish Philatelic Scene was the attainment of his 100th birthday by A. Bruce Auckland, M.A., B.S.P., F.C.P.S., F.S.P.H. in March and the Celebration Dinner accorded him and his wife Norah on 1 April in The University Staff Club, Edinburgh.

The Scottish Philatelic Society,
The Scottish Postal History Society
and The Glasgow Philatelic Society



Centenarian A. Bruce Auckland and his wife Norah

organised the Dinner with Dr David Manners as Chairman and Tom Rielly proposing the toast.

In his address Mr Rielly made particular reference to the CPS of GB connection speaking of membership number 5 and editorship of *Maple Leaves* from inception in 1946 until handing over a well established publication in 1953. It was in 1953 that Bruce Auckland was awarded Fellowship of our Society.

Lynda and Werner Schutt (Bristol) and Jim McLaren (Perth) attended the Dinner and through them the best wishes of the CPS of GB were passed to Mr and Mrs Auckland on this unique philatelic occasion.

EXCHANGE PACKET

In the last issue we canvassed contributors, this time we offer a little news! Thanks to re-negotiation with the insurers, packets can now be posted 'recorded delivery', as opposed to being registered. This should reduce costs for those on the circuit. Hugh Johnson reports that six packets have recently gone into circulation. Malcolm Jones is also actively producing Covermart lists, but both would welcome more contributions from members.

A number of more recent recruits to membership have complained about non-appearance of our advertised packet; indeed some have not renewed for that reason. The success of the packet owes much to the efforts of the

volunteers running it but they can do nothing without material. Most of us have some duplicated or unwanted material, why not turn it into cash and buy something worthwhile?

FORTHCOMING EVENTS

1995

June 2-4 'PIPEX 95' in Victoria, BC.

July 6-8 'Rare Stamps of the World', Claridges Hotel, London.

Sept 1-3 Revised dates of BNAPS Convention, Edmonton, AB, Canada

Sept 20-23 CPS of GB Convention, Bournemouth.

Oct 10-15 Autumn STAMPEX, Royal Horticultural Halls, London.

1996

Aug 30-Sep 1 BNAPS Convention, Fort Worth, Texas.

Sept 11-14 CPS of GB Convention, Station Hotel, Perth

International Exhibitions

1995

Sept 1-10 SINGAPORE 95 Singapore

1966

Jun 8-16 CAPEX 96, Toronto

Sept 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

September - MOSCOW '97, Russia

CLOSED ALBUMS

Sadly we have to report the deaths of two prominent society Fellows, who were both with the Society in those formative, immediate post war days.

Fred Tomlinson (74) took over the editorship of 'Maple Leaves' in 1952, when it was relinquished by Bruce

Auckland, and built steadily for five years on the firm foundation provided before handing over, in 1957, to Jim Woods. Fred's daughter recalls, as a young girl, helping to call over the proofs! The Map stamp was Fred's main collecting interest and he is best known for his ground-breaking book, which was published in 1960. The continued popularity of this stamp owes much to his pioneering research.

Geoffrey Whitworth (100), a past President, will be known by name, if not personally, to almost all members of the Society. His deep knowledge of the 1859 issue, reflected in his published books and many articles, has ensured him a permanent place in the philatelic pantheon. Visitors to convention will know that his collection also covered the other issues of Canada to 1897 in some depth and will be aware of Geoffrey's ever-willingness to share his knowledge. Only a couple of weeks before his quite sudden death he was in touch, by letter and telephone, with your Editor over some faked re-entries in his collection, having lent his valuable material to be photographed with a view to something appearing eventually in 'Maple Leaves'.

Apart from this, your Editor has on hand articles on Transatlantic Mail which were to form a series. These will be published, as each is self-contained, but sadly the series will not run as far as Geoffrey would have wished. Nevertheless it can be seen that he was active right to the end.

The Society acknowledges its debt to these two members of nearly 50 years standing.

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 service in the advancement of the interests of the Society.

Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship Rule No 2. Such nominations must be on a prescribed form which is available from the Secretary. Nominations must be submitted to the Secretary before 23 July 1995.

CLASSIFIED ADVERTISEMENT WANTED.

During WWII the British Commonwealth Air Training Plan had several training bases in Saskatchewan. Some bases had MPOs, others used civilian postal services. I seek covers from Saskatchewan MPOs, all in the 1200 series viz. Regina MPO 1214; North Battleford MPO 1208; Estevan MPO 1209; Swift Current MPO 1210, Saskatoon Unicorn NPO 1213 (Naval). Also looking for the following prewar Dundurn covers: Dundurn FPO years '36, '37 and '38. Please write to Leslie G. Clinton, 1329 Elevator Rd., Saskatoon, SASK, Canada S7M 3X3.

AMENDMENTS TO MEMBERSHIP to 21 April 1995

New Members

2708 Anderson, Robert G, 16 Frederick St, Brantford, Ont, Canada, N3T 4N4.	ON,PH
2709 Drummond, Iain C, 17 Dunnottar Crescent, East Kilbride, Scotland, G74 4PL	C
2710 Creighton, Richard W, P.O.Box 1358, Fairveiw, Alberta, Canada T0H 1L0	CS,FC,PH
2711 Watkins, James, P.O.Box 351, Long Beach, MS 39560-0351, USA.	C,PH

Resigned

2364 Burega P M	2148 Gray L A	2372 Hill J G
2168 Morgan T R	2013 Mountford F T	

Deceased

74 Tomlinson F, FCPS 100 Whitworth G, FRPSL FCPS

Change of Address

1810 Almond T E, Postcode is RG31 5DZ
2304 Bartlett, not Bartlett
899 Brassler, N, 1180 Reef Road, The Billows B-7. Vero Beach, Florida, 32983, USA.
1635 Charkow A, Apt 19
2486 Lacelle, D M, Postcode is K1K 1J9
1281 Maresch, W H P, Postcode is M5H 2S8
1581 Sessions, D.F. 31 Eastergate Green, Rustington, Littlehampton, W.Sussex, BN16 3EN
1196 Vancouver Public Library, 350 West Georgia St, Vancouver, BC, Canada, V6B 6B1.

Correction to List of Local Contact Members in the Handbook

Refer to the Directory of Members for the correct address of Local Contact Member Derrick A Avery.

Revised total 467

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 1994/5

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A.E. Jones CBE, 2 Broadstroad, Loughton, Essex, IL10 2SE

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Subscription Manager:

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UK membership is £15 per year (£20 for overseas members) and our Secretary -Tony Hall, 53a High Street, Whitwell, Hitchin, Herts SG4 8AJ - would be delighted to hear from you and answer your questions.

JUST PUBLISHED: Collecting and Displaying Revenue Stamps, by Clive Akerman, our Journal Editor; £5.00 incl. U.K. postage. An 80 page introduction to collecting revenue stamps profusely illustrated.

The Revenue Society
— of Great Britain —



ISSN 0951-5283

JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

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MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

Founder:

A. E. Stephenson, FCPS

Edited by: David Sessions, FRPSL, FCPS.

31 Eastergate Green, Rustington, Littlehampton, W. Sussex, BN16 3EN

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

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Vol.24 No.4

AUGUST 1995

Whole No. 254

EDITORIAL

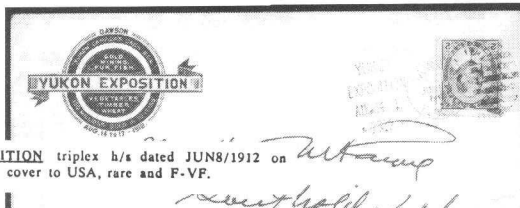
By the time this issue reaches the majority of members, the 1995 convention will be looming large. If you have not yet booked and wish to attend, there may still be time; contact Arthur Jones as soon as possible. Members are reminded that the Society has resisted the temptation to make a daily attendance charge, so anyone wishing to drop in for the day, or just one session is very welcome to do so. Similarly there is no compulsion to stay at the Convention hotel if you wish to make other arrangements. Your President has organised a first class programme, both philatelic and social, so take advantage if you possibly can.

Regular Conventioneers will know

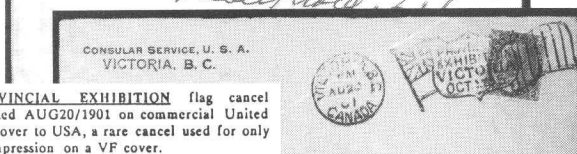
of Dr Ian Taylor's long record of charity work for the Lions. Last year he received a Certificate of Appreciation for 50 years of work for the Lions International Stamp Club, which uses philately to promote global goodwill. The club has recently started 'Stamps for the Wounded' to assist handicapped children, adults and hospitalised war veterans the world over. Donations of stamps and covers are solicited and they are passed to handicapped collectors in many countries. Despite serious illness, which has kept him away from Convention these past three or four years, Ian is inevitably at the centre of such activity. He can be contacted at 769 S. Milwaukee Ave., Wheeling, Ill., USA 60090.



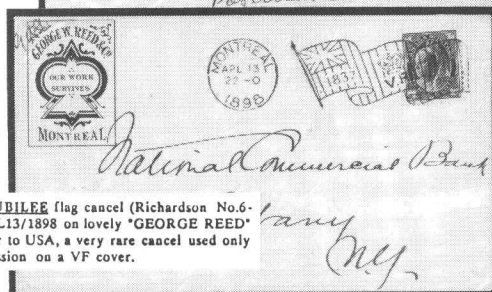
MAIL & PUBLIC AUCTION SEPTEMBER 16, 1995



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VICTORIA AND ESQUIMALT CROWN CANCELLATIONS

Bill Topping FRPSL

Canadian crown cancellations have always attracted interest among collectors, as well as forgers, and the Victoria and Esquimalt crowns are no exception. It was not until the advent of the xerox machine that a full study could be conducted. Present indications are that there are two genuine markings, one used at Victoria and the other at Esquimalt. There is also a questionable marking from Esquimalt and two definite forgeries. Previous authors have identified these as Types 'A', 'B' and 'C' and for the purpose of this study I will add Types 'F' and 'F1' to designate the known forgeries.

Type 'A' is recorded in the Pritchard and Andrews Proof Book in the possession of the Philatelic Foundation of New York and two strikes, supposedly from the same source, are recorded in the Postal Archives in Ottawa. The proofing appears to have been done in September 1880 and all strikes have 40 rays and appear identical until enlarged and examined in detail (Figs. 1 & 1a). It will be noted that the bars on the Philatelic Foundation copy are thicker and even and that the left hand arch contains four distinct strokes while the Postal Archive copy has three distinct strokes in the arch and one very indistinct stroke at left which almost forms part of the arch. The question is "Why the difference?" Were there two hammers? Unfortunately an examination of recorded strikes is of little help as most strikes of Type 'A' are indistinct, particularly in the crown area, but most copies appear to have

four strokes in the left hand arch. It appears that only one hammer was used in Victoria. Markings of Type 'A' are

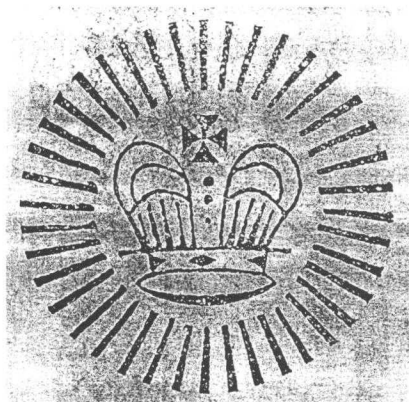


Fig. 1. Philatelic Foundation proof as reproduced in Kenneth W. Pugh's Reference Manual of BNA Fakes, Forgeries and Counterfeits. 1978.



Fig. 1a. Postal Archives proof taken from a Xerox copy.

known from Victoria only and are dated between October 1880 and July 1882.



Type 'B' crown, used at Esquimalt.

No proof marking is reported for Type 'B' which appears to have come into use at Esquimalt in May 1904. There is no overlap in the period of use between Types 'A' and 'B' despite what has been reported in some earlier studies. Again many strikes are indistinct but with careful examination two main differences may be observed. On Type 'A' there are three dots below the diadem and on Type 'B' only two; also the right hand arch on Type 'A' contains four strokes, while on Type 'B' there are five. Genuine covers usually show the crown obliterating the stamp and the Esquimalt cancel well clear of the stamp. Reports persist that the crown cancellation hammer was in later years owned by a Vancouver stamp dealer who applied it to stamps of that period, as well as the 3c Small Queen (late shades) and the 2c of the Quebec Tercentenary issue; neither of these issues date from the period of normal use of this hammer. The main period of use of Type 'B' appears to be from May 1904 to late 1907 with a few apparently genuine covers known as late as 1910. A rather interesting strike of Type 'B' is on a 2c red Admiral and was presented to the author by Vancouver stamp dealer, Fred Eaton, with the note "The latest usage we have ever seen of the Esquimalt crown cancel (sic) "which we will unconditionally guarantee"".

Only two covers have been reported for Type 'C'; these are dated 23 August and 13 September, 1907. Strikes appears coarser and the rays are longer than on Types 'A' and 'B' (See table below for details). The September cover, which was purchased from a Vancouver stamp dealer, is stamped on the back 'FORGED CANCELLATION' and although both covers appear genuine it must be assumed for now that Type 'C' is a forgery.

Type 'F' is the most common crown forgery and is based on Jarrett Number 854. It only has 36 rays around the crown rather than the genuine cancel, which has 40 rays. The rays are thicker and the crown is very distinct and more arched. It is most commonly found clearly struck on the 15c Large Queen although it is known on most low values from the Large Queen to the Edward issue. One of the more interesting examples is struck in red on a block of four of the half cent Leaf issue.

Another forgery, Type 'F1', similar to Jarrett Number 854 but with the word 'PAID' at the top over the bars, has recently been reported. It was found on a 2c orange Registered stamp and is easy to identify because 'PAID' never appeared on the genuine.

The easiest method of distinguishing the two genuine hammers is by the period of use. Type 'A' was used from 1880 to 1882 and is only found on the early shades of the Small Queen issue while Type 'B' was used on the Edward issue from 1904 to sometime after 1907. Copies on stamp may be of questionable parentage but can usually be identified by using the following table.

	Type A Victoria	Type B Esquimalt	Type C Forgery?	Forgery #
Diameter, mm.	24	24	26	26.5
Rays-number	40	40	40	36
Rays-length, mm.	5.0	4.5	5.0	5.5
Dots below diadem	3	2	2	4
Strokes in arch				
left	4	4	5	4
right	4	5	5	4
Width of crown, mm.	12.5	11.75	12.0	11.5
Period of use				
proof	Sept 1880	-	-	-
early	5 Oct 1880	6 May 1904	23 Aug 1907	-
late	13 Jul 1882	25 May 1910*	13 Sept 1907@	-

A second forgery is known with 'PAID' above crown - 34 rays.

* A 2c green Admiral stamp is in the author's collection

@ Marked on back 'FORGED CANCELLATION' ex F. E. Eaton.

References

Smythies, E.A., 'The B.C. Crown Cancellation.' Maple Leaves, Vol. 10 No. 1 pp2-4 and Vol. 10 No. 4 pp 83/4.

Smythies, E.A., 'The Ottawa and B.C. Crown Cancellations.' BNA Topics, Vol. 23 No. 8, August 1966, pp 166-169.

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A TRANS-ATLANTIC NOTE

Owners Single Folded Letter Carried Free of Sea Postage - 1857

David H. Whiteley

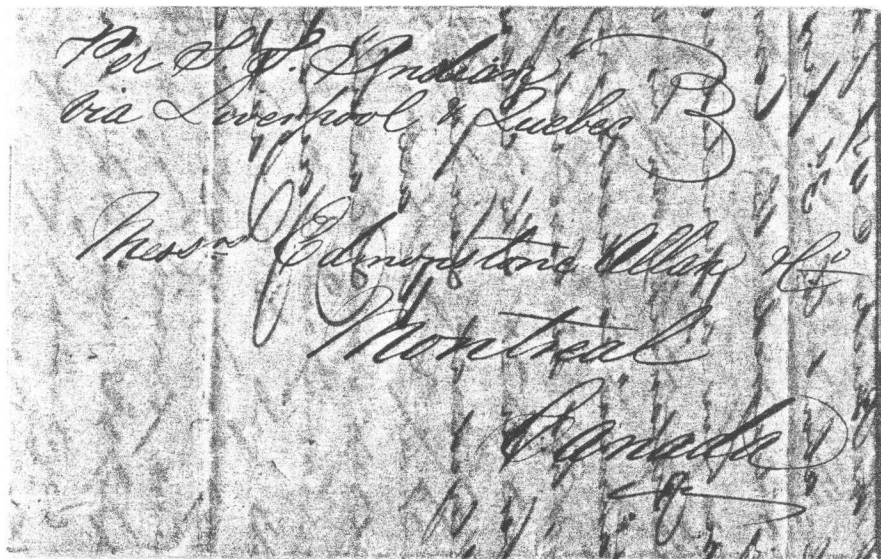
The letter illustrated was written on behalf of and signed by James and Alexander Allan who, in 1846, founded the partnership of 'James & Alexander Allan, Shipowners', with offices at 40 Union Street, Glasgow. In 1854 the five brothers, Hugh Allan, Montreal; Andrew Allen, Montreal; James Allen, Glasgow; Alexander Allan, Glasgow; and Bryce Allen, Liverpool, formed the Montreal Ocean Steamship Company, (the Allen Line). Among the other major shareholders was William Edmonstone of Montreal. The financial control of the entire group was in Montreal at 16 Common Street, at the offices of their Canadian Agents, Edmonstone Allan & Company. At this time the offices of J. & A. Allan were moved to 54 St. Enoch Square, Glasgow. [1]

The Post Office Act, passed by the Parliament of Great Britain on 10 August, 1840, and subsequent regulations had, among its many clauses, provisions for the handling of Owners' letters in the following manner.

Clause XXXV. And be it enacted, That the Owners, Charterers or Consignees of Vessels inward-bound, and the Owners, Consignees of Goods on board Vessels inward-bound shall have their Letters by such Vessels free from postage (except as hereinafter mentioned): if delivered at the Port of the Ship's Arrival; and if delivered at any other Place within the United Kingdom on Payment of the

Postage, as on pre-paid Inland Letters according to the Scale of Weight and Number of Rates hereinbefore mentioned, from the Port of Arrival to the Place of Delivery, and if delivered in any of Her Majesty's Colonies, on Payment of the Colonial Rates of Postage to which Letters in such Colony may be liable, on Conveyance from such Port of Arrival to the Place of Delivery, provided the Letters brought in by any One Vessel to any One person shall not collectively exceed Six Ounces in Weight.... [2]

Since the letter in question was written by the owners of the **R.M.S. Indian**, which carried it from Liverpool to Quebec from where it was carried to Montreal to the Offices of Edmonstone Allan & Company, also part owners of the **R.M.S. Indian**, it was therefore only subject to the Colonial inland postage of 3d Cy. This was endorsed in black manuscript on the outer cover of the letter, indicating postage would be collected on delivery. Since the Colonial Administration had assumed responsibility for the operation and control of its Domestic Post Office in 1849, two other Acts cover the rating of this letter. The first is the Enabling Act, passed by the British Parliament in 1849, permitting Colonies to establish Post Offices, set rates and collect revenues for their own use on inland postage. [3] The second was an Act passed by the Canadian Legislature which made provision for the management of the Post Office Department. Among the



Transatlantic 'owners' letter subject only to 3d Cy charge to cover inland postage in Canada.

regulations passed was one setting a uniform inland postal rate of 3d Cy. for single rate letters throughout British North America. [4] Despite the fact that Canada had assumed control of its domestic postal arrangements, Ocean postage between Great Britain and Canada was still controlled from London; therefore the regulations regarding Owners' letters were still set from London with the Canadian Post Office only assuming control after the letter had been landed in Quebec. There, in theory, it should have been placed in the mails for Montreal unless, as I believe in this case, it was handed by the ship's captain to a company official at Quebec and carried out of the post to Montreal. My reason for coming to this conclusion is the absence of any Post Office date stamps or other markings.

We do know, however, that the *R.M.S. Indian* sailed from Liverpool on 21 October, 1857 and arrived at Quebec on 3 November 1857. As a footnote the *R.M.S. Indian* was wrecked off Smith's Point, Nova Scotia, on 20 November, 1859.

The contents of the letter are also of great interest as the following transcript shows. The letter also contains a reference to two sailing vessels not listed in the Allan Line fleet list in *Ravenscrag*; *City of Quebec* and the *Tomeyanuss*.

Letter from J. & A. Allan to Edmondstone, Allan & Co. - 1857.

*per S.S. "Indian" via L'pool & Quebec
54 St. Enoch Square, Glasgow, 20th
October 1857.*

Messers Edmonstone, Allan & Co.,
Montreal.

Dear Sirs,

We received yesterday morning your favour of the 5th. inst. We were glad to hear of the 'Anglo Saxon's safe arrival at Quebec on Monday the 5th. inst. We daresay it would be hurried work to get her away on the 10th. & we shall not be surprised to hear that her day of sailing was delayed until the 11th.

We thank you for the information relative to the conveyance of iron ships from Quebec to Hamilton. We note arrival of the Polly, Harlequin, City of Quebec & Florence at Quebec & hope next mail will bring us accounts of the Albion & Toronto. We were afraid the announcement of this vessel by last mail might prove incorrect. The Tomeyanuss had made an excellent passage to the Shanty Ports.

We hope you will carry out your proposed through rates for goods via Portland - as soon as we hear that the rates have been arranged we shall act on them here - should there be any change in the passenger rates from Portland please advise us of them. We credit your account with the remittances enclosed in your letter of the 5th. viz.

London First Stock Bank.....3000
and Bank of England Note.....20

Stg. 3020

and we debit you with 265 12 6 stg. being the John Watkins instalment of the North-American, as cash 22nd Dec. next.

The monetary crisis still continues, the Bank of England yesterday raised the rate of discount to 8 per cent & we shall no doubt soon have additional failures. Messrs Auld & Buchanan stopped payments on Saturday last & today the suspension of Whareble Leant & Co, is announced.

Mr. Brett of Toronto owes us 276 7 2 stg. due as cash in Glasgow 30th. Sept, - as per a/c rendered. If any advantage is to be gained by claiming immediately on his estate for the sum we will thank you to do so on our behalf. We learn that Allan & Gillespie, Liverpool, hold securities from him to a large extent & we may possibly be able to take advantage of their position with him, but of this we are uncertain.

We are loading the Canada for [the] Dominion and have at present engaged for her

150 Tons loose coals @ 19/- p.ton

100 Hlds Coals @ 18/- each

10 Bricks @ 45/- per ?

she will sail about the 3rd. next. Cap't Arther having resigned the command of this vessel we have appointed Mr. Gaffe, mate of the Britannia in his room.

The "Britannia" is discharging her cargo in fine order, but we have not yet fixed any voyage for her - the Marion is also lying unemployed at Liverpool.

We are

Dear Sirs

Yours truly

Jas & Alex Allan

[1] Thomas E. Appleton, *Ravenscrag: The Allan Royal Mail Line*, (Toronto: McClelland and Stewart Limited, 1974). pp 66-67, 70, 79-80.

[2] Great Britain, *Acts of Parliament*, 3 & 4 Vic. C.96 1840.

[3] Great Britain, *Acts of Parliament*, 12 & 13 Vic. C. 66. 28th July 1849, 'An Act for Enabling Colonial Legislatures to Establish Inland posts.'

[4] Canada, *Legislative Acts*, 12 Vic. C. 34 1849 'An Act to make provision for the Management of the Post-Office Department whenever it shall be transferred to the Provincial Government.

BEFORE AND AFTER The Yellow Peril

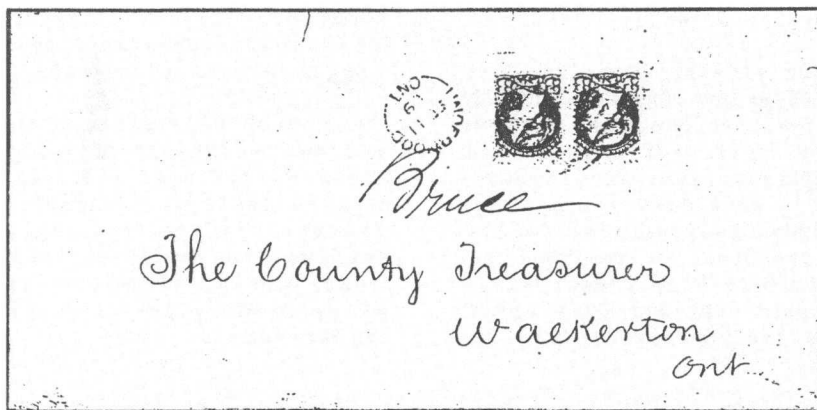


Fig. 1 'Before'. A light cork-bar postmark ties a pair of 3c SQ's to this cover addressed to The Bruce County Treasurer at Walkerton, Ont.

About a month after my October 1994 Maple Leaves arrived, a chap who spends much of his stamp time going to the various show dealers to buy multi-colour stamp-franked covers, showed me this item (Fig. 2). I said to

him that it could be genuine but I would not give it the benefit of the doubt.

The above number 10 envelope is a double weight letter prepaid by two off-centered 3c pale rose carmine stamps. It

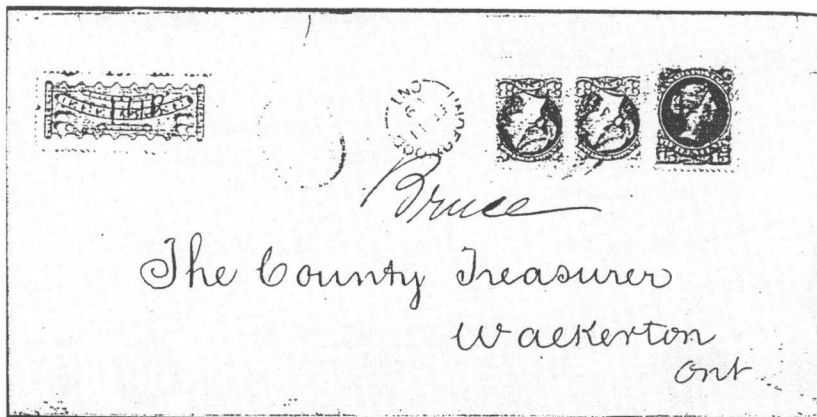



Fig. 2 'After'. The cover above with a 2c Registered Letter stamp, a 15c Large Queen and an 'R-in-Oval' added.

is postmarked 'UNDERWOOD FE 11 89 ONT' and backstamped 'WALKERTON FE 15 89 ONT'. The cover is a bit soiled, tatty and reduced at left.


To me, this cover has been prettied-up and upgraded (probably not too long ago) from a double weight letter to a colourful rare multiple rate (seven times) registered cover by the addition of a 2c orange registration stamp and a deep slate blue 15c Large Queen. The registration fee is prepaid by a 2c RLS which bears a manuscript '140' and has a vertical crease. The crease does not affect the

envelope, however. The 15c LQ has an indistinct cancel at right does not tie the stamp. As the rate for a domestic letter was 3c per 1/2 oz, there is enough postage - $15c + 3c + 3c = 21c$ to pay for a 3 1/2 oz letter (almost a quarter pound) – not too likely but not impossible.

Since my friend paid a lot more than just the catalogue price of the stamps for this piece of exotica, I suggested that he get a certificate for it. If the cover is a fake he can use the certificate to support his claim for a refund. With luck the seller may even pay the expertising cost - some sellers and auctioneers do.





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Following his provisional listings of proofs of the Karsh definitives and post war commemoratives in 'Maple Leaves' of October 94 and June 95, Ron Winmill here tackles the 'unrevised' George VI definitives

ESSAYS AND PROOFS OF THE 1950 GEORGE VI DEFINITIVES

Ron Winmill

As discussed in an earlier article (1), in recent years the authorities appear to have adopted a more lenient attitude towards the possession of and commerce in post 'Peace Issue' material. Thus a plentiful supply of such material is now openly traded and collectors may begin to see these issues broadly studied as it will become possible to present a traditional exhibit. Researchers and students will have at hand a broad basis of material to study.

Essays of this era are extremely rare and none have been personally examined; however, two have been recorded in auction. More may have hit the market and not been noted by the author.

A Maresch auction (2) offered the following: 597 E Large die essay (60mm x 63mm) in dark brown on gummed paper of George VI in profile, by British American Bank Note Co., by engraver George Gunderson (late 40s). Rare and probably unique. Est. \$500 +

This lot was indeed a rare item and the realisation of only \$270 was inconsistent with this fact. The price fails to reflect its rarity.

While it would seem likely that other die essays exist, only one other has been noted. Unfortunately the description (3) leaves a great deal to be desired: 1442 P Geo VI 'die essay' in green, central vignette, ca 1949, very fine, possibly unique. Est. \$300-500.

As the prices realised show no figure, presumably the lot failed to sell. From the illustration it can be seen that this item is a small die essay of incomplete design. It is to be regretted that the medium on which the image is presented is not mentioned, nor the shade of green. It would be interesting to record other such essays.

After an essay is prepared and the design accepted, the next step in the development of a line engraved stamp is the production of a die by the engraver. Thus progressive die proofs, reflecting the partially completed work, are occasionally encountered. More frequently, the student encounters complete die proofs, either in trial colours, presumably to determine what colour best complements the design, or in the colour of issue.

Such die proofs may be taken from the dies either before or after hardening and before or after the addition of any imprint or die number. Most Canadian die proofs bear such a number up to four digits, prefaced either by the letters 'F' or 'XG'. Ultimately a plate is laid down and plate proofs in one or more colours are pulled. In the case of the 1949/50 definitives only die proofs have been seen. Curiously, no die proof of the one cent value has been noted, either personally or at auction.

All observations, with but a single exception, related to the 'unrevised'

issue and for a variety of reasons that item is suspect; possibly an error in description on the part of the auctioneer.

One final note of caution relates to authenticity. Two rather crude fakes were observed. Both purported to be on wove, die sunk on card. In fact they were constructed from a genuine stamp, well pressed and mounted appropriately.

Two Cents

Large progressive die proof on card 22.5cm x 15cm, with a die sinkage measuring 7.5cm x 8cm, in black without imprint but with die number XG-886 (4).

Large progressive die proof as above but in red brown.

Large completed die proof as above but in rose violet.

Large completed die proof as above but on india on card and with the Canadian Bank Note Company Limited imprint.

This latter item exists signed in mirror image by John Hay. Similar signed die proofs are to be seen for other denominations, a number having been sold in the United States about 1980.

Obviously at least four different two cent die proofs exist. Eight different three cent die proofs are to be found, if colours are considered.

The three cent value presents problems to the auctioneer and student alike. Four colours/shades, which were initially suspected of being differing perceptions of the same colour, can now be reliably reported, viz. rose violet, deep rose violet, rose carmine

and rose. All were observed simultaneously and three distinct colours were noted, in addition to the deep violet shade. The nomenclature employed by the auctioneers has now been adopted, however this could be disputed.

One report of the 'revised' three cent die proof was recorded. However, as this could neither be confirmed elsewhere nor personally examined, and because it appeared to be identical in all respects to an 'unrevised' item, barring confirmation, it was concluded that the description was an error.

Three cents

Large die proof on thin card, mounted on thick card, in black, with the Canadian Bank Note Company Limited imprint and die number XG-879.

Large die proof as above, but in colour of issue.

Large die proof on thin wove, mounted card, affixed to a larger card, in deep rose violet, with imprint and die number as above.

Large die proof as the first proof but on thicker card, in rose violet, red brown, deep blue, rose carmine and rose.

Four Cents

The four cent value yielded fewest die proofs of the four values for which they are recorded.

Large die proof, die sunk on card, mounted on a larger white card, in black without imprint or die number.

Large die proof on card as above but with the Canadian Bank Note Company Limited imprint and lacking

a die number.

Large die proof on wove, mounted on thin card, bearing the Canadian Bank Note Company Limited imprint and die number XG- 88?, in rose lake and carmine lake. The die number is not fully decipherable from the illustration. Neither shade reported is the colour of issue, this has been independently confirmed.

Five Cents

Large die proof on thin card, mounted on larger card, in black, bearing the Canadian Bank Note Company Limited imprint and die number XG-881.

Large die proof as above but lacking die number.

Large progressive die proof on card 15cm x 25cm with a 7.5cm x 7.5cm die sinkage, imprint and die number as above, in colour of issue. However, a notation pencilled on the proof reads "change mouth, open lips".

Large die proof as above but with lips opened, no notation.

Large die proof as above but on wove, 7.3cm x 7.3cm.

Large die proof as above but on large card.

No doubt many other die proofs of this issue exist, however they have yet to be noted. Many of these descriptions, based on those of auctioneers, may not be totally relied upon. Many questions remain unanswered and these preliminary listings will no doubt require extensive revision.

References

1. 'Maple Leaves', October 1994.
2. R. Maresch & Son, Toronto. Auction sale 19,20,21 June 1990, lot 597.
3. F.E. Eaton & Sons, CSDA show Auction 17,18 June 1988, Toronto, lot 1442.
4. Die number has also been reported as XG-866. Probably erroneous, personal observation shows it to be as reported above.

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A REGISTERED TRANS-ATLANTIC COVER

Allan L. Steinhart



This cover shows some interesting facts of Trans-Atlantic mail from Canada to Great Britain and a stage in development of the registration system. The cover is dated 9 March, 1858, from Kirkwall, Canada West to Dumfries, Scotland. It is endorsed 'Via Halifax' and bears a Dundas, U.C. MAR 10, 1858 transit datestamp. It was forwarded overland from Kirkwall to Halifax and travelled there from Dundas in a separate wrapper. The cover is registered and that is why it travelled in a special wrapper. These Registration wrappers are known from Nova Scotia to New Brunswick, but are very seldom seen from Canada. At Halifax, the cover was placed on board the Cunarder 'Niagara' for Liverpool on her 60th voyage, leaving Halifax 9 April, 1858 and arriving at Liverpool on 19 April. There is an arrival backstamp on the cover which reads as follows: 'PKT.LETTER/

LIVERPOOL/ AP 19/ 1858*' in the shape of a tombstone, confirming the arrival on the 'Niagara'.

The two unusual features of this cover are the route and the rate. It is Paid 7 1/2 Cy (Currency) or 6d Sterling, which is normally the Allan Line Canadian Packet rate, rather than 10d Cy or 8d Sterling, the British (Cunard) packet rate when routed via the United States at either Boston or New York. For the cover to be routed via Halifax by Cunard Packet from Western Ontario is very unusual. The normal routing at the time would be via Canadian Packet (Allan Line) from Quebec, C.E. when the St. Lawrence was ice free and from Portland, Maine, in winter, or in closed bag from Hamilton to Boston or New York for a British Packet (Cunard), which provided weekly service at 2d higher rate. Instead, the routing was via

Halifax and it took much longer to get to Liverpool because of the routing via Halifax. Because of the availability of transit by rail, this cover could have arrived in Britain before the 'Niagara' if sent the normal way by any one of the five other Allan Line or Cunard Packets, as shown at foot of the page.

The routing via Halifax saved 2d Stg/2 1/2d Cy over routing via Cunard, but nothing over routing via Allan Line.

The cover is REGISTERED with a handstamp in red, probably applied at Kirkwall, C.W. The rate for registration was one penny for domestic or interprovincial usage, so this cover was registered only as far as Halifax. There was no registration service on the Atlantic voyage, but the letter was re-registered in Liverpool and charged 6d Stg. collect, indicated by a large numeral handstamp at right centre, and the Crown over REGISTERED in arc at upper left, both applied at sortation in Liverpool. This represented the 6d internal registry fee in the U.K. At this time there was no provision for continuing registration from Canada to Britain, and thus no provision for the prepayment of the British Registry Fee of 6d.

On 1 January, 1858, the British Post Office had established a 'PAID ALL' the way to destination registry fee of 6d Stg. or 7 1/2d Cy on Colonial letters to and from the U.K., in addition

to the ordinary postage. Regrettably, the B.P.O. Circular was not received in Canada. On 18 August, 1858, Deputy Postmaster General Griffin of Canada wrote to Rowland Hill in the U.K. that he agreed with the new Canada-Britain registration rates, routes and system. This was in response to a letter from Hill on 22 July that this system went into effect on 1 January, 1858 and that a 29 January, 1858 circular to that effect had been sent to Canada. Griffin noted such circular "has failed to be received" which explained why Canada had taken no action to implement the new procedures, and requested a copy of the 29 January Circular so that the registration system to Britain could be put into effect.

Canada Post Office Department Circular No. 43, dated 1 March, 1859 detailed the introduction of this service and rate. The cover of 9 March, 1858 demonstrates that the Canadian Post Office Dep't. knew nothing of the new system for registration which went into effect in January of 1858, but was not implemented in Canada until March of 1859, because of a failure in communications. (see footnote)

This cover was also one of the last to go by this route, as Canada mails via Halifax were discontinued shortly thereafter. The PMG report of 30 September, 1858 noted problems of weather, distance and conveyance with the overland route and announced a

Line	Ship	From	Leave	To	Arrive
Allan	Anglo-Saxon	Portland	Mar.13	Liverpool	Mar.25
Cunard	Europa	New York	Mar.17	Liverpool	Mar.30
Cunard	Canada	Boston	Mar.26	Liverpool	Apr. 4
Allan	North America	Portland	Mar.27	Liverpool	Apr. 8
Cunard	Arabia	New York	Mar.31	Liverpool	Apr.11

total discontinuance of the use of the Halifax route for " the transmission of English mail matter".

To sum up, what we have in this cover is an unusual route, shortly to be cancelled, a registered cover in a fuzzy period of trans-atlantic registration and an interprovincial registered cover; certainly a fascinating piece of postal history.

Footnote

On 18 August, 1858 Griffin wrote to Rowland Hill on the subject of registered Trans-Atlantic mail, as follows: "In reference to your letter No. 22985 of 11 June 1858, I am directed to say that the Postmaster General would not have delayed giving effect, so far as Canada is concerned, to the proposed improved system of Letter Registration between this Province and the United Kingdom and Ireland had he been aware that your Department has perfected its

arrangement for the intricacies of the change in question.

It would, however, appear from your later communication of the 22nd July, No. 578, that on the 29th January last a circular letter from you on the subject of Registration was issued, the copy of which circular for the Post Office of Canada has, I regret to say, failed to be received:- it is presumed that the circular in question contained the information yet required, and the absence of which accounts for this Department not having as yet taken action in the matter alluded to.

I would therefore respectfully request you to be good enough to forward me a copy of the Circular Letter of 29 January, 1858 in order that the Postmaster General may, on receiving it, take immediate steps for giving the new Registration Regulations effect in this Province."

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LARGE QUEEN WATERMARKS

Horace W. Harrison, FCPS

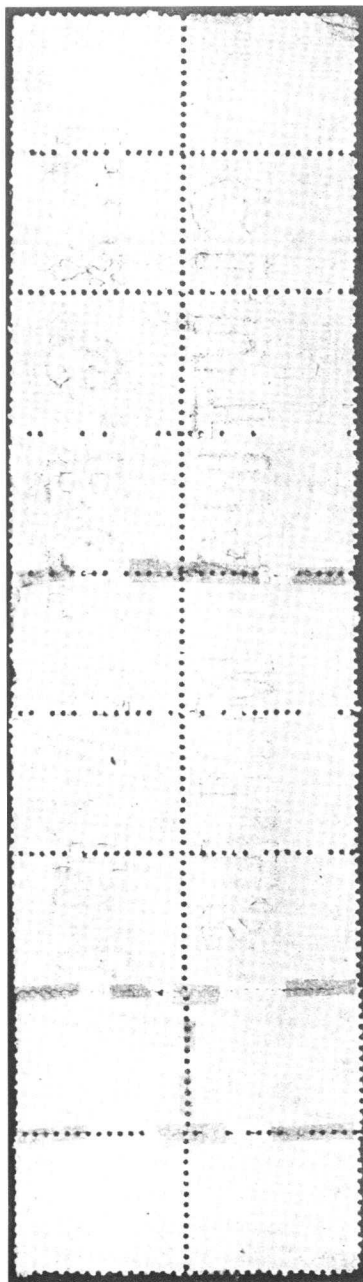
Because the demand for stamps increased so dramatically with the reduction in rates, initiated with the implementation of the Dominion Post Office Act, effective 1 April, 1868, Mr. Burland of the British American Bank Note Co. was forced to purchase whatever suitable paper was available in Ottawa or Montreal to satisfy the demands for postage stamps. By August of 1868, he was using laid paper for the one, two and three cents denominations, but earlier in the summer, he had secured a supply of wove paper, satisfactory in every way except that it carried a papermaker's watermark, 'E.& G.BOTHWELL / CLUTHA MILLS' in double-lined capitals.

How often this watermark appeared in each sheet of stamps is not known, as the largest multiple to survive was a block of 16 and a vertical pair from the left hand end of the block, the block of 16 carrying the complete watermark, with no trace on the detached pair. A photograph of this block, without the pair re-attached, can be seen in Volume I on page 255 of Win Boggs' 'CANADA'. After I had succeeded in plating the bottom row of the Two Cents value, I checked my plating against the block of 18 which was then held by the late Gerald Firth of Pittsburgh. It checked out quite nicely, beginning with position 92 and continuing along to position 91! Close examination of the block showed that the vertical pair attached as positions 90 and 100 did not belong on that end of the block, but were actually positions 81 and 91 and should have been

attached on the other end.

Mr. Firth was distressed about the situation and contemplated moving the errant pair back to where they belonged. I suggested that it might be better to leave well alone, since all the literature and the photographs showed the block with the unwatermarked pair at Positions 90 and 100. My suggestion was adopted. However, the block was broken by a later owner, but I understand that it has now been rejoined. I am not privy to the whereabouts of the wandering pair, positions 81 and 91. If the editor is not able to reproduce it with this article (1), it can be found on page 14 of the J.N.Sissons Jarrett sale catalogue of 3 & 4 February, 1960 where the complete block of 18 is photographed, face up and face down. There you can see that the face up right hand pair are misaligned, but would fit nicely on the other end where my plating said they belonged.

In December of 1988, Jim A. Hennok, philatelic auctioneer in Toronto, offered a 15c Large Queen in his December auction, Sale No. 38, Lot No. 584 described as follows: '15c Lilac gray (1877), thick wove paper with SCRIPT WATERMARK showing almost complete letter A of Alexr. Pirie & Sons wmk. Cancelled by partial Quebec CE CDS, RPSL Certificate states "that it is genuine". VF... (30d) PHOTO ss:\$3000' (2). This particular stamp is one of my super specialities within my broad speciality of the entire Large Queen Issue. I have sufficient copies to complete the entire



watermark with the exception of the ampersand (&). I already had a stamp with the A, but am always interested in looking at additional copies of the script watermark, especially those with complete letters, so I asked to see it. In looking at the stamp through the 'Signascope', it was apparent to me that the watermark was an arrant forgery, since the A bore no resemblance whatever to the one in my collection, nor to the illustrations of the watermark in both Boggs and Firth (see page 256 in Boggs and facing page 25 in Firth). While the configuration of the watermark shown by both is correct, both are about 20% larger than the actual watermark in the stamps.

Bill Maresch, of another auction house in Toronto, has a piece of notepaper with the complete watermark as it actually appears

piecemeal on the stamps, which he has been kind enough to show to me. Even before I looked at the stamp in the detector, it was apparent to me that the stamp was unlikely to be watermarked, as it had the appearance on the face of an 1893 printing. As a result of my examination, which confirmed the suspicions of some of Hennok's staff, the stamp was withdrawn from the sale. Jim Hennok then sought and received permission from the owner to offer the stamp to a philatelist whose collecting speciality is forgeries.

Among the more difficult things to forge in philately are watermarks. The master forger, Sperati, never attempted to forge a watermark, as far as we know. He employed marginal paper with genuine watermarks to print his

Continued on page 143



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**DEALERS IN
FINE STAMPS
SINCE 1924**

THE PEOPLE ON THE STAMPS - SIMON FRASER Alan Salmon

*You should have seen that long hill-range
With gaps of brightness riven, -
How through each gap and hollow streamed
The purpling lights of heaven, -
The great sun flaming through the rifts
Beyond the wall of mountains!
Among the Hills.* John G Whittier.

In this series we have met many types exploring the great, lone lands of Canada around the beginning of the last century - the restless, ambitious Mackenzie; the rather timid, highly observant Hearne; the perpetual surveyor Thompson. Now we meet one who is somewhat different, the obstinate, tough trader Simon Fraser. He followed one of the roughest, toughest rivers in Canada to the sea; and it was named after him - the Fraser River of British Columbia. Most visitors to B.C. will remember it - having visited Hells Gate, one of its many tempestuous canyons, now just a morning's drive from Vancouver. Fraser appears on the 37c stamp (SG 1287, SS 1201) issued in 1988 in the Exploration of Canada series.



He was born in Vermont into a Scottish family with a military bent, two of his uncles served in the Highlanders

with Wolfe at Quebec. Two years after the Frasers had arrived in North America the Revolution began; a year later, in 1776, Simon was born. His father joined the loyal forces but was captured, imprisoned in Albany and died in 1778. At the end of the Revolution the family moved to Montreal. In 1792 Simon, now aged 16, joined the North West Company (NWC) as an apprentice. Little is known of his activities during the next decade, he probably served around Lake Athabasca, but they must have been fruitful for, in 1802, he was appointed partner in the NWC; to be a partner so young was a considerable achievement.

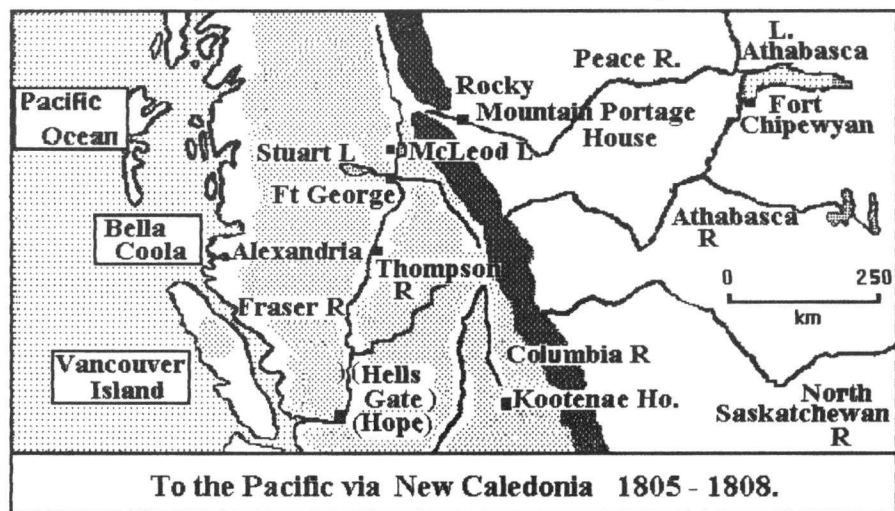
Over the Shining Mountains

For years the NWC had sought a way over the Rockies in a search for new fur grounds and for a way to export their furs other than by the long haul back to Montreal. Mackenzie had reached the Pacific for the NWC, but the route was of no commercial value, being so difficult. Fraser was given the tasks of establishing trading posts west of the Rockies, of going on south beyond today's Alexandria, where Mackenzie had turned west; the hope being that the route would improve, and of taking possession of the country.

In the autumn of 1805, accompanied by his Scottish lieutenant John Stuart, he went up the Peace River and built Rocky Mountain Portage House as a trading post and a base for his move west and south. A forward base was then built at Fort McLeod, this was the first permanent white settlement west of the Rockies in what was to be part of Canada. In 1806 the break up of the ice was late which delayed the expedition, this was compounded by the canoe-men not being particularly skilful. They struggled on, to Stuart Lake where they built a post, but they had few stores to barter and the salmon run was late so they and the local Carrier Indians were soon near starvation. Stuart Lake was important as the Indians said that a stream ran from it into the river which Mackenzie had used to go south. Fraser appears to have had a copy of Mackenzie's journal with him, the river was still thought to be the Columbia - the mouth of the Columbia was known but its source and its way through the mountains was unknown. No supplies or additional

men reached him until the autumn of 1807 - his back-up organisation appears to have been woefully lacking. All that was achieved in 1807 was the establishment of Fort George as a trading post and as another step on the way south. Fraser called the region New Caledonia, as it was how he imagined Scotland. The arrival, from the USA, of the Lewis and Clark expedition on the Pacific gave added impetus to the NWC's thrust to the coast. That year Fraser was instructed to move down his river and they sent David Thompson (SG 496, SS 370), a friend of Fraser, to get through the Rockies some 300 miles south of Fraser's entrance - the NWC were on the right track, Thompson found the Columbia, but never established a post at its mouth.

Twenty-four men in four canoes left Fort George on 28 May 1808 including Fraser, Stuart and a young clerk, Jules-Maurice Quesnel, who would eventually give his own name to a town and a river in BC. All the Indians that they met said the river was



impassable, a continuum of falls and cascades, the portages were scarcely less perilous than the rapids. So it proved to be, the way was horrific; above present day Lilloet the canoes were stored and the party proceeded on foot, each man carrying about 80 pounds. Even on foot it was difficult, Fraser reported: 'We had to pass where no human being should venture'. Soon a broad river joined their torrent, Fraser named it after David Thompson. He skilfully formed friendly relations with the various tribes he met, on one occasion he estimated that 1,200 had gathered to see the expedition. With the help of the Indians they passed Hells Gate canyon, it was as much a severe rock-climb as a portage. However when he reached the mouth of the river, in canoes bought from the Indians, the local Cowichan Indians were unfriendly and eventually chased the party as far as today's Hope. Fraser's men were exhausted and demoralised, the expedition threatened to break up but he rallied them, making them take an oath not to separate. They all arrived at Fort George on 6 August; down-river had taken 36 days, the return 37 days. For Fraser it had been an exhausting failure, the river was not a feasible commercial route and, from his measurement of latitude at its mouth, he knew it was not the Columbia; but it was a heroic failure. The traders called it Fraser's River.

Then 'Treason and Murder'

He returned from New Caledonia in 1809 and was assigned, after some leave, to the Athabasca Department. Since about 1800 the NWC had intimidated and harassed the traders of the Hudson's Bay Company (HBC) as part of the intense rivalry between the companies. In 1815 Fraser was in the newly established Red River Settlement, land granted by the HBC to Lord

Selkirk (SG 523, SS 397). This was a place of much strife as the NWC regarded the Scottish settlers as a threat to their fur trade; even of greater import, some of the major NWC posts, its main channel of communication with its western posts and its main source of buffalo meat, were on the land grant. The settlers in the small Red River colony were subjected to intimidation and harassment. Fraser requested retirement, not caring for the violence in the fur lands, but was persuaded to stay on a further year. He was not directly involved in the Seven Oaks Massacre in 1816, where the HBC governor of the Settlement and 20 of his men were killed in a clash between the settlers and the Metis (half-breeds), led by the NWC's Captain-General of the Metis. But he was arrested, with other NWC partners, by Lord Selkirk; several of them were drowned when a boat, returning them to Canada, overturned on Lake Superior. In 1818 Fraser was tried, with five other partners, at York (Toronto) for 'treason and conspiracy' and 'accessory to murder'; all were acquitted. John Stuart traded for 18 years of unwearied industry and extraordinary perseverance in New Caledonia, before he returned to old Caledonia; the lake that he and Fraser used to get to the Fraser River was named after him.

Fraser settled down, farming at St. Andrews in Upper Canada, not far from David Thompson's farm. In 1820 he married; eight children grew to maturity. In the rebellions of 1837-1838, when political dissatisfaction led to riots from Toronto to Montreal, Fraser served as a captain in the militia and received a severe knee

Continued on page 135

We in the U.K know how long the time between initial concept and actual completion of a major tunnel. PEI had a postcard and a 'stamp' to help them and, after some 110 years, they look like getting a bridge!

TUNNEL VISION

J. Colin Campbell

In 1873 Prince Edward Island joined the Dominion of Canada. One of the inducements was an efficient steam service for mail and passengers in winter and summer, thus placing the Island in communication with the railway systems of the Dominion. In summer this promise was easily kept but in winter gales and rafting ice made the journey a matter of chance.

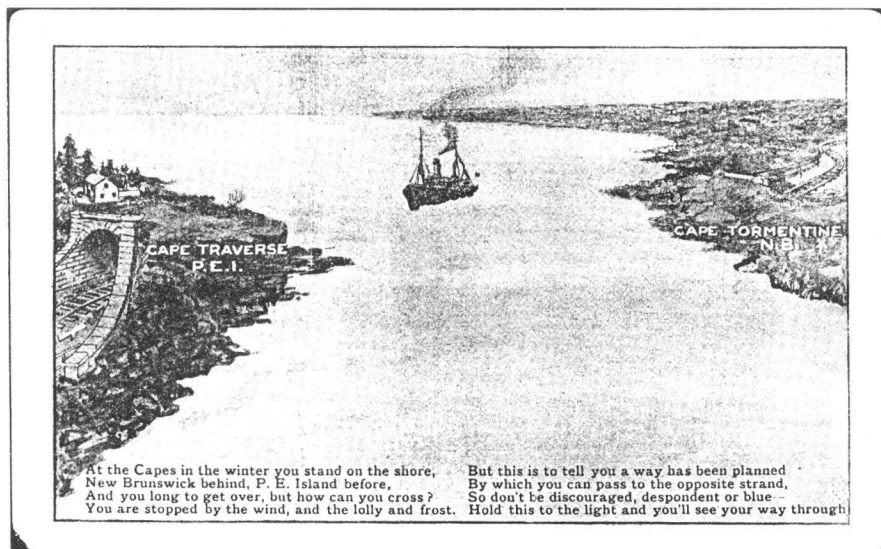
In 1876 Ottawa provided a winter steamer NORTHERN LIGHT to keep a passage across the strait open but this soon proved impracticable.

In 1885 Islanders began thinking

of a fixed link with the mainland and the Northumberland Strait railway tunnel concept was born, with Islander Senator George W. Nowlan taking on the challenge of convincing the government of the necessity.

The Macdonald government pushed the \$5,000,000 tunnel into the background and provided the steel hulled S.S.STANLEY to do the job. About 1890 the STANLEY began to show her age and the tunnel debate was reborn.

Senator Nowlan died in 1901 and his vision passed to Father A.E. Burke



Publicity postcard of the Edwardian era; hold it up to the light and the tunnel appears.

who kept the pressure up through 1905. About 1920 the Dominion government had provided an efficient all season ferry service which has continued until the present. Tunnel vision entered the realm of Island mythology.



Tunnel publicity label.

Probably during Father Burke's tenure, a post card, a stamp-like gummed label, a tunnel route ticket (Cape Traverse to Cape Tormentine) and a tunnel button made their appearance to publicise the struggle for a fixed link. An unused postcard and label are illustrated. When held to the light the card shows the proposed tunnel with a steam train chugging through. A used card is known franked with Sc.89, an Edward VII 1c stamp. See also Sc.778 issued in 1978.



Sc.778 shows the first ferry, the 'Northern Light'.

Quoting from a February 1994 news release, a proposal to build a bridge connecting the Island to the mainland, Borden P.E.I. to Cape Tormentine, N.B., a distance of 13 kilometers, received parliamentary approval. The estimated cost is \$840 million.

Watch your newspapers for further news releases.

References

1. The Island Magazine article 'Tunnel Vision' (1986) by Boyde Beck
2. Canadian News Facts - Toronto - 1994.

Editor's note:

Since the above article was written, Moncton's 'Times-Transcript' has published a photograph showing the early stages of bridge building in progress.

PEOPLE ON THE STAMPS

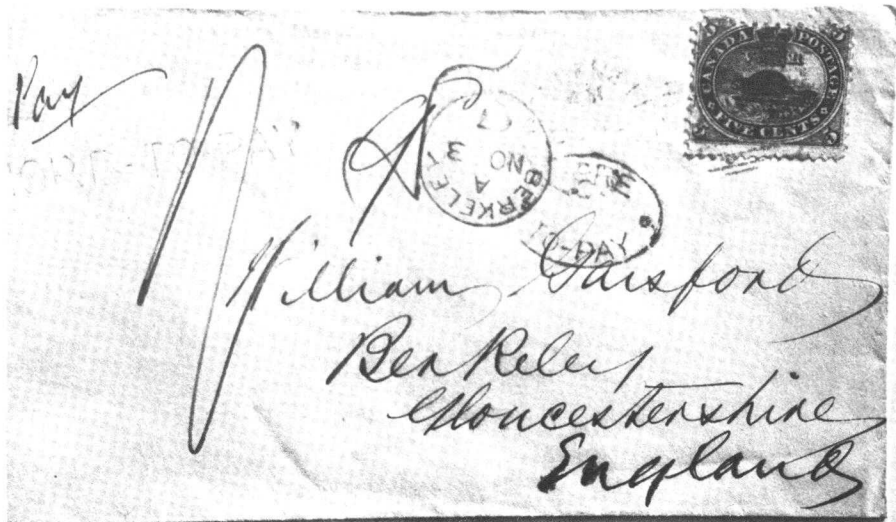
Continued from page 133

injury. This greatly handicapped him, both his farming and business interests failed to prosper; he wrote the injury had reduced 'him from a state of comparative affluence to penury'. The rest of his long life was spent in straitened circumstances. He died in 1862, his wife died the next day.

The story of his travels in 1805-1808 are recounted in detail in his journals, but it was his courageous journey on the Fraser River in 1808 which led to his lasting fame. It is sad that two of the great explorers of British Columbia, Fraser and Thompson, spent their last years in poverty.

As mentioned in the June issue, the late Geoffrey Whitworth had submitted articles for publication, shortly before his passing. They are a reminder of the debt the Society owes him.

SHORT PAID TRANSATLANTIC MAIL. (1867) Geoffrey Whitworth FRPSL,FCPS



By Canadian steamer, sailing from Quebec on Saturday mornings, the letter rate to the United Kingdom was 12 and a half cents or 6d sterling per half oz. The cover illustrated is an undirected letter from Belleville, C.W. dated AM OC 19 1867(Saturday) pre-paid 5 cents, the local letter rate, although addressed to England. The postmaster at Belleville added the MORE-TO-PAY handstamp and forwarded the letter to Kingston, the nearest collecting office for transatlantic mail. The Kingston backstamp is AM the same day. It was too late for the Canadian Saturday sailing so was prepared for the next mail, to Boston and the Cunard steamer, with a postage rate of 17 cents. Kingston added the

oval MORE-TO- PAY and the M/S 9d. It would appear that the letter was considered unpaid by the amount of 6d plus a half fine of 3d making a total of 9d due to Canada. The 5 cents stamp was considered prepayment for the extra for going through America to Boston and the Cunard steamer.

The Cunard Packet 'Cuba' sailed on Wednesday 23 October and arrived at Liverpool 3 November. As there is no Liverpool receiving mark the mail was probably put off at Queenstown, the port for Cork, then taken by rail to Dublin and the ferry port of Kingstown. At Holyhead special mail trains were held awaiting the transatlantic mail ferry and some sorting took place on

the way to Crewe. Mail for Gloucester was transferred and this letter was received at Berkeley A NO 3 1867. 'A' signifies first delivery.

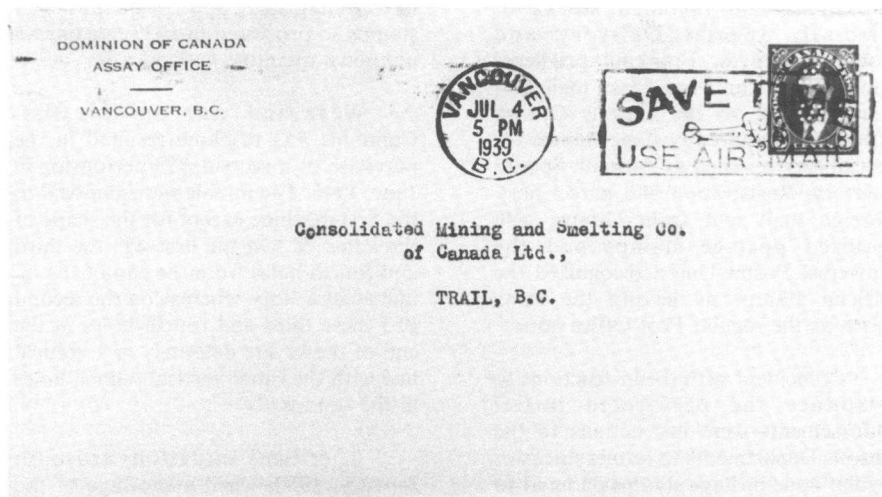
It was the duty of the clerks in the ship mail room to examine all unpaid mail and to add to the amount due to

Canada a sum to go to the British post office for collecting the cash. In this instance the 9d was altered to 1/-. In later years this duty was carried out at the port of entry or on the mail train itself. By 1870 the Cunard mail clerks had been withdrawn.

CANADA'S OFFICIALS Part 2 - The 4-Hole OHMS Trelle Morrow

In 1938 the Treasury Board decided that the postage stamps for all Government Departments were to be perforated with OHMS initials. This programme was finally put into effect as of 1 July, 1939. A Cummins #53 machine punching four holes in the vertical legs of the initials was ordered in May of that year and apparently was delivered sometime around the end of June, 1939. As

mentioned in the previous article on 5-Hole perfins (Maple Leaves, June 1995) this delay in delivery resulted in temporary use of the old 5-Hole Cummins machine belonging to the Finance Department. Although the exact date of commencement for use of the 4-Hole machine is not known, used stamps and covers reveal dates in the first week of July, 1939.



The 3c 'Mufti' issue, 4-hole OHMS, paying the letter rate from Vancouver to Trail. This is the earliest date recorded by the author for the use of 4-hole stamps, just four days after the inaugural date of 1 July, 1939.

If not delivered in ten days return to
DEPARTMENT OF
NATIONAL HEALTH AND WELFARE
at point of mailing

Si non réclamée après dix jours, prière de retourner au
MINISTÈRE DE LA SANTÉ NATIONALE
ET DU BIEN-ÊTRE SOCIAL
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O. H. M. S.



Dr. L. S. Holmes
Medical Arts Building
241-243 Queen's Avenue
London, Ontario

N. H. & W. 65 A 200M-9-47-P-1066.

Two 2c 1950 provisionals, 4-hole OHMS, pay the letter rate from St. John to London, Ont, 18 Dec. 1951.

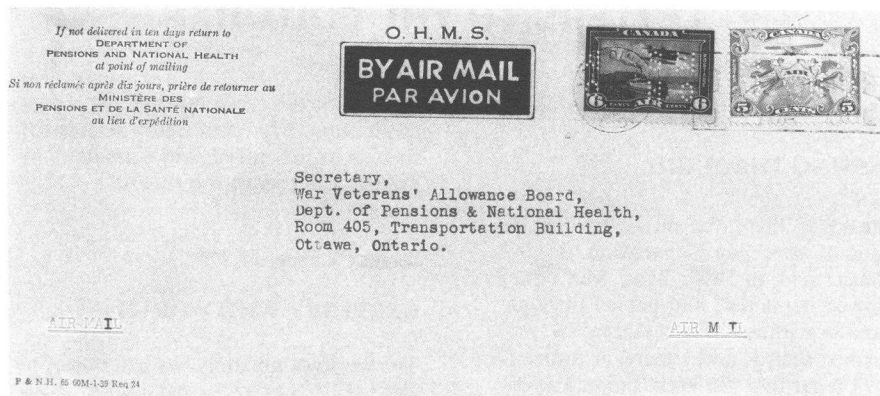
The 4-Hole OHMS perforating commenced with the 1937, George VI, definitives and included stocks of Airmail, Special Delivery and Commemoratives. Franking privileges applied only for First Class mail sent from Ottawa, so the various Ottawa offices still required postage stamps for special services such as Airmail, Special Delivery, Registration and parcel post. Foreign mail sent from Ottawa also required postage stamps and the Universal Postal Union recognized the Official stamps as having the same status as the regular Post Office issue.

Coincident with the instructions to introduce the perforated initial endorsements were instructions to the various Departments to return stocks of regular issue postage stamps on hand so they could also be perforated with the OHMS initials. The recall process produced some interesting results. Some of the early issues from the

1920s and 1930s now received the 4-Hole OHMS perfin. No record was kept of incoming stock and the quantities of stamps so processed in 1939 remains an unknown quantity.

Wear and tear on this first Cummins #53 machine resulted in the purchase of a second #53 perforator in June, 1946. The initials were identical to the first machine except for the shape of the letter 'S'. On the first #53 the third and fourth holes from the end of the 'S' line up at a slope whereas on the second #53 these third and fourth holes in the end of the 'S' are definitely in a vertical line with the other vertically lined holes in the stamps.

A critical situation arose in January, 1950, when a shortage of the now overprinted O.H.M.S. stamp occurred. The 4-Hole machine was brought back into service temporarily and two stamps of the George VI

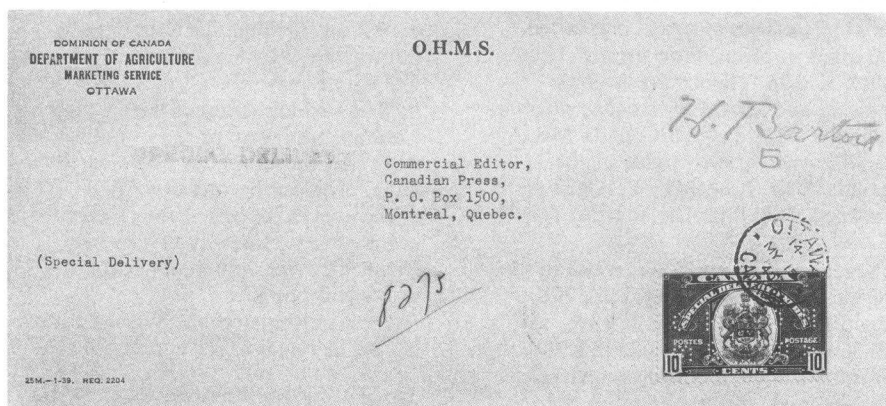


The 6c and 5c airmail stamps (Sc. C6 & C1), 4-hole OHMS, paying the double weight rate from Vancouver to Ottawa. The C1, issued in 1928, was probably perforated at the time of recalled stock in 1939.

definitives, Scott 285 and 286, were perforated O.H.M.S. The machine used was the second of the two Cummins #53 perforators purchased by the Post Office as the first machine had been destroyed the previous year.

Perforating the stamps required a

manual operation involving just a few sheets at one time. After a ten-year period of the 4-Hole perforating the Post Office Department decided a more efficient method of security endorsement was required. A letterpress method of applying overprints was adopted in September, 1949.



Ottawa cover to Montreal which enjoys franking privileges for letter rate mail only. The 10c Coat of Arms special delivery stamp, 4-hole OHMS, pays for the special delivery service.

LETTERS TO THE EDITOR

John Wannerton, FCPS

PASSING THROUGH

The cover illustrated shows, for me, the value of attending Convention. At Chesterfield, in 1990, 'Mac' McConnell showed items that had passed through Canada without having started or finished their journey there. A notice of 1893 regarding the West Indies Packet caught my attention.

One requirement was that the ship call at a Canadian port. A Bavarian cover, which had languished in my collection for many a year, tallied with this Notice. The markings are not very clear, the cover itself could be termed tatty, and one of the stamps could almost pass muster as a bisect. However, the following sequence might tell the tale of the journey.

The cover started by being registered in the Bavarian town of Munchen (Munich) on 10 March 1896; no less than nine cancels attest to this fact! Two London/Registered ovals, one in red, the other in black, show an arrival date of 12 MR 96. Thence the Atlantic crossing and arrival in Canada, where it collected a Halifax NS/Canada MR 23 96, followed by two strikes of the Halifax & St. John/MC/W MR23 96 and then a St. John/Canada/PM MR23 96.

It reached New York, evidenced by the 'R' etiquette plus a 'New York NY/Reg'd DIV' oval of MR25, 1896 in black and two circular 3/25 in a B with 96 below. There are no later markings. The serrated 'wheel' design on the reverse is in Red/pink with the word 'PATENTA' in black printed thereon. With no Grand Turk receiver one

wonders if the cover reached its destination. My other query relates to the use of the railways in Canada; why did the letter leave the ship?

Stanley Cohen, FCPS

GEOFFREY WHITWORTH

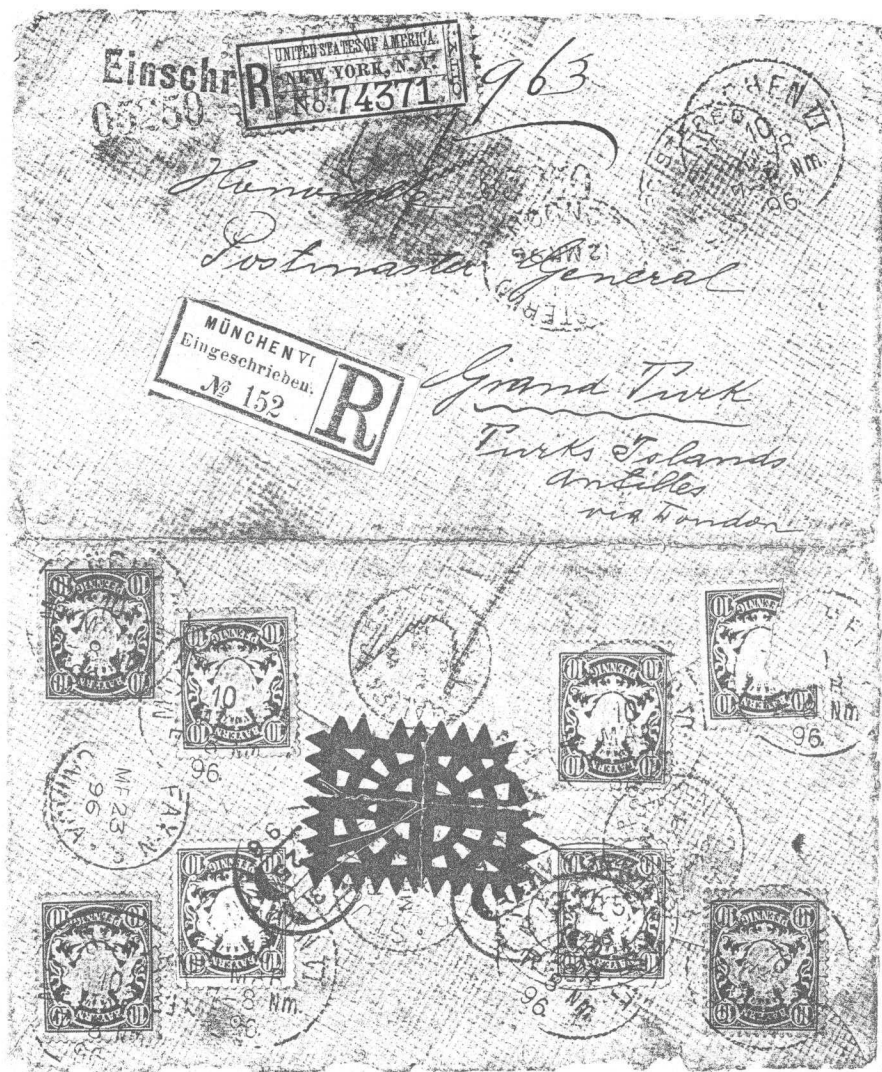
The world of philately has lost one of its great collectors in the passing of Geoffrey Whitworth, who was a leading authority on the early issues of Canada. His great knowledge and research, in particular in regard to the 1859 issue of Canada, was world renowned.

He was one of the earliest members of the C.P.S. of G.B., and a staunch supporter of the Society to whose annual conventions he never failed to give great authority. He actually encouraged all members and was ever amongst the first to give displays from his wonderful collection. He was a guide and inspiration to all the members whom he delighted in helping with their collections through his abundant knowledge.

He will be remembered in a far wider field in his Fellowship of the Royal P.S., London, who were proud to publish his works on the extremely complex 1859 issue, of which he was the acknowledged expert. From a personal point of view, I deeply valued his friendship over very many years of active collecting.

His loss is irreplaceable. We shall not see his like again.

Editor's note: I am sure Stanley's letter accurately reflects the feelings of all those in the Society who came to know Geoffrey.



A visit to Convention showed this much travelled cover in a new light!

SOCIETY NEWS

FROM THE PRESIDENT

I look forward to seeing many of you at Convention (20-23 September). There is just one minor amendment to the philatelic programme as published in the April issue: Michael Russell will now show his Postal Stationery on the Friday morning and David Sessions his Fakes and Forgeries on the Saturday morning.

Don't forget to bring a few sheets to show fellow members on the Thursday morning - eight sheets is the maximum and any supporting chat is limited to ten minutes.

'FINLANDIA'

Several Society members exhibited in the recent International 'Finlandia' in Helsinki. Among them was John Wannerton who was awarded a large vermeil for 'Canadian Contingents - S.A.War 1899-1902'; one doesn't know whether to congratulate or commiserate, John was only one point short of the coveted gold! Not far behind, also with a large vermeil, was Horace Harrison with 'Newfoundland Postal Stationery 1873-1949'; Horace also gained a small silver for his 'Registered Postmarks of Canadian RPOs 1869-1952'. Large silvers went to Dr Joachim Frank for 'Canada and the Second Anglo Boer War', Eric Manchee for 'Postal Service in the Bathurst District of Upper Canada' and your Editor for 'Canada Classic Flags and Associated Cancellations'. Cliff Guile demonstrated his versatility with a silver bronze for 'Death of Money (Germany 1922-23)' and a

bronze for 'Registered Post Cards'.

FORTHCOMING EVENTS

1995

The South West Group are holding their annual get-together in conjunction with the Bristol Federation Convention at Portishead, near Bristol, on Sunday afternoon, 13 August. All members are welcome, further details from Neil Prior - 01656 740520.

Sept 1-3 Revised dates of BNAPS Convention, Edmonton, AB, Canada
Sept 20-23 CPS of GB Convention, Bournemouth.

Oct 10-15 Autumn STAMPEX, Royal Horticultural Halls, London.

1996

Mar 15-17 Edmonton Spring National, Edmonton, Canada

May 17-19 PIPEX 96, Salem, Oregon, USA

Aug 30-Sep 1 BNAPS Convention, Fort Worth, Texas.

Sep 11-14 CPS of GB Convention, Station Hotel, Perth

1997

Aug 28-30 BNAPEX 97, St. John's, Newfoundland

International Exhibitions

1995

Sep 1-10 SINGAPORE 95 Singapore

1996

Jun 8-16 CAPEX 96, Toronto

Sep 27-Oct 6 ISTANBUL 96, Istanbul

Oct 25 - Nov 5 ATHINA 96, Athens, Greece

1997

Apr 16-21 NORWEX 97, Oslo, Norway

May 29-Jun 8 PACIFIC 97, San Francisco, USA
Aug 30 - Sep 8 MOSCOW '97, Russia
Dec 8-14 INDIA 97, New Delhi, India

Details of the London and Wessex Group's programmes for the following 'season' are not yet to hand. Eager beavers seeking details should contact Colin Banfield 0181 500 5615 (home) or 0171 407 3693 (office) for London and Dr. Dorothy Sanderson 01794 523 924 for Wessex meetings.

REVIEW OF RULES FOR COMPETITIVE DISPLAY

Brian Stalker has been considering proposals for changes and reports as follows:

The note in the January 1995 issue failed to precipitate an avalanche of responses, here is a summary of the main comments received from six members:

Competitive Classes

- (i) Retain two periods for stamps to compensate for difficulty of acquiring, researching and comparing the difference in quality between early and modern stamps.
- (ii) Postal Stationery could be in either of the proposed Classes, mint in Class 1, used in Class 2?
- (iii) There should be a Class 3 for thematics, cinderellas, revenues, pictorial postcards, advertising covers etc.
- (iv) Move to graded marking, as per medal categories, rather than relative marking so that each entry is awarded a defined grade.
- (v) Change balance of marking to award more points for research and possibly less for condition.

Amateur status:

One for retention, two for deletion of rule restricting entry to amateur

members only.

Photocopies:

Two against, three for (but two with caveats such as overseas members only and non-competitive).

In view of the comments received, I shall present two proposals to the Committee for their consideration:

- (i) as published in January 'Maple Leaves'
- (ii) four competitive classes as follows:
 - 1a Stamps pre 1911.
 - 1b Stamps, Admirals and later.
 - 2 Postal History, routes, postmarks, cancellations, registereds.
 - 3 Thematics, including cinderellas, revenues, postcards, advertising covers.

Large Queen Watermarks

Continued from page 129

forgeries on, so the stamps may have been forged, but the watermarks were genuine. The amount of work involved to make a halfway decent watermark forgery precludes any great activity in the creation of forged watermarks, in my opinion. More recently, I have seen a forged watermark of a portion of the double-lined block watermark which appeared to be the proper configuration, but the letter E, if memory serves, was much too large. I have a piece of blue note paper having the complete E & G BOTHWELL / CLUTHA MILLS watermark, but it is not the same as that used for the printing of the Large Queen Issue, being larger than that normally found on the stamp.

(1) We have tried but the result may not be satisfactory.

(2) This is the stamp referred to in Susan So's article in 'Maple Leaves', June 1994.

EXCHANGES

Our Secretary, Tom Almond, has a letter from a collector in Canada seeking to exchange his mint/used Canada & USA for GB, IOM and Channel Islands stamps. If anyone is interested please contact Tom.

CLASSIFIED ADVERTISEMENTS

FOR SALE:

Copies of 'Maple Leaves' for disposal;
January 1951 to date with very few

missing. What offers? Replies to Mrs P.A. Orkin, 7 Blackstone Rd., London, NW2 6DA.

(Mrs Orkin is away most of August so response may be delayed.)

WANTED:

Newfoundland 1897-1901 Royal Family Issue; 1908 Map covers and used with fancy/unusual cancels. Almost everything! Write to D. Mario, Box 342, Saskatoon, Sask., Canada S7K 3L3 (buy or trade).

AMENDMENTS TO MEMBERSHIP to 17 June 1995

New Members

2712 Mosley, Derek J, 8 Broadsword Way, Burbage, Hinckley, Leics, LE10 2QL C,PH
2713 Clinton, Leslie G, 1329 Elevator Road, Saskatoon, Sask, Canada, S7M 3X3 SK MPO
2714 Smith, Brian C, 20 Becketts Way, Framfield, Near Uckfield, East Sussex, TN22 5PE POW
2715 Jenkins, Dewi P, Gwalia House, 143a Priory Street, Carmarthen, Dyfed SA13 1LR H,PS,RPO

Deceased

2261 Bradley W L 1953 Thornton H

Removed from Membership - Unpaid Subscription

2640 Bryan, W 2649 Nesbitt, Dr. B
2687 Cooperman, R 2692 Sims, S
1549 Cottenden, D 2381 Spiers, D
2636 Downer, R. A 2642 Yule, D. A
2613 Huffman, D. D

Change of Address

1549 Cottenden, David D, correct PO Box to 449
2274 Rev R De Lacy-Spencer, 37 Dorset Close, Buxton, Derbyshire, SK17 9PJ
1975 Fox G, correct postcode to SW1W 0HU
2199 Gendron R, 1313-148 EST, Papineauville, Quebec, PQ, Canada J0V 1R0
2676 Gilbert, P W, Box 945 Station 'C', Montreal, Quebec, Canada H2L 4V2
2500 Jacobson, Dr C, 623 S Main, #6 Moscow, Idaho, USA 82843
2629 Montgomery Malcolm B, amend postcode to SO16 3NL
2085 Searle Graham P, 232 Western Hills Drive, Whangarei, New Zealand
1771 Stadtbibliothek Munchen, amend to 800 Munchen 80
1196 Vancouver Public Library, Continuation Section, 350 West Georgia St, Vancouver, BC, Canada V6B 6B1
2484 Walker A R, amend postcode to E3B 3H4
2637 Wilson J S P, amend postcode to SW3 4EE

Revised total 460

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 1994/5

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Maple Leaves

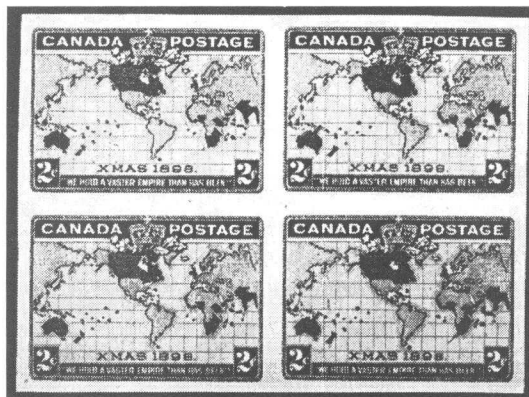
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Whole No. 255
Vol. 24 No.5
October 1995

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MAPLE LEAVES

Journal of

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A. E. Stephenson, FCPS

Edited by: David Sessions, FRPSL, FCPS.

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EDITORIAL

Back in July it was our pleasure to visit the fantastic exhibition at Claridge's, in London, entitled 'Rare Stamps of the World'. It is not often that one has the opportunity to see so many world rarities at one time. The only comparable opportunity is at an International with a strong Court of Honour and even then, the top rarities still have to be sought out. In these days of increasing specialisation it might be said that the above show held little for BNA collectors, just two frames of Canadian Pence issues from the 'Lindemann' collection; but the quality within those frames was exceptional.

Having been staggered by the unattainable and wished for more BNA, it was with great pleasure that we learned of the CAPEX committee's

proposal to mount ten frames of BNA rarities at the International in Toronto next June. This is a splendid idea. One can only trust that it will be well supported by the owners of such exotica and that all who are able to do so flock in to see the show. A superbly presented book was produced as a souvenir of the Claridge's show and there is talk of a similar memento of the CAPEX exhibit. We do hope the organisers will follow through and that the initiative will be well supported.

Nearer to home, the magnificent summer seems to have dried up not only the gardens but the flow of material to the Editor's in-tray; with autumn evenings now upon us, a few more contributions would not come amiss.



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PRECANCEL ROLLER USED AS A ROLLER CANCELLER

The Yellow Peril

Photo by Canadian Stamp News

The 1c Small Queen covers illustrated were among a small group of commonplace covers recently acquired. As items of postal history they are of little interest other than their postmarks. Figure 1 is an unsealed envelope annotated 'circular' and addressed to Montreal. Figure 2 is an 'A. HARVEY' advertising cover sent to Pittsburg, Pa. It is backstamped with a 'PITTSBURG, PA DEC 1 PM REC'D' cds which does not show a year. The cover is unopened and is without contents – suggesting that it too was mailed unsealed. Time, moisture and pressure from other covers or album pages pressing on it may have caused its flap to adhere to the cover.

The stamps on both covers are from the late Ottawa printing and are cancelled by a townless ten-bar roller postmark that is identical to the type J precancel. The postmarks on these covers could be 'new' news to precancel and other cancellation collectors. The town from which they were used is not only identified but it proves that the early bar type precancels were applied by a hand roller, and that the precancel roller was also used as a roller postmark on matters that did not require a town-date stamp.

According to precancel authority George Manley, the type J precancel, a one cancel wide cancel, is in fact, from a

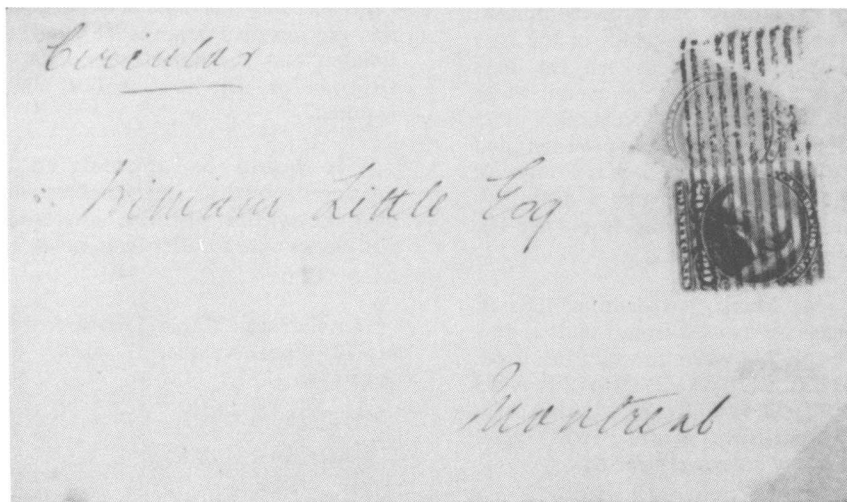


Fig 1. A 20c Widow with a ten-bar type 'J' precancel super-imposed on the lower portion of the roller tying the 1c SQ to the circular.

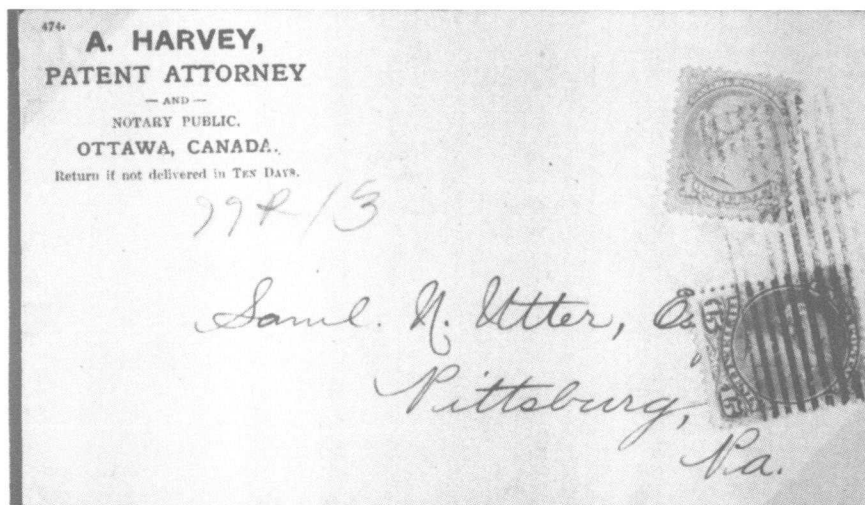


Fig 2. A 15c LQ with type J (ten-bar) precancel super-imposed on the roller pmk tying the 1c SQ to the Ottawa advertising cover. Note narrower outside bars on all four rollers.

group of five similar cancels with either five, six, seven, eight or ten bars. Apart from the number of bars in the cancels, the overall size, the width of the bars and the distance between the bars varies. For instance, the overall width of the ten bar type J precancel is 21.75 mm, the width of its bars is 1mm, and the distance between bars is 1.3mm. In addition, this cancel has a distinctive characteristic of having an outside bar 0.75mm wide.

Mr. Manley has identified the type J precancel as used from London, by a cover in his collection – from L.M. STAEBLER, STAMP DEALER AND PUBLISHER, LONDON-CANADA - with a horizontal pair of 1/2c SQ type J horizontal precancels affixed.

This discovery of the J type precancel being used in London boggles the mind! The cover, (fig 2) with the 1c SQ well tied by the type J

precancel roller, is an Ottawa advertising cover. Could it be that type J precancelling was done in Ottawa and the precancelled stamps shipped to London and the hand roller kept in Ottawa for use as a roller when required?

It would be appreciated if precancel specialists and members who have knowledge of these interesting postmarks were to offer their views.

Reference: Maple Leaves Vol 9, No 10. Whole Number 82, April 1963, page 180.

Editor's note: Non pre-cancel specialists might like to consider the nature of a circular that attracted an additional 20c postage!

CANADA'S OFFICIALS

Part 3 - The O.H.M.S. Overprints

Trelle Morrow

In order to speed up the endorsing of stamps for Government use, the hand process of perforating initials in stamps was abandoned in favour of a letter press system which overprinted stamps.

The O.H.M.S. overprints experienced a life of just one year, from September 1949 to September 1950. The total number of all issues overprinted was about 20 million copies, spread from the definitives of 1942 to the Peace issue of 1950. The 50c and \$1.00 values were overprinted in relatively small quantities and consequently have become choice items with collectors.

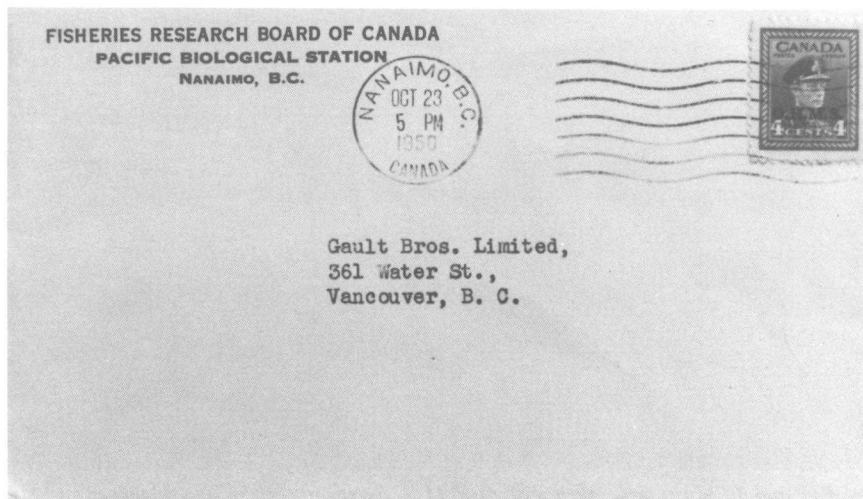
Two types of O.H.M.S. overprints were instituted;

TYPE A, the small size, 1.5mm in height, was applied to the small definitives.

TYPE B, the large size, 2mm in height, was applied to the large format pictorials.

The principal variety in these O.H.M.S. overprints is the missing period and several different issues experience this phenomenon. The frequency was generally one stamp position in one pane only of a sheet, so considerable scarcity results.

Again, as in the perforated OHMS stamp period, Ottawa Offices enjoyed franking privileges for First Class mail within Canada. The various special services such as Airmail, Special

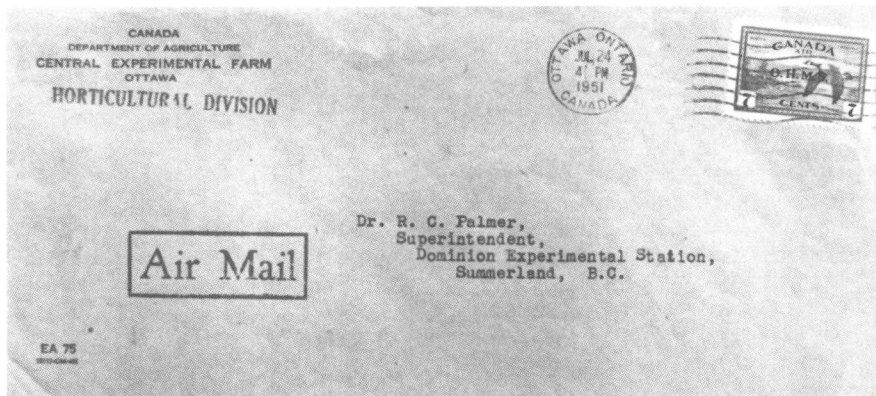


4c War Issue, with O.H.M.S. overprint, paying the first class inland letter rate.

Delivery, Registration and Parcel Post required postage stamps. Mail from Ottawa to foreign destinations also required postage stamps.

Criticism was levelled at the

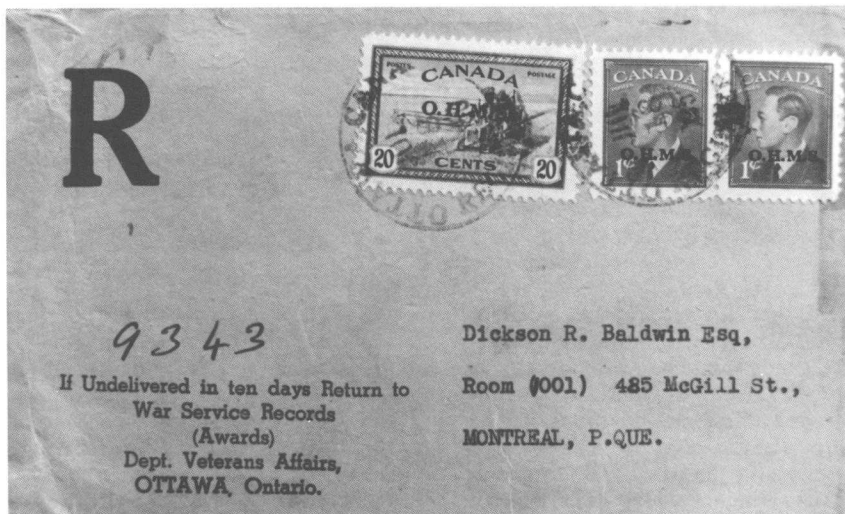
Government for using an overprint which was not bi-lingual and after one year of service the O.H.M.S. endorsement was abandoned in favour of the bi-lingual 'G' symbol.



7c (Scott c9) with O.H.M.S. overprint, paying the airmail rate to Summerland.



A 2c War and 3c Mufti issue each with O.H.M.S. overprint, paying the double drop letter rate in 1950.



Registered letter franked 22c in O.H.M.S. stamps; 10c registration fee + five times letter rate, i.e. 4c + 4x2c. Department of Veteran Affairs enjoyed franking privileges for letter rate, this medal shipment has postage paid in full.

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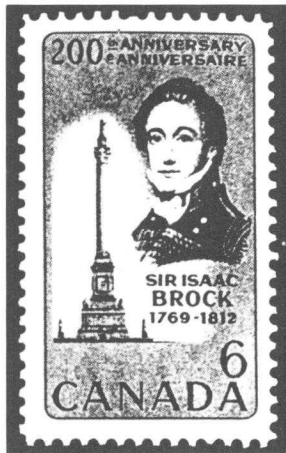
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THE PEOPLE ON THE STAMPS - BROCK Alan Salmon

*There was a bold commander, brave General Brock by name,
Took shipping at Niagara & down to York he came,
He says, "My gallant heroes, if you'll come along with me,
We'll fight those proud Yankees in the west of Canaday!"
Come all you bold Canadians.*
Anon

In 1812 the USA declared war on Great Britain. The general expectation was that Canada would be swiftly over-run - General Brock's brilliant action destroyed these anticipations as he comprehensively defeated the Americans in the west, at Detroit and on the Niagara. His exploits are commemorated on the 6c stamp (SG 643, SS 501) issued in 1969 on the 200th anniversary of his birth.



The Outbreak of the 19th Century.

What we now call the western world was in turmoil at the turn of the century. France had ceded the vast territory of Louisiana to Spain in 1763; the first, great, modern revolution, the American, had ended in

1783. The French revolution, begun in 1789, was still taking its toll - by 1793 France had declared war on Britain, Spain, Austria and Holland. Napoleon forced Spain to return Louisiana to France in 1800. The Royal Navy and the French fleet were engaged in blockading, to the aggravation of trading nations not engaged in the hostilities. President Washington, in 1794, defused the potentially explosive situation with Britain by a treaty of friendship; this did not improve relations with France. Indeed in 1798 the USA prepared for war with France; after some preliminary naval engagements France decided to negotiate, as the war in Europe turned against her.

Thomas Jefferson became President and, in 1803, purchased Louisiana from Napoleon for \$15M, the biggest and best land deal in history. Eyes in Washington were turning to the north and west - Jefferson despatched the Lewis and Clark expedition overland to the Cloumbia, forestalling Thompson (SG 496, SS 370); he wrote: "...it is impossible not to look forward to distant times when our rapid mulitiplication will expand itself beyond those limits & cover the whole northern if not the southern continent..." The new republic was soon to annexe Florida from Spain. Such was the prospect facing the small

colonies of Upper and Lower Canada as Britain wrestled with Napoleon in the maelstrom of Europe.

Canada in 1812.

In 1806 the white populations of the two Canadas were 70,000 in Upper Canada and 250,000 in Lower Canada; there was little immigration in the next six years. The other colonies of Newfoundland, Nova Scotia, PEI and New Brunswick added no more than 140,000 to the population. In the west there was a minuscule settlement on the Red River, the rest was a wilderness of Indians and fur traders. Publication, in 1801, of Mackenzie's account of his travels indicated the tremendous size of British North America; Jefferson had read it, hence the Lewis and Clark expedition. Communications in Upper Canada were rudimentary, a bridle path connected Kingston and Niagara; in 1811 a fortnightly mail service was established over the route, with a connection to Sandwich (now Windsor) and Amherstburg if required.

The population of the USA in 1812 was some 8,000,000; almost as many as the whole of the United Kingdom, 13,000,000. James Madison became President in 1809; he declared war on 18 June 1812, professing the causes to be: the harassment of American ships at sea, the impressment of Americans in the Royal Navy and the renewal of Indian warfare in the west. The actual causes were various, including rivalry in the fur trade, the elimination of an ally of the Indian, a popular feeling that the honour of the Republic was at stake, all encouraged by the recent, easy annexation of a part of Florida which gave hope that there were larger, easy pickings to be obtained. Jefferson announced "The acquisition of Canada

this year, as far as the neighbourhood of Quebec, will be a mere matter of marching". The invasion of Canada was about to begin.

Isaac Brock

He was born in 1769 (the same year as Wellington and Napoleon, Mars must have been in the ascendant that year), in Guernsey, the eighth son of well-to-do parents. His early schooling was on the island, where he was known as a good swimmer and boxer. His education continued in England, then he spent a year in Holland to learn French. When 15 he was bought an ensign's commission in the army; by 1791 he was a captain in the 49th Foot in the West Indies. He was now six foot two in height and a legendary horseman; forced into a duel with a notorious duellist he proposed that it take place across a handkerchief, his adversary refused and had to leave the regiment. Today he would be typical material for an SAS officer. But Brock had to wait until 1799 for his first taste of real action; in Holland, against the French, he was in command of the 49th which fought well, he was slightly wounded. His next taste of action was under Nelson in 1801 at the battle of Copenhagen, where his regiment provided riflemen on the ships. Also in that battle was a young midshipman, John (later Sir John) Franklin (SG 1320, SS 1234).

In 1802 the 49th were posted to Canada; after a winter in Montreal they went to Upper Canada with headquarters at York and a detachment at Fort George on the Niagara (see SG 1020, SS 897). From September 1806 to October 1807 Brock, now a colonel, was in charge of all the troops in Canada, no commander-in-chief being in post. During all his time

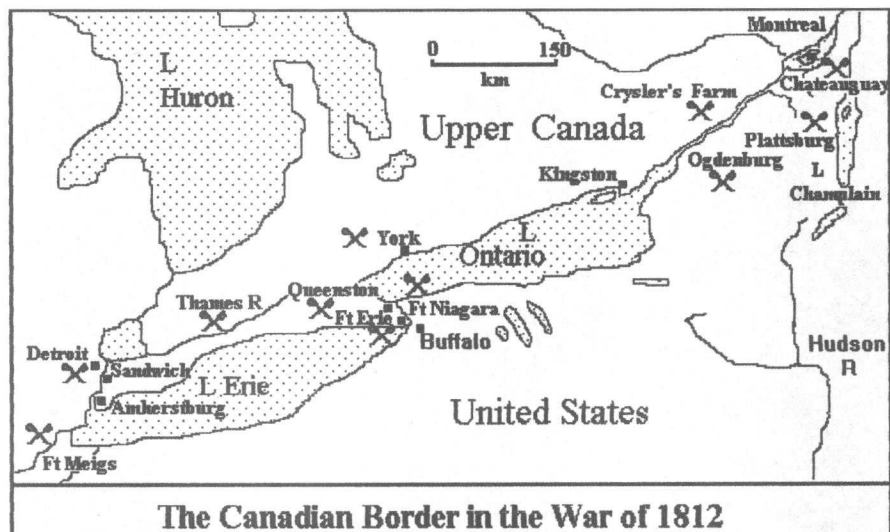
in Canada he worked for improved defences of the country; outstanding accomplishments were greatly improved defences for Quebec and the formation of the Provincial Marine, which gave Canada control of the Great Lakes. In 1811 Sir George Prevost became Governor-in-chief and commander of all forces in Canada; Brock was appointed Administrator of Upper Canada and a Major-General in charge of all the forces there; his only regulars were the 41st Foot and a company of the Royal Artillery. The Indians were possible, but uncertain, allies; the militia were an ill-trained, fluctuating quantity.

The First 120 Days

During the early stages of the war events went exactly contrary to expectations. At sea there were no fleet actions and in single-ship encounters the US Navy was dominant. The US Navy was small but the officers were good and the ships had more guns and men than the ships of the Royal Navy;

the best of the Royal Navy was blockading France and its conquests. It was a year before the Royal Navy sailed supreme on the Atlantic.

The events on land were even more surprising. In the west; Michilimackinac (between Lakes Huron and Superior) fell to the British; the American commander didn't know war had been declared! Brock had immediately sent a courier with orders to attack, to encourage the Indians; it worked, the garrison at Fort Dearborn (Chicago) then fell to the Indians. In the east, American strategy was to attack simultaneously at Detroit, Niagara, Kingston and Montreal. On 12 July William Hull, commander of the US Army of the Northwest, crossed the Detroit River and occupied the village of Sandwich. The army of 2,200, mainly militia, had started its march north three weeks before war was declared; it had been shadowed by Indians led by their chief Tecumseh. But Hull, instead of attacking Amherstburg, garrisoned



by about 50 regulars and 400 militia, hesitated, uncertain whether to attack or wait for reinforcements; Tecumseh cut his supply line to Ohio. Hull retreated to Detroit.

On the outbreak of war Brock wrote to Montreal: "Most of the people have lost all confidence - I however speak loud and look big...". Outnumbered, he boldly decided to take the offensive, he would go to Amherstburg by Lake Erie with 250 militia and 50 regulars, then, with all his troops, he would try to provoke Hull into a battle; If successful he would go post-haste to defend the Niagara front. He arrived at the fort on the 13 August, told Tecumseh of his plans and requested Hull to surrender; he now had 1,300 men, including 300 regulars. The offer was refused, so Brock crossed into the USA with 300 of his militia dressed in the uniform of regulars and his 600 Indians moving in and out of the woods so the Americans counted 1,500 of them. Hull, convinced he was outclassed and outnumbered, surrendered on 16 August without a fight. Brock had captured an entire army; he reported "...the state of the Province admitted of nothing but desperate measures."

Brock arrived on the Niagara front on 8 September; following the victory at Detroit he had wished to continue the offensive. But he had been restrained by Prevost, whose main idea was to defend, and even to retreat to Quebec if necessary. If affairs had been left to Prevost, Canada today might be the Ruperts Land of old. On the Niagara, Brock with 2,000 men, now including his own 49th Foot, was confronted by General Van Rensselaer with 7,000 men. The Americans crossed the river at Queenstown at dawn on 13

September, their strategy was to capture the Heights and then dominate the whole region. Brock, on hearing the firing, rode from Fort George on his grey charger, Alfred; he led a counter-attack; eventually the British drove the Americans back across the river, capturing over 900, including over 400 regulars. The battle of Queenstown Heights was a major victory. Brock, however, was killed by a shot through the heart. He was made Sir Isaac Brock on 10 September for his capture of Detroit; he never knew of the honour.

The next 850 days


The war now see-sawed, America got more men to fight in the field and Britain moved veteran regulars from Europe to stem the tide. In April 1813 York (SG 1165, SS 1052), then the capital of Upper Canada but with only 600 inhabitants, was raided by the Americans who burnt down most of the public buildings. In May of that year, a British sortie to capture Fort Meigs failed but the Americans lost about 1,000 men compared with British losses of less than 100. The Royal Navy now had control of the sea, commando raids harassed Chesapeake Bay and US overseas trade fell to 25% of its 1811 value. American forces defeated a British and Indian column on the Thames early in October, Tecumseh was killed; today there is a village near Detroit named Tecumseh, but, of course, it is in Canada. However, the main threat was a two-pronged attack on Montreal: 7,000 men from Lake Champlain and 8,000 down the Saint Lawrence. Lieutenant-Colonel Charles de Salaberry (SG 942, SS 819) with 1,600 men - a few regulars, some Indians, but mostly French Canadian militia - defeated the Americans advancing from Lake Champlain at the battle of Chateaugay in October. The

American army coming down the St Lawrence was hammered at Crysler's Farm; hearing that its other arm was retreating it decided to do the same.

By June 1814 American negotiators were in Europe for peace talks. Whilst the talks dragged on, British forces occupied half of Maine and half of Indiana Territory, advancing as far as Davenport on the Mississippi. Washington was sacked and the President's House was burnt - when rebuilt it was called the White House because the walls were whitewashed to hide the marks of the fire. A strong British attack on Plattsburg was called off by the defensively-minded Prevost after the Americans had defeated the naval support force. In July the bloodiest battle of the war, Lundy's Lane, by Niagara Falls, where 1,700 fell, halted




the last American invasion. The peace treaty was signed on Christmas Eve 1814, the Canadas were safe. However, the news did not reach the southern battlefields until 13 February; by then Andrew Jackson had defeated a British attack on New Orleans. This was the most impressive American action of the war, even though it took place after peace had been declared! Not to be outdone, the British later occupied Mobile on 11 February.

So ended the War of 1812. Andrew Jackson went on to be President of the USA. Canada commemorated two of its heroes, Brock and Salaberry, on its stamps and American thoughts of invading Canada were over. Isaac Brock changed the course of history for, without him, Upper Canada, perhaps all Canada, would have fallen to the United States.





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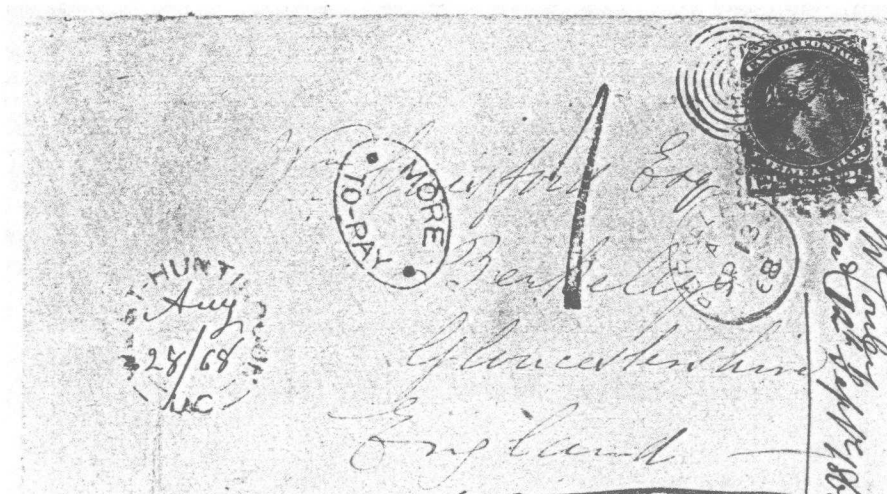



ANNUAL CATALOGUE SUBSCRIPTION: Inland £25, Europe £40, Elsewhere £50

SHORT PAID TRANSATLANTIC MAIL (1868)

Geoffrey Whitworth FRPSL, FCPS



The cover illustrated is a second undirected letter (see August ML pp136/7 for the first) to Berkeley, Gloucestershire, posted on a Friday which was too late for the Saturday sailing of the Canadian Packet from Quebec, it was prepaid 12 1/2 cents, correct for this route.

The letter is postmarked West Huntingdon, U.C., Aug 28/68 (Friday) and backstamped Belleville, C.W. AM AU 28 1868 (morning same day), it is also backstamped Kingston AM AU 29 1868. Having missed the Canadian Packet the letter was prepared for the next mail to Europe, Cunard via New York, by adding an oval MORE-TO-PAY, a 7-bar grid cancel over the stamp, and a large '1' denoting only 1d extra due to Canada as the postal rate was now 15 cents.

The Cunard Packet 'Cuba'

departed New York on 2 September, 1868 and arrived at Queenstown at 6pm on 11 September (only nine days). The letter was forwarded through Kingstown, Holyhead and mail train to Crewe and on to Berkeley to arrive for first delivery on SP 13 68.

Note manuscript on envelope 'Received 12th Sept. 1868'.

CORRECTION

Please note the following correction to the article 'A Registered Trans-Atlantic Cover' on page 124 of the August issue: in line 9 of the middle paragraph in the second column, 'March' should read 'April'. The POD circular No. 43, referred to at the beginning of that paragraph, is set out on page 19B of volume 2 of 'The Postage Stamps and Postal History of Canada' by Winthrop Boggs.



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There is probably not a tremendous amount of Hudson's Bay Company correspondence from the 17th to the 19th century in private hands. The various ciphers used by the Company on their mail, such as 'YF', 'MR' etc., will not therefore be well known to collectors. David Whiteley has delved into the Company's archive and reveals all in this treatise on HBC correspondence between 1670 and 1867.

THE HUDSON'S BAY COMPANY CIPHERS

David H. Whiteley

Part 1: Historical Background ^[1]

On 2 May 1670 Charles II of England granted a Charter to *Prince Rupert and his associates* of "The Honourable Governor and Company of Adventurers of England trading into Hudson's Bay," making them "true and absolute Lordes and Proprietors" of Rupert's Land, an area of nearly a million and a half square miles. Until 1859 the Company enjoyed a monopoly within Rupert's Land and it was not until Confederation in 1867 that the Company, in return for suitable compensation, surrendered much of its territory and many of its powers to the Canadian Government.

The Early Trading Posts

The first trading post, Rupert's House, was established on the S.E. corner of James Bay in 1670. Other forts were soon established on the west and east coasts of Hudson's Bay; Yorke Fort (York Factory)^[2] 1682, at the mouth of the Hayes River, Moose Factory at the mouth of the Moose River about 1673, and Fort Albany at the mouth of the Albany River in 1674. During these early years communication with England was difficult. The period of navigation in Hudson's Bay is from about mid July to about mid October. Therefore it was only possible for the company to send an annual ship from London to the Bay. The ships visited all

the posts on the Bay delivering provisions and mail and picking up pelts and mail for the return trip. The Governor for each post was obliged to keep a daily journal, which constituted in part his annual letter, accounts, invoices, bills of lading and inventories of supplies, which was completed in time for the ship's departure for the Thames. During the first 30 years of operations few ships were sent and returned. In 1687 two; in 1688 one, (but several sailed from Gravesend and wintered in the Bay), In 1689 most of the ships sent were captured by the French; 1690 two, 1691 one, 1693 two and 1696 four, two from Gravesend and two from Aldeburgh. In 1695 The Company sent no supply ships from London, "because their warehouses were full of goods and the marketts in London soe dull...wee kept our ships at home...and the Comittee were of the opinion you wanted nothing."^[3]

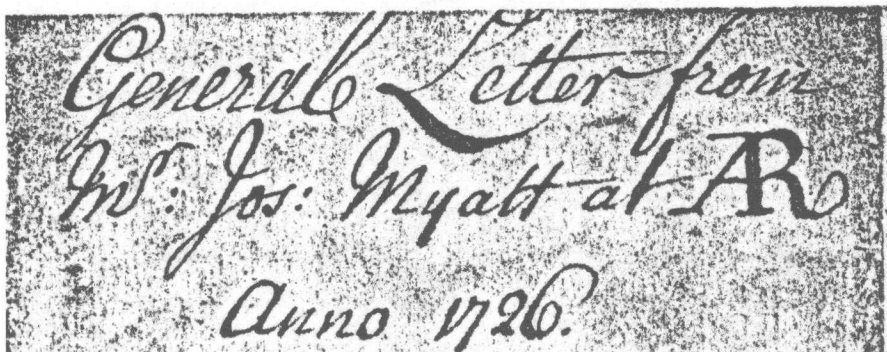
The Company's efforts to expand or even maintain their precarious foothold in the area was severely tested over the next 100 years. Continual warfare between France and England severely hampered communications. Overland and waterborn attacks by both French and French Canadian Forces led to a number of skirmishes which usually

resulted in the attacker gaining possession of the fort.^[4] In 1862 all the forts, with the exception of Fort Albany, were captured by the French and then recaptured by the English in 1685. A mixed force of French Canadians and Indians, under the command of de Troyes, returned in 1689 and retook all the forts with the exception of York Factory. Albany Fort was recaptured by Captain Knight in 1693 and re-settled and fortified.^[5] Further disasters occurred in 1697 with the destruction of the Company's ships in the Bay, the burning of Fort Nelson and the capture of Fort Yorke to a seaborne invasion of French forces under the command of Pierre d'Iberville.^[6] Thus by the end of 1697 the Hudson's Bay Company was left with one outpost at the bottom of the Bay - Fort Albany which was attacked unsuccessfully in 1709.^[7] As a result of these reverses the company would not be able to regain control of the area until 1714, as the Treaty of Ryswick, signed in September 1696, had given the French possession of all the settlements along the Bay except Fort Albany.^[8] In 1713 the Treaty of Utrecht, ending the war of Spanish Succession, as one of its provisions, ratified the Company's rights to the Hudson Bay watershed and forced the French to relinquish all claims to the watershed. It was, however, not until 1814 that a Company force under the command of James Knight and William Stuart were able to reclaim York Factory and thus for a time allow the Company undisputed control of the territory.

Although records pertaining to the early years of settlement and discovery are incomplete, those surviving shed light on evolving administrative and business practices. From instructions

contained in the London Letter books to the various Governors and ship's captains certain patterns emerge.

The normal practice was for the Company's vessels to leave the Thames in May in order to reach the Hayes River during the second or third week in August. They then left the Bay sometime in early September and arrived back at Plymouth or Falmouth sometime in November or December. On arrival the Company's letter would be landed and then sent through the post office to London. Because of the amount of mail carried, which was considerable, precise instructions were often given to the Governors and Chief traders as to the composition and make up of the correspondence - for example Captain Geo. Geyer, Governor at Yorke Fort, was given the following instructions in 1693, "We would have the Company's Packett made up in future in double paper covers and not in a Trunke as formerly, the postage being 2s. an ounce which occasioned the last post stage to Twelwe pounds for that packett only."^[sic]^[9] In 1693 the Captains of ships arriving from Yorke Factory were given the following instructions from Hudson Bay House; "We suppose you have a small packett of letters from Yorke Fort wch wee desier maybe sent up By the Post, but noe Trunke or great Packett of any weight exceeding 10/- the most." Again in 1694 Governor Knight at Fort Albany was advised to send his correspondence as instructed "last yeare to save extravagant charge of postage."^[10] In the general letter of 17 June 1693 to Governor Geyer at Yorke Fort are the following instructions which appear to be the first mention of the use of stencilled ciphers to identify outward bound merchandise. So that "they [could] be dispatched with



Portion of General Letter from Albany Fort (1726) with stylised cipher 'AR' (P.A.M. - HBC Archive).

all convenient speed.... all goods marked *YF* now on board the ships...be taken into your Factory and those of this mark *AR* be sent to the bottome of the Bay the like was observed last yeare and that nothing be left on board and returned."^[11]

....to be continued.

References

- [1] Much of the material used in the historical background from Dr. Murray Cambell. MD. 'The Postal History of Red River, British North America, *Papers Read Before the Historical and Scientific Society of Manitoba*, Series III No. 6 (Winnipeg, 1951)
- [2] In the 17th and early 18th centuries the most common usage was 'Yorke Fort'. From the 1830s onwards 'York Factory' is more usually seen.
- [3] Letter of 1896 from Hudson Bay House, London to the Governors in Rupert's Land
- [4] For a brief chronology of the various attacks and capture of the forts and settlements on the Hudson Bay see Peter C. Newman, *Company of Adventurers*, (Markham: Viking, Penguin Books Canada Ltd. 1985) pp351-53
- [5] For a history of Fort Albany prior to

its capture by the French see Hudson's Bay Record Society VolXI. E.E.Rich & A.M. Johnson Eds. *Copy Book of Letters Outwards Etc.* 29th May 1680-3rd July 1687. (Toronto: Champlain Society, 1948)

[6] For an account of d'Iberville's attack and capture of Fort Yorke see HBRS Vol XX, 1688-1696

[7] For an account of this attack see R. Glover Ed. *A journey from Prince of Wales Fort in Hudson Bay to the Northern Ocean 1769, 1770, 1771, 1772 by Samuel Hearne*. (Toronto: 1958) pp 1x-1xii. Also Public Archives of Manitoba (PAM) HBC Archive A.11.2 Fol 20-21, A.11.114 Fol. 22-25.

[8] For a brief chronology of the various attacks and capture of the forts and settlements on the Hudson Bay see Peter C. Newman, *Company of Adventurers*, (Markham: Viking, Penguin Books Canada Ltd. 1985) pp351-53

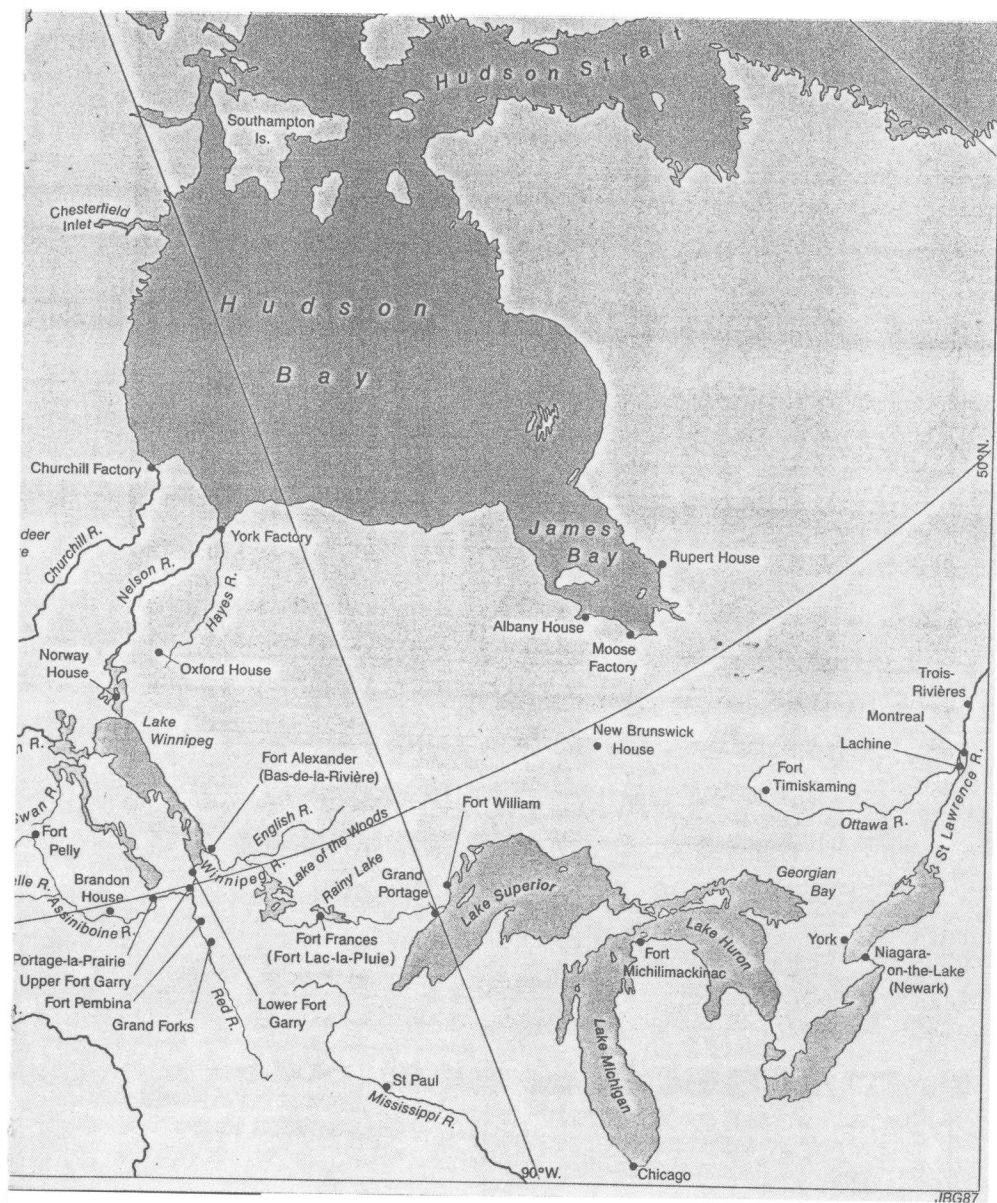
[9] Ibid. Letter dated Yorke Factory 17 June 1693

[10] Ibid. Letter from Governor Knight and Letter from Hudson Bay House. PAM HBCA A.6/2 & A.6/3

[11] PAM HBCA A 6.2 Letter to Governor Geyer at Yorke Fort 17 June 1693



Map of the Hudson's Bay Company empire c. 1867



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**DEALERS IN
FINE STAMPS
SINCE 1924**

Occasionally we like to take a break from the brow-furrowing expertise shown by our authors. Horace Harrison probably now qualifies as an Elder Statesman in the Society and we felt his reminiscences of collecting in yesteryear warranted a place in 'Maple Leaves' even if Horace's early collecting was more concerned with USA, so.....episode 1.

PHILATELIC PHABLES

Horace W. Harrison, F.C.P.S.

My first real memories of stamp collecting go back to my school days at McDonogh. My father had a more than passing interest in stamps; he had tried to interest my two older brothers in the hobby, going so far as to produce a Scott Album for the 19th Century issues of the world. This was the album with blue covers and a red spine, with outline maps of the continents and information about each country on the title page. There was also an album with a brown binder for stamps of the world from 1900 to 1920, the year of my birth. Both of these albums had been well and truly used and were filled with a great many stamps, much to my later surprise, most in the proper place. As a six year old, I had been deeply impressed by the excitement generated by the Lindbergh solo flight across the Atlantic, so my father bought me a Scott Loose Leaf Album for the Airmail Stamps of the World, at the time, a one inch post binder in simulated brown morocco. I was now ready to begin. I had inherited two albums from older brothers who had lost interest, and had a special album, bought brand new, of my own.

There were only four of us 'day-hops' at McDonogh, the first non-scholarship students in the history of the school. The bus was a Buick touring sedan and the bus driver was a senior by the name of John Yoh. It was an open car, and I cannot remember taking

stamps to school in it. By the 1929-1930 school year, the number of 'day-hops' had increased substantially, and a regular bus, designed as a bus, was in use, with John Basler as the driver. He was one of the farmers employed by the school, drafted into bus driving duties. It was on this enclosed bus that I commenced my first stamp trading activities, taking duplicate foreign stamps to school to trade for missing United States and, when available, any missing airmails. By 1931 I had exhausted all the possible supplies of U.S. and Airmail stamps available from fellow students to fill blanks in my albums, my father having given me a Scott National Album for either my birthday, 30 November, or for Christmas. In those days, many, if not most, people worked at least half a day on Saturday and my father was no exception. During the school year, he began to take me downtown with him on Saturdays and drop me off at the Stamp Shop of Perry W. Fuller, then having offices on the West Fayette street, not far from the famous Miller Bros. restaurant.

Having transferred all my U.S. stamps into my new Scott National album, I proceeded to take the old 19th Century and early 20th Century Scott albums to school and sell them for cash to use buying stamps at Perry Fuller's. My father was upset, to say as little as possible. However, from my

point of view, there was a favourable outcome from this episode. He decided to finance my collecting habit with serious money. He was an exceptionally good billiard and pool player. Most weekday evenings he would stop off at the Maryland Club at Charles and Eager Streets to have a toddy or two with friends and indulge in a game or two of bottle, or 'Kelly' pool. In those depression days, the usual stakes were 25 cents a game plus 10 cent scratches. Most evenings when he arrived home, he would empty the silver in his pockets into a demi-john whiskey bottle in his bedroom; I was permitted to take money from this bottle to purchase stamps for my collection. It was done on the honour system, and I cannot recall ever having broken his trust. With money to spend and truly friendly folk like Perry Fuller and his assistant, Margret Raycob to spend it with, this pre-teen stamp collector was in seventh heaven. Miss Margaret was charged with the duty of seeing that I had my afternoon nap, and I was put down under the counter after a filling luncheon at Miller Bros. One Saturday, after a particularly heavy meal, I awoke from my nap to find that I was alone,

and locked in the store. Perry, Miss Margaret and my father had all forgotten me and gone home while I slept. There I was, a young stamp collector, alone in a first class emporium. I cannot recall being so tempted again until the late Ed Richardson left me alone in his stamp study in League City, Texas, while he went to a Boy Scout Board Meeting in April 1968, some 36 years later.

I was telephone literate at the time and called our home phone. Mother answered and said "Come right home, dinner is almost ready". I said "I can't, I'm locked in Mr. Fuller's office". What mother said to father, I was not privileged to hear, but he came on the phone and told me that he would be right downtown to get me, a half hour trip and 13 miles by the quickest route. However, he had to go to Perry Fuller's home, fortunately, not far off the direct route downtown, to pick up Mr. Fuller and the keys to the office. I had dinner a little late that evening, but then I didn't mind, I'd had a big lunch. Some forty years later, Miss Margaret tried to put me to sleep with a large glass ashtray, but that's another story.

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RESEARCH SOURCES FOR POSTAL HISTORIANS

An Occasional Feature

R.B. Winmill

One of the least reliable and most flawed, yet most useful, tools available under certain circumstances, is the personal interview. It is unreliable because, with time, memories of events tend to fade and perceptions of events are altered. Interviews are only practical when dealing with recent events. The type of question asked frequently elicits the sort of answer provided and can limit its scope.

Should one ask an open-ended question, then the respondent will reply in a selective fashion, his response dictated by what he feels to be important. This may fail to reflect what the postal historian would find most productive. Congruency is rare; however, through supplementary questions it can often be achieved.

Oral history can be very selective of anecdotal matter and historians of all sorts are far better off seeking documentary sources. If interviews are employed for research purposes, they are best supplemented with hard evidence such as published reports or archival manuscript records.

However, the interview has its place. For example, conducting research on a small town post office recently, the post office record card was found to be riddled with errors and marred by serious omissions, especially for the periods 1850-90 and 1960 to date. Moreover, other relevant occurrences were known to have taken place. The problem then became a

matter of consulting alternative sources, securing the appropriate dates and consulting local newspapers for contemporary reports. The solution for the earlier period was to garner the dates from an old historic atlas and from available directories and almanacs. The more recent material was problematical. There were no such sources available and the newspapers were not indexed. Nor was there a scrapbook kept. Thus the only remaining possibility was to interview a former postmaster of many years standing in the community. With events and dates recalled by him, the appropriate stories were traced. This saved going through several thousand pages of at least two papers, page by page, covering 34 years.

Interviews can also get to the heart of minor, unrecorded incidents and those which were so scandalous as to be covered up.

The interview can take one of three forms - written questions, telephone questions or personal interview. The latter two would normally be recorded.

Because Dr Smith was lacking the township of the R.C.A.F. Station Centralia Post Office in his excellent books (1), and because no published research was noted, it was decided to secure an interview with a former postmaster for this place. He was known as he was also postmaster of other places at a later date, which were of interest.

With respect to R.C.A.F Station Centralia, Mr Wallace Pfaff (2) was asked but one specific question: In which township was the post office located? Then, seeking reminiscences of interest to the postal historian, an open question was posed, asking him to recall what he could of his days there.

The response is recorded here in full, for two reasons, it represents information of interest to a military postal historian and relates to material not normally available. Secondly, it is of a more general interest because it reflects what can be expected from such an enquiry.

Interview-Mr Wallace Pfaff, 13 January, 1994 (3)

R.C.A.F. Station Centralia, situated in Stephen township, is the most southerly township in Huron County. There was also an air base at Grand Bend (4), also in Stephen township. R.C.A.F. Station Centralia was situated on Concession 3 while Grand Bend was on Concession 21. Concession 3 is just one mile to the left of Highway 4.

My appointment in 1957 to postmaster, first of all was a one year probation; it wasn't until June 1958 I received my full recognition. I succeeded or followed a Mr Ball, transferred to Clinton as Postmaster and later to Kincardine.

Normally the armed forces had their own postal people, (Postal Corps and were in the army) but being R.C.A.F. Centralia had a P.M.Q. (Permanent Married Quarters) for married personnel and lived (sic) off the base a civilian run post office was in order. The P.M.Q. was directly across the road from the main entrance to the

air base and consisted of 360 homes for married folk. The different ranks occupied different sectors, in other words officers didn't live in the same area as airmen, corporals or sergeants. A school was situated in the P.M.Q. area and was manned by civilian staff. Usually the principal resided in the P.M.Q area also.

The post office was situated near the main gate entrance as well as a grocery store and civilian tailor. It was the responsibility of the postmaster to receive all the mail which arrived by a rural route contractor between Centralia and Crediton at 9am. A Mr Wilfred Mack was the courier and he carried the mail in his Model A Ford car and when busy season and insufficient room he pulled a trailer, later Mr Mack acquired a Volkswagen van.

All the mail for the R.C.A.F. base landed at the post office and (it) was the responsibility of my staff and I to presort the mail. By this I mean it had to (be) hand sorted to Officers' Mess, Corporals' Mess, Airmen's Mess and Headquarters. As well the mail for married personnel living in P.M.Q. had to (be) sorted out here for lock boxes and general delivery. We only had 150 mail boxes so the remaining 215 people received their mail through general delivery.

Once the mail was broken down and ready, the Postal Corps, usually the corporal with the help of an airman, would transport the mail onto the Base, dropping off the Headquarters mail there then proceeding to the other messes and distributing accordingly.

The Postal Corps had an office adjoining the post office, an open door

separated the two offices. Any special mail such as registereds or parcels for the messes had to be signed for and the addressees had to come out to the Postal Corps station to pick these up.

All financial aspects of the post office was (sic) handled by my staff and office. This included the sale of postage, money orders, posting of parcels etc. Headquarters even had to purchase postage (on a meter) from my office. Pay days were always hectic times as often the unmarried personnel would buy money orders and send them home. It was always a great pleasure to serve the NATO students, usually they sent parcels home. These young gentlemen were always very polite despite the difficulties in communication. The purchase of Canada Savings Bonds by payroll deduction was always a popular way to set money aside. When deductions were complete the Government of Canada mailed these bonds out to the purchasers by registered mail. It was not uncommon when these arrived that one person would literally have to record these items and would take three to four hours of work.

Christmas time was also hectic as many parcels were received on the base and also parcels were mailed. When the parcels arrived we had to place them on the floor in rows, numbered and hopefully at noon they would be picked up, as we needed the space to accommodate the outgoing mail.

Also the outgoing mail from Headquarters was received around 3pm, when staff and I had to prepare

this for ongoing transmission, if I recall the pick-up was around 4.15pm. So all in all the duties as postmaster in the base at R.C.A.F. Centralia were no different than running any other post office. That's enough on R.C.A.F. Centralia, hope you find this bit of history useful.

This interview, published verbatim, demonstrates the value of such a device, despite its faults, to secure material not officially recorded or to add flavour to an article by incorporating personal reminiscences. This latter method is acceptable provided both author and reader are fully cognisant of the limitations. In this case we are blessed with an interview with a postal employee who is, due to the various supervisory positions he held, extremely familiar with postal operations and the needs of postal historians. Moreover, he is also an amateur historian and genealogist, so should be familiar with the needs of postal historians and sympathise with them.

References:

1. *Dr R.C. Smith, 'Ontario Post Offices' (volumes 1 & 2); Toronto, The Unitrade Press, 1988, p150 and p79.*
2. *Some official reports show the name as 'Walter', this is incorrect. Personal communication W.Pfaff - R.B.Winmill, January 1994.*
3. *This is a verbatim reproduction of that written interview.*
4. *While there was certainly an airstrip at Grand Bend, a cursory check reveals a dearth of evidence to conclude an R.C.A.F. facility existed there.*

SUPPORT THE EXCHANGE PACKET

Turn your surplus stamps and covers into cash: Hugh Johnson and Malcom Jones are waiting to hear from you

A UNIQUE POSTAL STATIONERY ENVELOPE

Bill Pekonen

Postal stationery has been defined in different ways. The United Postal Stationery Society offers this definition: 'includes all the stationery issued by the postal authorities on which a design has been printed showing its value for postage'.

The Mercury Stamp Journal (June 1951) offers a more detailed description: 'printed forms used in the postal service which have an imprinted postal stamp, or printing or marking substituting for such stamp, by which postal fees are collected or accounted forissued by a postal administration(....or delegated....right to issue postal stamps and postal stationery)issued for postal purposes andhave face value'

Official mail is another category about which there is a great misunderstanding. Edwin Mueller (Mercury Stamp Journal) wrote about this subject in 1955 describing North German Confederation special 'paid' postmarks which were introduced during 1868. These 'paid' postmarks were intended to save stamps. Mueller wrote " These 'paid' postmarks were all single circles in the same design as regular postmarks, but with a thick 'F.' - standing for 'Frei' or 'Franco' - between the town name and the date." Mueller continues " Although they must have been used on a large quantity of mail, they are scarce, as most such stampless envelopes were not recognized as interesting postal documents and were therefore not preserved." Mueller classifies these as postal stationery as well as items marked ' Frei laut Aversum No.____' (1-13) from various German States

c1874. The latter group were official letters for which postage was paid by yearly bulk payments.

Ninety years later, Canada adopted a similar bulk payment method with a marking indicating paid postage. According to Mueller's description of postal stationery, bulk payment of official covers can be classified as postal stationery. Postal Regulations permitted government mail to be processed without stamp labels, postage meter imprints or value markings. The regulations stipulated that the words 'Canada/Postage Paid/Port Paye' be imprinted in the upper right corner. Bulk postage payments to the post office were made periodically by government departments between 1 January, 1964 and 31 March, 1972.

One very unusual exception was produced during the 1964-1972 period. This Canadian official cover appeared sometime during the mid 1960s. It is a rarely seen 'Bank of Canada - Public Debt Division' 3 5/8" x 8" glassine window envelope - brown kraft paper. It has a peculiar 5 cent value design in a 15/16" x 2" rectangular 'postage paid' indicia. The flap is at the bottom instead of at the top of the envelope.

Only a small number of these have been observed. All have been sealed and re-opened. None of the envelopes observed have cancellation marks. (Most official stampless covers bypassed the cancellation devices on purpose to save time.) It is not possible to prove, on the face of the envelope, that it has been through the mail system. The manner in which they



An unusual postal stationery item - was it authorised?

were found, however, suggests legitimate use. The cover is illustrated with this article in the hope that readers may be able to provide other concrete evidence of use elsewhere in Canada. These appear to have been mailed during the bulk mailing period but do not contain the required wording. Are they a product of some civil servant or

printer who did not obtain proper authority to prepare the mailing? Did the post office object and take steps to correct the situation? The real story behind this cover may never be known.

The fact remains, however, that this is a unique government postal stationery cover.

THE ST. JOHN, N.B. TRICENTENARY 1604-1904

J. Colin Campbell

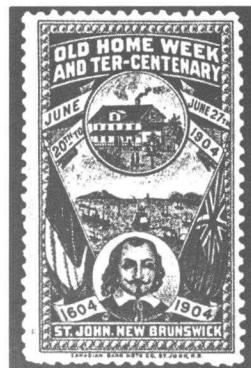
Following a series of meetings late in 1903 it was decided that the tricentenary celebrations, to be known as Old Home Week, should be spread over the period 20-27 June, 1904. An article in the St. John Daily Sun dated 6 November, 1903 will best describe the historic event which had taken place 300 years before.

"It cannot be positively affirmed that De Monts and Champlain with their companions were the first Europeans to sail into St. John harbour. The Atlantic coast of Nova Scotia had been for many

years before 1604 a resort for fishing and trading vessels. It may perhaps be taken for granted that stress of weather, or curiosity, or hope of gain may have caused them to ascend the Bay of Fundy. But the little vessel in which De Monts and Champlain sailed paid this port its first recorded visit. These explorers reported the discovery of the mouth of the river and gave it a name. That name and the account furnished by Champlain himself established beyond question the day when the St. John river first passed into history.

On next St. John's Day three centuries will have passed since these two sturdy adventurers visited this coast. De Monts has no monument in this country. Champlain has been honored in many ways and is mentioned more often than he. But whatever may be the relative position of De Monts and Champlain in Canadian history the former was the chief in this expedition. He had the concessions, he fitted out the ships and he was in command. Still, it is from the intrepid Champlain that we have the story and the maps."

Among the souvenirs produced by the centenary was a stamp-like label in red, white and blue showing Champlain with the harbour in the background. A few post cards were designed, one of which is illustrated here. At the base of the label appears the wording 'Canadian Bank Note Co., St. John, N.B.' The St. John city directory shows



the CBN Co. at 56-62 Clarence St., St. John with manager G.T. Clarke. Another point of interest is the spelling of St. John. It was during the 1920s when the spelling was officially changed to Saint John.

My thanks to Messrs. F.W. Feero and W.L. Gutzman for their assistance in putting this article together.



St. John Tercentenary postcard and (top right) label.

Re-direction labels may not seem very relevant to philately or postal history, but they are part of the delivery process. This article forms a modified extract from the N.W. Regional BNAPS group publication of the author's research and refers to a specific group of re-direction labels, coded 45.

RE-DIRECTION LABELS

Bill Pekonen

These particular labels appear on letters addressed to Canadian military personnel in Britain. Others were applied elsewhere. The following is a quote from publication [A] in which Guertin stated "Redirected covers often turn up during wartime due in part to changes in locale or to rapid movement by armies or ships, and in part also to disability suffered by the addressees." Only a few examples of these labels have been observed.

On page 24 in publication [A], the following information is recorded regarding military mail:

1940 10% of military mail was incorrectly addressed.

1941 On June 18, 359 items required redirection.

1943 25,000 parcels per month required redirection (300,000 p.a.).

1944 22,000 letters per month required redirection (264,000 p.a.).

While many of the letters and parcels may have been readdressed directly on the cover, it is not known how many would have been readdressed using either a blank or pre-printed label. Nor is it known how many labels may have been printed. A total of 2,400,000 pre-printed labels are reported to date in the following list. Perhaps some person with access to that type of information both in Canada and the UK can supply answers. The printed quantity on unreported labels will

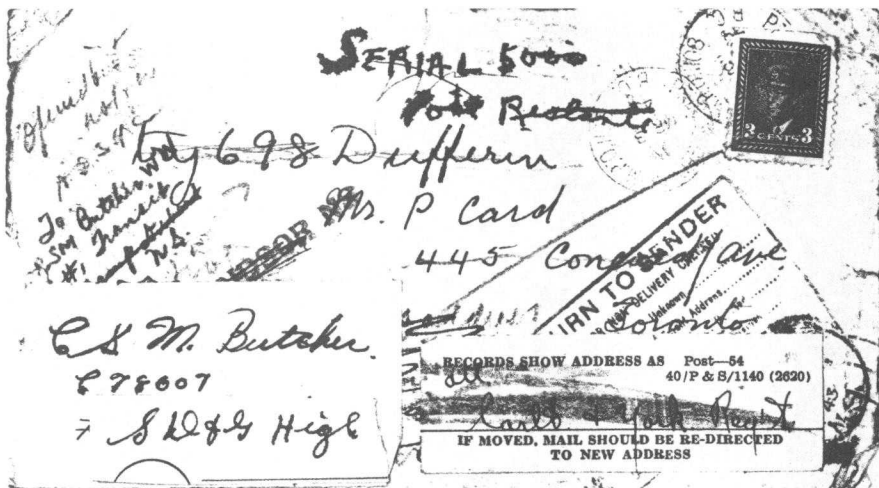
increase the above total. Some labels appear to be in small quantities. On page 57 of publication [A] a number of various gummed labels are described. No illustrations accompany the descriptions, and therefore, have not been included in the following list.

The numbering system used in the rest of this study is modified for this section as follows. The number 45.0.40.1 signifies 45 as the main group; 0 as not having a designated form number for this purpose although it may show a different form number for another purpose; 40 representing the year used (1940); and 1 representing the record number within this group. The last number is sequential only for the order in which the information has been received while the year dates may fluctuate.

45.0.45.1 RE-DIRECTED BY/
THE AIR MINISTRY/(s.7(b),/
Aadal House/Kingsway, W.C. 2
L.15874-14527/L.16412-14527 T.S. 700
British form.
Used AR 10 .45 [reported by Barlow]

45.0.45.2 RE-DIRECTED BY
RECORD OFFICE, R.A.F.
GLOUCESTER
R.A.F. form 1674 D.P.W.51-5229
British form
Used 3 APR/1945 [Barlow]

45.0.45.3 Form number in upper



The posties tried hard with this one! Example of label 45.0.45.3.

right corner: POST 54/40/P&S/1140 (7173)*

"RECORDS SHOW ADDRESS AS" (British See Group 15)

Used after Jan 8, 1946 [McGuiness]

*These last numbers appear (1140) (2620) (blank) on other labels

45.0.40.1 C.M.H.Q. 40:1 Label
13 Dec 1940 [Guertin Book - 3]

45.0.43.1 Form CMHQ 4c/40/
P&S/52 5215 [Guertin Book - 3]
May 4 1943 with label applied JUN 16,
1946??

45.42.4.1 C.N.S. 2445 - 150M-4-42
(4214)/ 150,000 N.S. 815-9-2445 Label
with red border 38mm x 74mm
NOV 16/41 to FEB 10/43 (Transit 451
days)

45.0.42.1 White label 33mm x
112mm
Jan 21, 1942 to 15 FEB '42 (Transit 25
days)

45.0.42.2 Part of a re-use label
21mm x 91mm
19 NOV 42 to FEB 11/43 (Transit 84
days)

45.0.43.2 Brown sealing tape
27mm x 84mm
HM Ship to London to St. Hubert to
New York to Dayton - Transit time not
known.

45.43.8.1 C.N.S. 2445-250M-8-43
(1404) 250,000 N.P.P 407 on reverse
Label with red border
12 JUL/44 - 14 JUL/44 (Transit 3 days)

45.44.7.1 C.N.S. 2445-2000M-7-44
(890) 2,000,000 Label with red border
19 JUN 1945 [Barlow]

45.44.7.2 same as above
Nov.27, 1944 - Feb 20/45 (Transit 85
days)

45.0.45.4 #10 Envelope
readdressed on front
OCT 17/45 to OCT 22/45

45.0.48.1 Preprinted re-directed address
21mm x 54mm Canada mailed to Japan
and readdressed to USA

Appears to be a US Army label
Dec 18, 1948 - not sure if receiving date

45.0.94.1 Current computer
generated redirected mail label. Only
the mailing date is shown (11 III '94)

45.0.44.1 10.43.5 MFB 490 Label
used to redirect letter sent to Winnipeg,
then to Canadian Army Overseas, and
then returned to District Depot 10 and
redirected back to Winnipeg.

NOTE: The foregoing information
is contained in a new 200+ page
publication by the Pacific Northwest
Regional Group of British North
American Philatelic Society. The book
deals mainly with re-use labels and
economy envelopes.

Not included in the foregoing

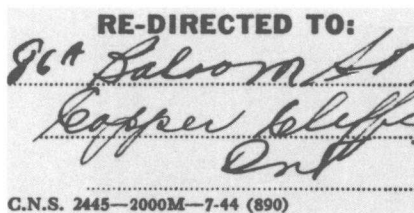
listing are those which are distinctly
British in nature. These can generally be
identified by the words "RECORDS
SHOW ADDRESS AS" then at least
one line usually followed by the words
"IF MOVED, MAIL SHOULD BE
REDIRECTED TO NEW
ADDRESS".

Sometimes only a blank label was
placed over the old address, and then
readdressed.

Members interested in obtaining a
copy of the book mentioned earlier can
write to John Keenlyside, 622-470
Granville Street, Vancouver, B.C. V6C
1V5. Cost is \$12 (Cdn), plus postage.
For more details, write to John first.

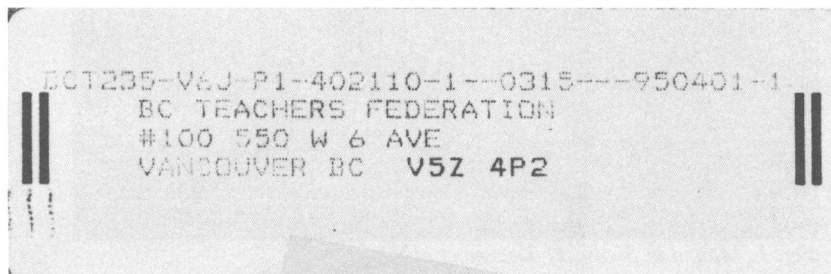
Footnote:

*Publication [A] is "The Wartime Mails
and Stamps Canada 1939 46" by H.E.
Guertin.*



Left: Re-direction label, ref. 45.44.7.1.

*Below: Computer generated label ref.
45.0.94.1.*



LETTERS TO THE EDITOR

Alex Rezanowich

WORLD WAR II RATES

I was very much interested in the article by Kim Dodwell (50 Years Ago-April 1945) in the April issue since I was a member of the Canadian Army in England at this time.

Recently I came across two of my letters which were sent from the Mediterranean theatre to Canada.

These two are rather curious. The first letter with two 1/2d stamps and a 2d was mailed from Sicily on 17 Dec. 1943. The second letter bearing a 3d GB plus a 6c US Airmail was mailed on 22 Jan. 1944 when we were somewhere near Ortona in Italy.

Why the difference in postage? And why do we have a mixed franking of GB and US stamps on the second letter? I would be interested to hear if anyone has a logical explanation for this curiosity, or is this what people call 'the fog of war'?

We just had time, before going to press, to refer Alex's letter to our WWII 'expert', Kim Dodwell. His reply follows, but this does not preclude any other members adding their comments or opinions.

The correct rate for Armed Forces Air Letters (AFALs) from Italy (and elsewhere) to Canada in 1944 was 3d GB or 6c US - but not both! In about 25 years of collecting World War II Canadian postal history I have seen several hundreds of such AFALs. The majority were franked with the GB 3d, but franking with the 6c US, though less common, can be found and, from the contents of some AFALs thus franked, it seems the writers would get a quicker service to Canada via USA than through either MAILCAN service (then recently set up, with teething troubles not ironed out) or via Britain.



Fig. 1. Mailed in Sicily, 17 December, 1943.



Fig. 2. Mailed in Ortona, 22 January, 1944.

The use of both GB and US franking is the first I have seen and is most unusual. The most likely explanation is that the writer was in a 'belt and braces' mood and thought, probably mistakenly, he would get the option of the quickest service, regardless of cost! The other possible explanation is that this was a philatelic franking, but Mr Rezanowich would probably have remembered if this was the case. There was certainly no need to have affixed both stamps for the letter to have travelled to Canada by airmail.

Lionel Gillam, FCPS

PASSING THROUGH WHERE?

Whenever I see the words 'railway' or 'railways' a pen leaps into my hand. This is known as a 'finger jerk' reaction, a phenomenon unknown to medical science, but familiar enough to those who wish to display their knowledge or,

in this instance at least, confess their ignorance. So there is nought, or very little, comfort for John Wannerton whose letter 'Passing Through' (MAPLE LEAVES, August, 1995) prompts this inadequate reply. 'Inadequate' because I can only be certain about one stage of the journey which his remarkable Bavarian registered cover took after it arrived in Halifax on 23 March, 1896. That is that it travelled to St. John, N.B. over the Intercolonial Railway where the station of the Loyalist City was shared with the Canadian Pacific Railway. Since 2 June, 1889, the latter had operated a through service between its newly-opened Windsor Station in Montreal and Halifax, via Megantic, Vanceboro and St. John. This was known as the 'Short Line' since it provided a less circuitous route between Montreal and the Maritime Provinces than the Intercolonial Railway. It therefore represented the final link in the chain of lines from 'Sea to Sea' albeit through

the State of Maine between the Quebec Province Line (just east of Megantic) and Vanceboro.

It is at this point that my ignorance betrays itself. On the American portion of the 'Short Line' there were three connections with United States railways over which Mr Wannerton's cover could have been conveyed to Bangor, and from thence via the Boston & Maine Railway to Boston. From the Home of the Bean and the Cod it could have reached Big Apple via the New York, New Haven and Harvard Railway or the New York & North Eastern Railway, both via Providence. However, the most likely route from St. John would have been via Greenville in Maine where there was a scheduled connection with the Bangor & Piscataquis Railroad. This railway also had a connection with the 'Short Line' at Brownville Junction, while at Mattawamkeag there was another connection with the Maine Central Railway. All three lines ran to Bangor and the latter, via Mattawamkeag, would have been my choice if the Bavarian cover had been dated 1889 when there was a Night Express Train with a Pullman Sleeping Car Service to Bangor leaving St. John at 8.30pm. This train was operated by the New Brunswick Railway between St. John and Vanceboro at which point the engines were switched and a Maine Central locomotive took over the final stage of the journey to Bangor (in all 206 miles). This would have been by far the quickest service to Bangor; but I have no firm evidence that it was still operating in 1896. I rule out completely the morning train from St. John to Bangor, which left St. John at 6.10; not only is the cover backstamped St. John pm, but the Halifax and St. John run of 275 miles took about 11 hours! I have ruled out the possibility of the

cover going by sea in a vessel of the International Steamship Line which operated from St. John via Eastport and Portland to Boston. For one thing it would have been too much of a coincidence had there been a vessel sailing from St. John precisely in the afternoon or evening of 23 March. This would still have involved a rail journey from Boston to New York and I doubt very much if the combined voyage and rail trip could have been accomplished in a maximum of 48 hours.

At this point a question begs itself: why was the registered letter not backstamped after leaving St. John and before it reached New York? Now I can answer that one with complete confidence. During the winter months Halifax, apart from Vancouver, was the sole point of entry to Canada to passengers, freight and mail. The latter was a particularly heavy one since it also included British and some European mail that normally, in the ice free months, would have been delivered to Quebec. Mr Wannerton's registered cover would have been sorted in the St. John G.P.O. and placed along with others in a leather padlocked pouch or mailbag with the lettering 'U.S.MAIL, NEW YORK' stencilled on it.

Whenever it changed hands a receipt would be obtained for it. It was known as a 'sealed bag', well and truly sealed and containing pre-sorted mail.

Having read the foregoing I am reminded of Blaise Pascal who, writing to a friend about 350 years ago, said "I could have made this letter shorter, but I haven't got the time." On the other hand I could easily have made this letter LONGER, in which case our Editor would have had a 'finger jerk' reaction as well!

Note: The Editor's fingers all remained firmly under control this time!

SOCIETY NEWS

Scotex

Will members attending SCOTEX on Saturday, 28 October, please note that a room has been booked for an informal meeting from 12 noon to 1pm. All are welcome, particularly those who bring a few sheets along or even a prospective member. Competition to reserve the room is fierce and we were lucky to get it so PLEASE LEND YOUR SUPPORT. The venue is Clyde Hall, corner of Jamaica St., Glasgow.

FORTHCOMING EVENTS

1995

Oct 10-15 Autumn STAMPEX, Royal Horticultural Halls, London.

Oct 28/9 SCOTEX, Clyde Hall, Jamaica Street, Glasgow

1996

Feb 27-Mar 3 Spring STAMPEX, Royal Horticultural Halls, London

Mar 15-17 Edmonton Spring National, Edmonton, Canada

May 17-19 PIPEX 96, Salem, Oregon, USA

Aug 30-Sep 1 BNAPS Convention, Fort Worth, Texas.

Sep 11-14 CPS of GB Convention, Station Hotel, Perth

1997

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Dec 8-14 INDIA 97, New Delhi, India

Details of the London and Wessex

Group's programmes for the following 'season' are not yet to hand. Eager beavers seeking details should contact Colin Banfield 0181 281 0442 (home) or 0171 407 3693 (office) for London and Dr. Dorothy Sanderson 01794 523 924 for Wessex meetings.

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CANADA
PER, PC, R

2717 Thompson, James A, 1929 Neptune Drive, Perris, CA 92571, USA.

C.

Deceased

2368 Darch, J.

1580 Frampton, G.W.

Change of Address

2710 Creighton, Richard W. Apt 408, 635-57 Ave SW, Calgary, Alberta, T2V 0H5, CANADA.

2199 Gendron, Raynald, 39 Carre Lionel-Groulx, Blainville, Q.C., J7C 3S3, CANADA.

2427 Goss, James W, 398 Rivard Blvd, Gross Pte, MI 48230/1629 USA.

2532 Hardie, W G L. Replace 'Sardis' with 'Chilliwack'.

2193 King, D A H . Amend postcode to SO16 3TP.

2565 Millington, R.G, 12 Briars Lane, Maghull, Merseyside, L31 6AR.

392 Marsden, Major P S S F, c/o Mr S H Marsden, 56 Crowstones, Buxton, Derbyshire, SK17 6NZ.

2503 Sturup, Svend, 153 Brookdale Avenue, Toronto, Ontario, Canada M5M 1P4.

2480 Warr, Bertram C J, c/o Capital City Numismatics, PO Box 946, Mt. Pearl, NFLD, A1N 3C9, CANADA.

1775 West, M R, 348 Whitehall Road, Wyke, Bradford, BD12 9DP.

2701 Whiteley, David H, 1210-525 St. Mary Ave., Winnipeg, Manitoba, R3C 3X3, CANADA.

663 Woods, James E, The Paddock, 32 Whitehall Avenue, Pembroke, Dyfed, SA71 4QP.

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OF GREAT BRITAIN

Maple Leaves

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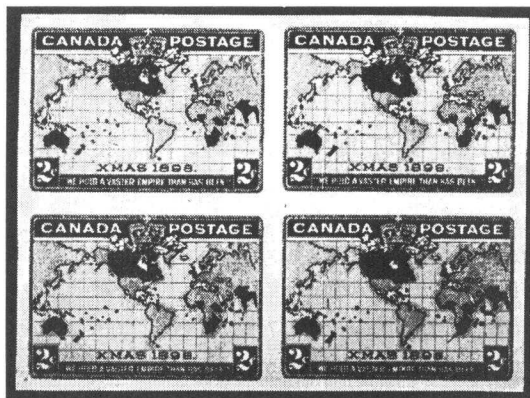
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MAPLE LEAVES

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EDITORIAL

Another Convention is now just a memory, but the memory is of a pleasantly relaxed atmosphere, great material and the chance to catch up with fellow members from both home and overseas. A report and pictures will be found elsewhere in this issue, meanwhile our thanks to Arthur and Bess.

The big philatelic event of 1996 is CAPEX, to be held in Toronto from 8 to 16 June. Included among the worldwide exhibits will be the finest showing of BNA philately to be seen in this decade. No doubt our Canadian and American members will be making every effort to attend and it is expected that a contingent of UK members will make the pilgrimage. The Society is not arranging a package, due to the differing requirements of intending travellers. However, we have learned that the

Boscombe Collectors Shop is organising trips in conjunction with Sunquest Vacations of Toronto. Flight from Gatwick to Toronto is expected to be around £265 and accommodation between £38 and £68 per room per night. Interested members are invited to contact DCJ or PM Mouser on 01202 393199 (Business) or 01929 551054 (Home) for details.

On behalf of the Society we extend grateful thanks to Hans Reiche FCPS for donating to our library, files of his unpublished works on Admirals, Postage Dues and Perfins. We are sure they will be of great value in providing a wealth of information to members.

And, finally, to prove that your Editor keeps up with the times: A happy new year to you all!



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SMALL QUEENS

The Last Chapter

John Hillson FCPS

When the British North American Bank Note Company, in 1897, lost their government contracts for printing work, it is known that the various plates in existence were handed over to the Post Office Department for destruction. A document has recently come to light that gives an indication of exactly what was handed over and, thanks to the good offices of Dick Lamb, a photostat is in my possession. It makes for interesting reading and analysis, though as is so often the case with this fascinating issue, questions are raised and left unanswered.

So, let us look at the information that is given. First, an easy bit. The Canadian Bank Note Engraving and Printing Company, Ltd who were taken over by the BNABC:- Three plates, size 12" x 11" of 100 stamps, namely a 1¢, 2¢ and 3¢, together with three dies, are included in the inventory. The three dies were a combination 5¢, 10¢ and 15¢, a combination 1¢ and 3¢, and a singleton 2¢.

The BNABC plates were all either 11¹/₂" x 9" or 18¹/₂" x 11¹/₂" in size, the former consisting of single pane plates of 100 stamps, the latter of twin-pane or single pane (Ottawa) plates of 200 subjects. Of the Registered Letter Stamps only one 5¢ large plate, together with the master die and transfer roll, are included in the list; one may assume that the other 5¢ plates, together with the equipment and plates pertaining to the 2¢ and 8¢ were destroyed sometime previously. One

Dead Letter Office seal small plate with the die and roll is inventoried, as is one small 15¢ Large Queen plate, together with one die and one roll. Again one may assume that the Small Queen Essay Die had previously been disposed of as there is no mention of it, nor of any 12¹/₂¢ plate or equipment, neither Large Queen, nor the Small Queen Essay for which the Company had got so far as making a plate, other than the die listed at the end.

So far it has been simple. Now it begins to get more complex.

Half Cent. Two plates, one large, one small. The former has the identifying numbers of the Small Queen, 1 and 2. The small has no marks recorded. Two dies, two rolls. So the Large Queen and the Small Queen were sent for destruction at the same time.

One Cent. One die, THREE rolls, 15 plates, of which four were small. Included are the Ottawa 200 subject plates 'A', 'B', 'C', 'D', Montreal twin-pane plates 'S4', 'S2', 'S1', 'S3', 'D', 'G' and one early plate 'NO 1'. In BNA Topics Messrs. Arfken and Simpson in their article on the One Cent suggested this was a small plate (March/April 1991). The inventory appears to contradict this, but confirms their belief that plates '2', '3' and '4', were small plates. That leaves one small plate which had no identification, other than the letter 'R' which could conceivably be a Large Queen, but is more likely to have been one of the three early plates,

listed in that article, which had no identification marks.

Two Cents. One die, two rolls and eight plates, of which two are small sized. Since the first Two Cents plate was originally unlettered and later had 'A' and 'B' added to its two panes, a fact that is established because the imprint at the top of the left hand pane slopes and pieces exist in both states, it seems likely that the two small plates are of Large Queens. It is unlikely that two sets of plates would be in use at the same time with identical check letters. This could mean that both invoices during the Large Queen period, that of 21 April 1868 and of 30 April 1869, are for actual plates, other than for one real, and the other 'notional' as has been supposed. If this is so it means that the decision to reduce the size of its postage stamps was taken rather later by the Government than some authorities would have us believe.

Three Cents. One die, four rolls, 23 plates, of which seven were small. These were numbered '1', '2', '4', '5', '6', '7' and '8' all of which bore the additional letter 'R' which indicated they had all been repaired. One might

assume these were all early plates bearing the Types III or IV imprints. Of the Montreal plates (Type V imprint) were 'S1', 'S2', 'S3', 'S4', 'S5' 'J' (R) 'K', 'M?' (R) 'L' – (the photocopy is not altogether legible) and what might be 'G' (R R) 'F'. Ottawa plates 'A' to 'H' are complete with the exception of 'G' which is missing.

Five Cents. One die, three rolls, and three plates, one small which is likely to have been the first Montreal. The others were 'No 1', which was the Ottawa plate and 'A B'. This was probably the second Montreal plate as the first is known to have been re-entered and thus would have borne the letter 'R' as did the small plate above.

Six Cents. One die, three rolls and two plates, the small 'A' plate, and the large Montreal plate bearing the letters 'B C'. This is a problem. It should have been 'C B' because it has always been assumed that 'B' was the left pane, and 'C' the right pane because of the position of the counters. If this assumption is wrong then it means the counters on this plate at least were placed to the centre of the plate, rather toward the outside edges.

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will be removed from the *Maple Leaves* circulation list.

Eight Cents. One die, one transfer roll and FOUR plates, all large, none of them lettered or numbered.

Ten Cents. One die, three rolls, one small plate. The question is, why were three transfer rolls made for a denomination where the demand was so little that one small plate served for 23 years without repair. It may be that some of the Large Queen rolls are included among those listed against other values – one will never know, but certainly not for the Ten Cents.

The Specimen Stamp Plate was also included in the list together with the original wood block for the One Cent Postcards and various electro titles and heads for the same.

Other dies not enumerated above include the 'old series' (i.e. Large Queen) 5¢, 1¢, 6¢, 2¢, 3¢, the 12¹/₂¢ Small Queen Essay, two dies of the 'old series' postcard, and one die each of the

2¢ UK and UPU postcards.

There is no mention of any multi-denominational transfer roll which had to exist otherwise there would never have been the multiplicity of the '5¢/6¢' re-entries that have come to light. However if such a tool were purely experimental it may have been made at the company's expense, and therefore could have been destroyed by them rather than sent to the Postal Authorities.

One thing has become apparent from the inventory – there were far more single pane hundred subject plates made to print Small Queens than had been guessed at.

Editor's Note:

Regrettably the photostat document in question will not reproduce to a satisfactory standard for inclusion in 'Maple Leaves'.

CONVENTION AUCTION 1996

The Annual Auction will be held on Saturday 14 September, at the Station Hotel, Perth.

All lots should be sent to Leslie Taylor, 18 Granby Road, Edinburgh, EH16 5NL, to arrive not later than 31 March, 1996. This date must be adhered to in order that the catalogue may be prepared for despatch in good time, especially to overseas members. Only BNA materials is acceptable and lots should be accompanied by a brief description and estimate (preferably £5 and upwards). Any reserve should clearly be stated at this stage. The Society charges 15% commission; there is no buyer's premium.

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RECENT POSTAL STATIONERY ACQUISITIONS

Horace W. Harrison FCPS

I have been very fortunate in the past several years to have been in the right place at the right time so that when these wonderful pieces of Canadian postal history, in the form of Stamped Envelopes, came on the market, I happened to be there with sufficient funds to be able to acquire them. All were purchases direct from dealers at bourses, none came via the auction route. Consequently, I paid very high prices, but perhaps not as high as I would have had to pay in the face of competition at a well advertised public auction. All of the covers are the first issue envelopes of Canada, produced by George F. Nesbitt for the Canada Post Office Department. Nesbitt was a sub-contractor under the aegis of the

American Bank Note Co. of New York, which had the contract to provide the Canada Post Office Department with its accountable paper, i.e. stamps and stamped envelopes. Because of the contractor, these envelopes are commonly called 'Nesbitts'.

The Nesbitt envelopes were first issued on 1 February, 1860, according to contemporary records. However, the earliest known use of the 5¢ is 14 February, 1860 and of the 10¢, 22 February, 1860. They continued in use until implementation of the Dominion Post Office Act on 1 April, 1868. Thus, the first of these covers (Fig 1), dated 19 May, 1860 is fairly early usage. What makes this an outstanding item is the

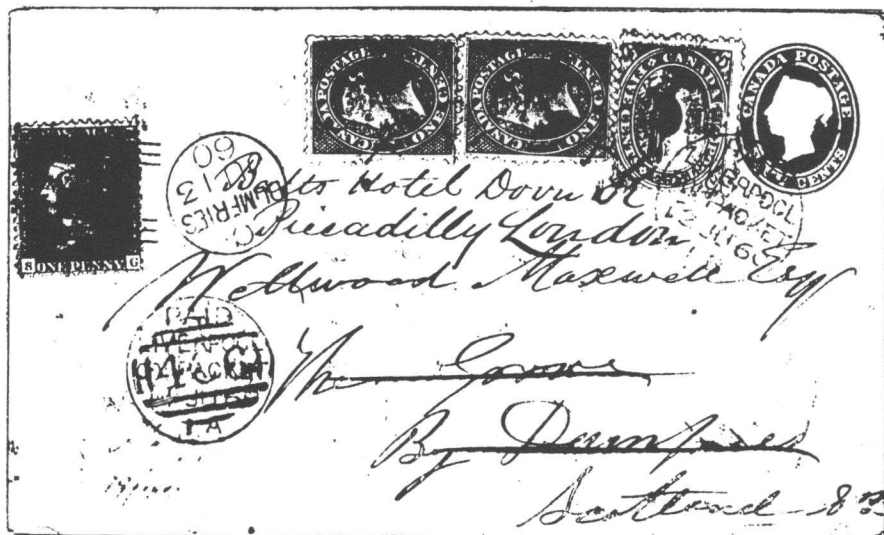


Figure 1

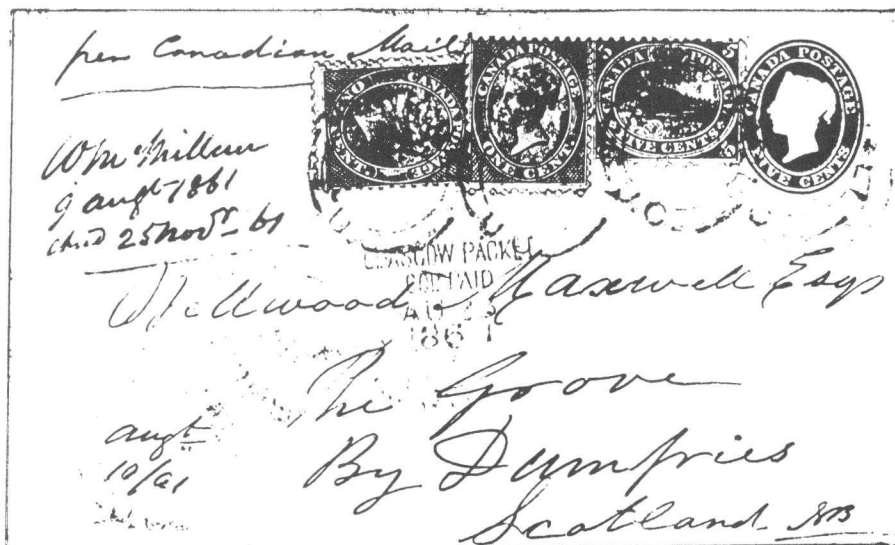


Figure 2

fact that it was used to convey a letter to the United Kingdom and, consequently, had to have extra postage added; when it arrived at destination in Scotland, it had to have still more postage added as a forwarding charge to Batts Hotel, Dover St., Piccadilly, London. The letter had 7 cents in postage added, plus $\frac{1}{2}$ cent paid in cash to pay the $12\frac{1}{2}$ ¢ $\frac{1}{2}$ oz. letter rate to the United Kingdom by a Canadian Mail Packet which, at this time, plied between Quebec City and Liverpool. Mailed at Kirkwall, Upper Canada (meaning up the St. Lawrence river, i.e. the present Ontario), this post office was so small that it had not been issued a date stamp, only a town stamp to which the Postmaster had to add the date with pen and ink. It was sent on to Rockton, U.C. the same day, thence to Hamilton where it was sorted to the closed mail bag for the U.K. and dispatched to Quebec City, where the mail bag was placed on board the Allan Line mail packet 'Canadian' departing

for Liverpool on 27 May. The Canadian Post Office Department furnished 'Ocean Mail Clerks' to accompany its mail to the U.K., but at this early stage in their operations, they did no sorting on the trip. Apparently, they were simply custodians. Upon arrival at Liverpool on 12 June, the mail was taken to the Liverpool Post Office, where, in the processing, this letter received the Liverpool Colonial Packet date stamp with the date for the previous day still in the hammer, i.e. 11 June, 1860. This was then noticed and, not wishing to have the mail arrive before the mailboat, the erroneous marking was cancelled by the Liverpool '466' numbered obliterator and a proper receiving mark with the correct 12 June, 1860 date applied. It should have been noted earlier on in this piece that the Kirkwall Postmaster was very careful not to insult the Queen by placing his cancelling 'Xs' away from her visage, but was not so respectful of the Beaver.

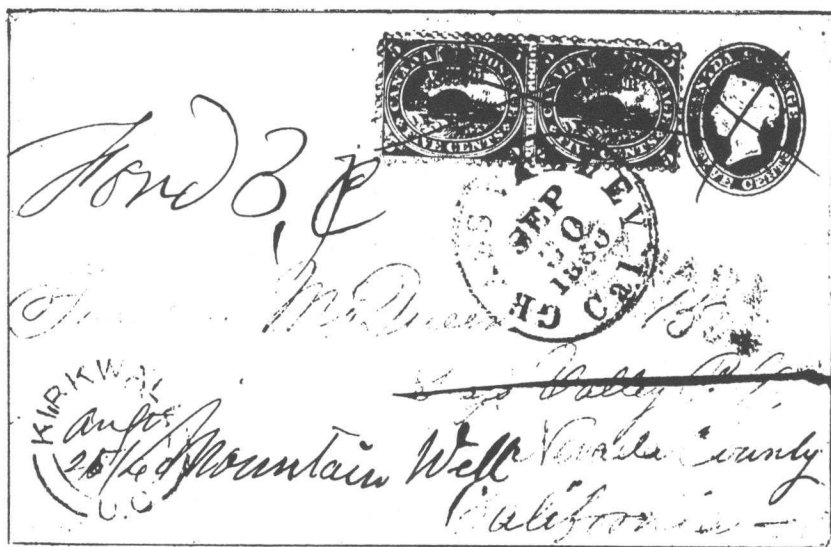


Figure 3

Upon arrival at Dumfries, Scotland, the addressee's agent placed a penny red on the envelope and forwarded the letter to London. The Dumfries Postmaster cancelled the Penny Red with his '108' numbered duplex canceller, on 13 June, and sent the letter to London where it was received on 15 June.

The second cover (Fig 2) had a similar franking and dispatch, leaving Kirkwall on 10 August, 1861, Rockton the same day, arriving at Hamilton on the 12th where it was placed in the closed bag for the United Kingdom and transported over the Great Western Railway to Toronto, where the bag was transferred to the Grand Trunk Railway Mail Car and sent on to Quebec for despatch on the Allan Line's 'Anglo-Saxon' which departed on 17 August, 1861. In the time period between 12 June, 1860 and 17 August, 1861 the Allan Line had moved its UK terminus from Liverpool to Glasgow, but the

Ocean Mail Clerks still did no sorting during the trip, so this letter was sorted to the Carlisle bag at the Glasgow Post Office and sent on its way 28 August, arriving at Carlisle and its ultimate destination, Dumfries, that same day.

The third cover (Fig 3) was also mailed from Kirkwall, on 25 August, 1860, addressed to Grass Valley California. At this time, letter postage per 1/2 oz to the US was 10¢, unless addressed to the west coast to which the postage was 15¢. This letter had two 5c Beavers added to complete the 15¢ postage and was sent on to Rockton the same day, arriving on 27 August at Hamilton, an exchange office for mails to the United States. Here, the envelope was stamped 'CANADA/PAID 10Cts.', with the 10 altered to 15 by pen and ink. Placed in a closed bag to New York, the letter was transferred to a bag for California and shipped to Panama.

Continued on page 192

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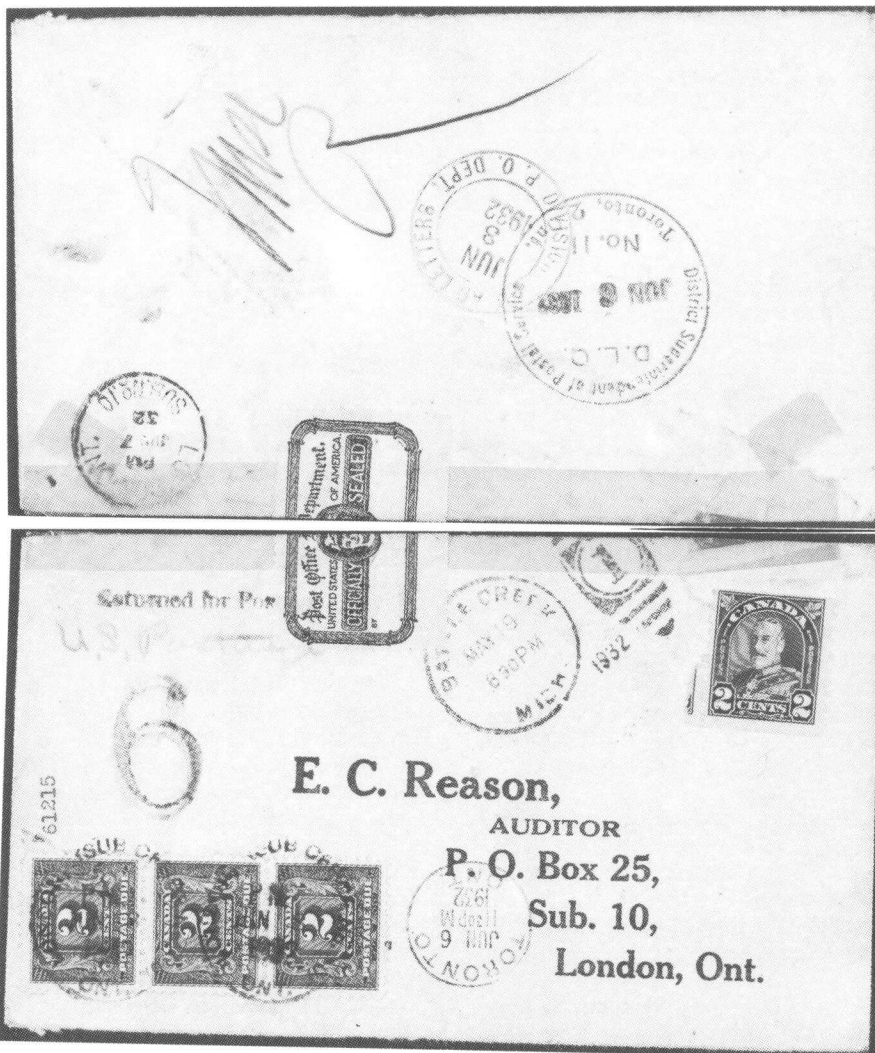
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CANADA M5H 2S9 (416) 363-7777
FAX: 416-363-6511

**DEALERS IN
FINE STAMPS
SINCE 1924**

A little early for Valentine's Day, nevertheless . . .

MATE WANTED! The Yellow Peril

Photos by Canadian Stamp News



Stamped 2¢ reply envelope, apparently intended for local use, strayed into the US and attracted a 6¢ charge.

The cover illustrated, with a Canadian 1930 2¢ 'Arch' coil stamp, was mailed at Battle Creek, Michigan, on 19 May, 1932. As the Canadian stamp was illegal for postage in the United States, the letter was handstamped 'Returned for Postage' (in purple) and additionally annotated 'US Postage'. Because there was no return address on the envelope, it was sent to the Division Dead Letter Office where it was opened, tape sealed, and a US Officially Sealed label was affixed over the tape.

On 3 June, 1932 the American Dead Letter Office sent the letter to the Toronto Dead Letter Office where it rated the letter '6' (double the deficient 3¢ US postage required to send the letter to Canada) and backstamped the letter with the 'District Superintendent of Postal Service DLO Jun 6 1932 Toronto' handstamp (both markings in purple). The DLO reposted the letter at 11.30 pm the same day to the addressee in London. It arrived at the London Sub Office No 10 in the afternoon of 7 June.

Next day the letter was collected after someone from the auditor's firm paid the 6¢ due and a strip of the 1930 2¢ postage due stamp was affixed and cancelled with two purple strikes of the 'LONDON SUB OFFICE NO 10 - PM JUN 8 1932' circular date stamp.

Perhaps a member conversant with US postal regulations will advise Maple Leaves if this unpaid letter could have been forwarded postage due direct to its destination without it going through the dead letter offices.

It would be most romantic to mate this cover with a similar cover that originated in United States; franked with an American regular stamp; mailed in Canada; sealed with Canadian Officially

Sealed labels and eventually receiving US postage due stamps. Are there any Cupids amongst our readers?

Editor's Note: As many as three 'seals' have been seen on a letter officially sealed by the Canadian DLO.



POSTAL STATIONERY

Continued from page 189

transported across the isthmus and reshipped to San Francisco, whence it was despatched to Grass Valley in Nevada County. Upon arrival, the letter was forwarded, with 3¢ due as a forwarding charge, to Mountain Well, California. It had arrived at Grass Valley on 30 September, 1860, but there is no receiving cancel for Mountain Well to disclose how long it took to get from Grass Valley to Mountain Well.

These three stamped envelopes came to me at three different times from three different dealers, none of whom was aware of the existence of the other envelopes. I have since become aware of still another letter from Kirkwall, dated 25 October, 1860, addressed to Thomas McQueen at Grass Valley, CA, and similarly forwarded to Mountain Well, but bearing three 5¢ Beavers paying the 15¢ postage. I think it wonderful that these letters have survived for over 130 years, and that three, originating in a tiny village in Ontario, should now grace a single collection, having been regathered from points at least 6,000 miles apart.

THE HUDSON'S BAY COMPANY CIPHERS

David H. Whiteley

Part 2: Historical Background (continued)

Sailing Orders to Captains of ships sailing from London also contained in part very precise instructions as to protection and disposition of the mails should they become engaged with hostile elements – “The companies Packquet of Letters take care to destroy in case you Are in danger of being taken by the Enemy either outward or homewards Bound.”⁽¹²⁾

From letters, books and correspondence from the London office it can be seen that the company demanded that accurate accounts and inventories of all materials and supplies on hand be kept by each factory. They also demanded a strict accounting of all merchandise sent out and received. Daily journals with day to day descriptions of life at the various factories were to be kept and submitted to London every year. The company also issued strict instructions to its servants as to their behaviour toward interlopers and non-company employees – secrecy and circum-spection should be the policy of all employees. The company was also very concerned that no news of its activities should reach England or the general public before the receipt of the official correspondence. Letters from London during the 1680s and '90s continually urge the Governors and ships captains to allow no private correspondence to reach England before the official annual letter arrives.⁽¹³⁾

H.B.C. back in control

With the restoration of its lands and properties in 1714 the Company immediately set about re-establishing its

major forts on the Bay. James Knight was able to re-occupy Fork Yorke in 1716, but due to its dilapidated state he decided to build a new structure about half a mile from the previous site. Over the next 50 years further forts were either built or re-established, including Prince of Wales Fort (Churchill), in 1717 at the mouth of the Churchill River. In 1723 a permanent fort was established at the mouth of the Eastmain, although traders from the Albany Fort had been occupying the area intermittently since 1690. The fort at Moose Factory was re-established in 1730,⁽¹⁴⁾ and new trading posts were established in the interior. The first, Henley House, was constructed in 1743, about 150 miles on the Albany River upstream from Fort Albany. Gloucester House was built in 1777, further upstream South and West of Fort Henley, giving access to Lake St. Joseph and the Winnipeg River. Cumberland House was established 1774 at Pine Lake on the Saskatchewan River 676 miles south west of Fort York; Wapiscgamy (Brunswick House) in 1776, and Frederick House, in 1784.

The expansion of the company's operations into the hinterland and the establishment of new forts and trading posts increased the need for communication between the various settlements as well as with head office. To this end Governor Knight at Yorke Factory, which was now the hub of the company's operations in the Bay, was frequently reminded to make every effort to maintain contact with the various settlements by written

correspondence – the General Letter of 1749 from Governor Knight, in part, states at paragraph 9 “We shall continue at all opportunity to keep a correspondence between Yorke Fort & Churchill Fort as also Albany & Moose River & hope they will perform the same.”⁽¹⁵⁾ With more servants and more settlements the perceived need for secrecy was continually being reinforced in the annual letters from London, it drew a number of responses from the various Governors and Factors. James Knight at Yorke Factory in 1716 writes “I will demand the men’s letters as I know write home, [and enclose them in the general packet].”⁽¹⁶⁾ Richard Staunton at Albany Fort in 1732 is asked to account for how a letter from one of his people reached London describing the company’s affairs the previous season prior to the official letter.⁽¹⁷⁾ A probable explanation is that the person in question persuaded one of the seaman to carry the letter to England for him and post or deliver it at the first opportunity. Thomas McCliesh at Yorke Factory, replying to a similar complaint in 1732, states that “As for correspondence from your factories with person’s in London or elsewhere, besides the Rt. Hon. Deputy Governor and Committee, is unknown to me.”⁽¹⁸⁾ Richard Norton at Churchill River in the same year says, “We shall be sure to observe your Hon’s directions concerning our not giving Captains mens letter and papers that tends to the company’s business and shall take diligent care of the future to remit all transcriptions and expedients to you....also take all possible care to hinder anybody’s carrying as any private correspondence with any person in London that tends to the Company’s affairs, except officials.”⁽¹⁹⁾ The company’s policy of controlling the egress of private correspondence from its employees was continued for many

years and explains why many of the existing private letters to or from Company employees had been forwarded through Hudson Bay House, Fenchurch Street, London.

Communication between the coastal forts and the interior satellite trading posts was by letter carried for the most part by Indians, by canoe in summer and by sled in winter.⁽²⁰⁾ These same canoes took in supplies and brought out the pelts in time to catch the returning ships.⁽²¹⁾ By the beginning of the nineteenth century there were three established Company trade routes between Hudson Bay and the interior. The first went up the Albany River from Fort Albany along the Valley of the Red River to Minnesota Territory and up the Assiniboia River to the central prairies. The second went from York Factory up the Hayes River then by portage westwards to the Nelson then by a chain of rivers and lakes along the Katchaewan River to Playgreen Lake (Northern arm of Lake Winnipeg). The third route ran up the Churchill River from Churchill Fort to Frog Portage (Portage du Traite), Isle a la Crosse and Methy Portage (Portage La Roche) to the Clearwater and Athabasca Rivers and then on the Peace and Mackenzie Rivers.⁽²²⁾

Merger

In 1812 the Hudson’s Bay Company and the North West Company finally settled their differences and the North West Company was absorbed by the Hudson’s Bay Company, giving it access to the Voyageur routes established by the North West Company to Montreal in the east and to the interior in the south west. The establishment of the Red River colony at the confluence of the Red and Assiniboia Rivers in 1811 gave impetus to growth in that region. The Hudson’s

Bay Company took over the North West Company's post of Fort Gibraltar which they renamed Fort Garry, (Upper Fort Garry). In 1830 a larger fort was built some 20 miles downstream (Lower Fort Garry). It became the focal point for communication between Canada and the territories to the north and west by packets in the summer by canoe and by sled in the winter. The mail was carried in stout wooden boxes 3 ft (long) by 18 in. (deep) by 4 in. (wide).

Routes

The principal route from the Red River Settlement in summer was that covered by the **Portage La Loche Brigade**. Their trip took about four months; starting early in June it went from R.R.S. to Norway House, where freight for York Factory was unloaded and freight from York Factory and England was collected. The brigade then continued across Lake Winnipeg up the Saskatchewan River, via Fort Cumberland, Isle a la Crosse then on to Methy Portage (Portage La Loche). Here it met the brigades travelling south from the Mackenzie River. Having exchanged goods and mail the La Loche Brigade returned to Norway House, passing it by carrying on to York Factory to deliver the furs and mail for shipment to England.⁽²³⁾

A second brigade, the **Athabasca Brigade**, left in the spring from the Athabasca Country and followed the same route from Lac La Loche to Norway House, where it left furs and correspondence. It collected supplies, correspondence and trade goods and then returned in the late summer/early autumn by the same route.

The most important of the winter routes was The Great Northern Express, which left the Red River about 10

December for Norway House (350 miles). Here the packet was separated into mail and goods going west and that which was going on to York Factory; the Red River Runners then returned with mail and goods from York Factory for the settlement. From Norway House the mail and goods for the interior crossed Lake Winnipeg to the Saskatchewan River, up to Carlton near the western end of the Saskatchewan Valley (approx. 650 miles). The journey took about 22 days. Here the runners waited for the Edmonton Packet to arrive from the north west and for the outward Express from the Athabasca and Mackenzie district. On their arrival goods and mail were exchanged. The Norway House runners returning the outward mail and pelts. The runners from Athabasca and Mackenzie continued eastwards to Carlton where they were met by runners from Carlton where the mail and goods from the outside world were exchanged. The Carlton runners then went overland to Red River through the Swan River District collecting correspondence from the North and West to be mailed to the outside world. After a few days rest at Red River the Carlton men returned by the same route with any mail and goods consigned to the posts en route. From Red River a spring Packet was sent to Norway House, containing all the mail and furs collected over the winter, where it was sent on for shipment to England by the annual ships.⁽²⁴⁾

Mail Distribution

After 1821 Hudson's Bay Company mail and private letters, especially those addressed to the Company offices in Lachine, Quebec, and addressed to other points in Canada and Eastern United States, were sent out over the old North West Company routes by the regular annual brigades or by Express canoe. Also some private mail, and eventually

Company mail, was sent out through the United States Post Office at Prairie du Chien (1819), Fort Snelling and St. Peter's Settlement.⁽²⁵⁾ Mail sent by these routes does not bear the York Factory insignia, but an *RRS* cipher has been seen in private hands on a cover from the Red River Settlement and forwarded via Hudson Bay House to its final destination.

At a Council Meeting of the Hudson's Bay Company held at Norway House in 1836 it was resolved that a packet should be sent from Sault Ste Marie on 1 February to the Red River with all mail that had been collected there and that a packet to England be sent from Red River via St. Peter's on 1 November and a duplicate via Lac la Pluie on 1 December. Similar instructions were also issued in 1839. In 1843 instructions were issued that papers for Moose Factory were to be sent by the Montreal Express Canoe to York. Letters from York were "to be forwarded in sufficient time to reach Fort Garry before the despatch of the Red River Winter Packet for Sault Ste. Marie about the 20th January."⁽²⁶⁾

After 1835 Upper Fort Garry became the main receiving and distribution point for its vast Northern Department. Every trading post within the Department was linked through Upper Fort Garry by means of packets. Letters and packages constantly arrived there for different individuals within the Department. They were received by the Company's agent, who had a regular private Post Office at the Upper Fort, in which accounts were kept open with the officers and servants residing inland. Outward bound mail and packages brought to this agency for the East and overseas was weighed and stamped and then forwarded either through the

United States or by the Company's own routes.⁽²⁷⁾

References

[12] *The Encyclopedia of British Empire Postage Stamps, Vol. V. North America*, Ed. Robson Lowe, (London: Robson Lowe Ltd. 1973) p82 Also PAM HBCA A.6/2 Instructions to Captain James Young, Bayley and Grimmington 17 June 1693 "*if in danger of being taken....to destroy the companies letters.*"

[13] PAM HBCA A.6/2 Fol.32 General Letter to Governor Geyer at Port Nelson 6 June 1689 "to have no correspondence with the enemys" & General Letter of 22 May 1690 warns "that if any particular member or members of the company or any other persons whatsoever shall have wrote or shall write any private letter to the prejudice of the company you are not take note of but to keep to the strict rules and orders of the General letter..."

[14] For an account of the re-capture of Albany Fort see HBRs Vol XX covering the period 1688-1696

[15] PAC HBCA A.11/114 folio 122

[16] PAM HBCA A.6/3 folio 132 17 September 1716

[17] PAM HBCA A.11/2 folio 72 14 August 1732

[18] PAM HBCA A.11/114 folio 64 17 August 1732

[19] PAM HBCA A.11/13 folio 19-32 Annual letter 1732

[20] From the earliest dates the Governors of the various posts were encouraged to keep in contact with one another. See PAM HBCA A.6/2 Letter to Governor Geyer dated 6 June 1689. "remain in correspondence with companies people at the bottom of the Bay, letting them know of conditions at Fort Nelson and at Yorke Fort..."

[21] Ibid. A letter carried by this means from Moses Norton at Fort Prince of

Wales dated 28 August 1770 to Samuel Hearne, exploring in the north west territory, reached him together with supplies and liquor on 29 May 1771

[22] Ibid p84

[23] Ibid. The distance from York Factory to La Loche was 1,500 miles. The average rate of travel was leave R.R.S. 1 June, Norway House, 10 June, pass Cumberland 24 June, Isla a la Crosse 9 July, Portage la Loche 17 July. Leave 1 August Isla a la Crosse 5 August, Cumberland 15 August, Norway House 21 August, arrive York Factory 31 August. Leave 10 September, Norway House 30 September and arrive back at the Red River Settlement 8 October. Distances Cumberland House to York Factory 676 miles with 63 portages, a letter took



from 41-53 days in transit

[24] Ibid p85. To help understand the complicated arrangements, a letter from England written in May would not reach Fort Simpson on the Mackenzie until the following March. From this it can be seen that official correspondence and reports from the interior would be nearly a year late in reaching London

[25] For a complete discussion of the three routes; see article 'Letters Home...' by David H. Whiteley in 'Manitoba History' (Autumn 1993)

[26] Ibid p86



[27] After 1854 much of this mail was sent by company runner to the Pembina Post Office, (USA) where it was despatched through the United States Postal system





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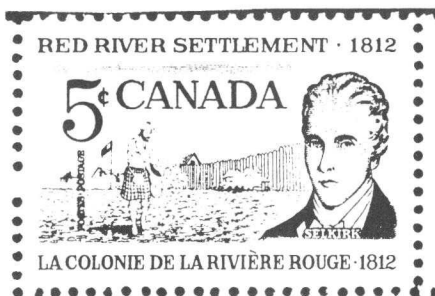
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THE PEOPLE ON THE STAMPS – SELKIRK

Dr Alan Salmon

*Some hae meat, and canna eat,
And some wad eat that want it;
But we hae meat and we can eat,
And sae the Lord be thankit.
The Selkirk Grace Robert Burns.*

Whilst men like Fraser and Thompson were extending the potential bounds of Canada in the far west, and Isaac Brock was defending it in the east, Lord Selkirk was laying the tentative basis of central Canada at the southern end of Lake Winnipeg. His pioneering effort was acknowledged on the 5c stamp (SG 523, SS 397) issued in 1962, on the 150th anniversary of the founding of the Red River Settlement (RRS).



Thomas Douglas was born in 1771, at St. Mary's Isle, the seat of the House of Douglas in south-western Scotland. He was the youngest of seven sons. The family's history had been associated with that of Scotland for centuries; amongst Thomas's ancestors was the Black Douglas, who led Robert the Bruce's army into England in 1319. An unwelcome, aspiring relation was John Paul Jones, the American privateer, born some 20 miles from St. Mary's Isle, who believed he was an illegitimate offspring of the Douglas family. Jones' men

landed at St. Mary's, when Thomas was seven, to take his father hostage. The Earl was absent; Thomas was hidden by his governess, whilst his mother faced down the invaders.

At the age of 14 he entered the University of Edinburgh, where a friend was Walter Scott. Amongst the visitors to the family home was Robert Burns, who, there, wrote the Selkirk Grace. Thomas, six feet tall and an imaginative idealist, spent some time in Paris amongst the intellectuals associated with the French Revolution; this may have helped to develop his feeling that aristocrats could implement social reform, and indeed should do, otherwise there could be anarchy; he was horrified by the excesses of the revolution. On his return he visited the Scottish Highlands and saw the consequences of the Clearances of the Highlanders' lands to make way for sheep farming. Selkirk decided to find homes for the displaced crofters and, at the same time, strengthen the British Empire.

The Settlements

In 1799, on his father's death, as all his brothers had died, he became the 5th Earl of Selkirk, inheriting the family fortune. He bought land on Prince Edward Island and, in 1803, successfully settled 800 Highlanders there. In 1804 he moved 15 Highland families to Upper Canada, where he had bought 1,200 acres for £10,000, very approximately £3M in today's terms; but that project failed as his agent was inefficient, the land was poorly drained and the township was sacked by the Americans in the War of 1812.

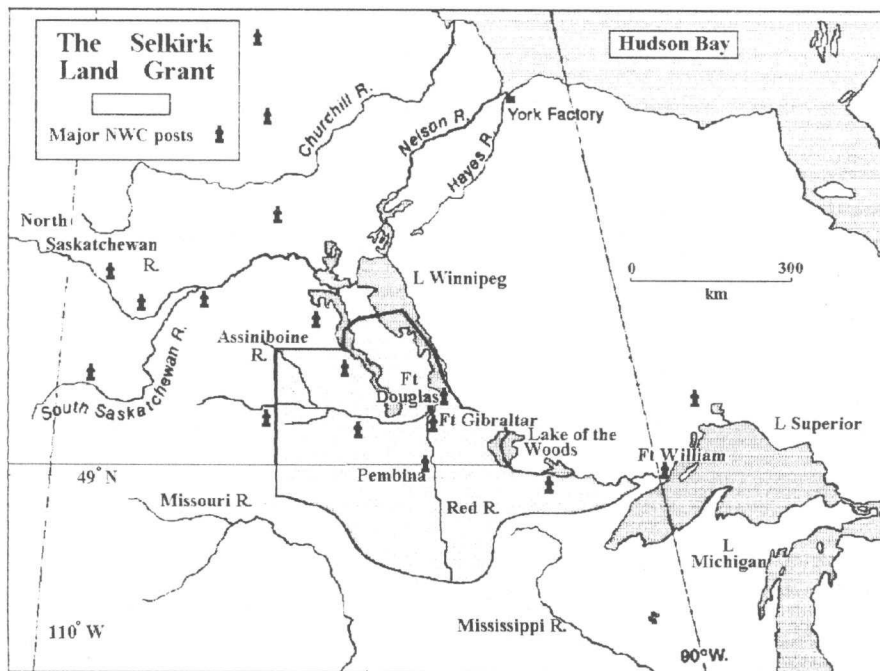
During visits to the Canadian colonies and the USA he heard stories of the fertile Red River valley, owned by the Hudson's Bay Company (HBC). He had suggested to the HBC, in 1802, that it should be a settlement for Irish emigrants but had been rebuffed. In 1807 he married Jane Wedderburn whose family were making large investments in the HBC. By 1810 Selkirk had bought sufficient of the Company's stock so that, supported by his relatives' holdings, he was able to influence its affairs; he proposed the HBC establish a colony on the Red River. The shareholders felt this was too risky for the Company but agreed to grant 116,000 square miles to Selkirk if he settled 1,000 families there within ten years, supplied 200 men each year to the HBC for fur trading and provided land for retiring Company officers – but he

had to provide all the operating costs of the venture. The price of the land, five times the area of Scotland, was ten shillings! Sir Alexander Mackenzie (SG 658, SS 516), who had shares in both the HBC and the rival NorthWest Company (NWC), and was lobbying for the NWC, argued unsuccessfully against the grant. Thus ended Round One of the fight for the Red River Settlement.

Rounds Two and Three

The NWC's antipathy to the Settlement was because several of their most important trading posts were in the proposed area and it was right across their main line of communication between Fort William and their posts further west. Furthermore, a thriving colony of farmers would hardly enhance the opportunities for the fur trade.

In July 1811 an advance party of one



hundred emigrants sailed from Stornaway for York Factory; they were under the command of a Miles Macdonell, appointed by the HBC as Governor of 'Ossiniboia'. The journey took 61 horrible days; they arrived too late to travel to the Red River that year. The harsh winter conditions took a severe toll, only 22 departed up the Hayes River in July 1812. They arrived at the junction of the Red and Assiniboine Rivers in late August where they started to build Fort Douglas, opposite the NWC's Fort Gibraltar. The next group, who had left a year later, arrived in October and settled at Pembina. In the beginning food was scarce but the local Nor'Westers helped the immigrants, Macdonnell's cousin was in charge of Fort Gibraltar. The settlers also had friendly relations with the nomadic Indians; but the NWC saw the colony as a Trojan Horse devised to destroy their business, and relations with the Metis were unstable. Still, by January 1814 the colony seemed to be established and growing.

The Metis, 'Mixed Blood' people of mainly Cree plus either French, Scottish or English ancestry, were the original settlers on these river banks. They had a skilled cavalry due to their great semi-annual buffalo hunts which provided food for them and, for the NWC, pemmican, the mix of buffalo meat and berries which was the highly nutritious diet of voyageurs. They had no reason to welcome the arrival of Lord Selkirk's settlers. Macdonnell made matters considerably worse by forbidding exports of pemmican from the RRS, the food was needed there but this united the Metis and the NWC as never before, and now in direct conflict with Selkirk's settlers – thus began the 'Pemmican War'. He compounded the trouble by prohibiting buffalo hunts and ordering

the NWC to evacuate its forts in the RRS. The NWC decided to rid the Red River of the settlers; their crops were burnt, they were threatened with attacks by the Indians and were offered free transport to Upper Canada. The artillery at Fort Douglas, provided by the British Government in case of an American attack in the War of 1812, was stolen. To forestall an attack on the fort, Macdonnell surrendered, to be transported to Montreal. The settlers were told to "quit the river, the Company as well as the Colony"; by July 1815 they had retreated, some to Upper Canada, some to the north end of Lake Winnipeg. The Metis, urged on by the NWC, plundered their houses and then burnt them down; only ruins remained at the Settlement.

Round Four

Another round of violence was now to begin. Colin Robertson, one of Lord Selkirk's HBC advisers, was leading an expedition to Athabaska, when he came upon the ruins of the colony. With great vigour he took possession of Fort Gibraltar, appeased the Metis, found the Lake Winnipeg survivors and then led them back to the Red River. In November another band of immigrants arrived with a new Governor, William Semple. Robertson stayed to help but, eventually, departed unhappy with the indecisiveness of the Governor. By June 1816 the NWC had renewed their alliance with the Metis and used them to attack the Red River. At Seven Oaks, near Fort Douglas, there was a skirmish in which Governor Semple and 20 settlers were massacred by Metis. The colonists once more retreated to the far end of Lake Winnipeg.

Round Five

In the autumn of 1815 Lord Selkirk arrived in Canada, to deal with HBC

affairs and to revive the colony. He had asked for soldiers to be stationed in the RRS to protect it, this was refused but he was given permission to take a small escort at his own expense. In June 1816 he left Montreal, with another group of settlers and 100 veterans of the War of 1812. Crossing Lake Superior he met Macdonell, on his way to Montreal, thus he learnt of the Seven Oaks Massacre and the latest demise of the colony. He impetuously seized Fort William, (SG 1091, SS 984) the western headquarters of the NWC, arrested the NWC partners there, including Simon Fraser (SG 1287, SS 1201), and sent them to Canada as prisoners. He then occupied the NWC posts at Pembina, Rainy Lake and the southern end of Lake Winnipeg. The colonists returned to the RRS. When Lord Selkirk arrived in July 1817, for the first time, he found it in good heart – his bold actions had saved the Settlement.

He then concluded a treaty with the Indians and sorted out the land lots of the settlers. These now included 46 of Selkirk's veteran soldiers who had decided to settle there, the colony was now immovable by NWC force. He laid plans for improving communications with York Factory and for introducing sheep, cows and hard-growing seeds to the Red River valley. However on his return to Montreal he was arrested for his actions at Fort William, being

charged with conspiracy against the NWC. In all its dealings with the authorities the NWC seemed to have more influence than did Lord Selkirk. This was certainly true in Canada, it was the most powerful Canadian company, and its influence, even in England, outweighed that of the HBC. None of his 170 charges against the NWC and its partners resulted in a sentence by the Canadian courts. He had to spend £100,000 (about £20M in today's money values) of his own money defending himself in York (now Toronto), Quebec and Montreal – lawyers were expensive even then. Eventually, criminal prosecutions were not proceeded with; a Commission of Inquiry, established in 1816 to investigate "all offences that have been committed in that territory", dismissed the charge of conspiracy laid against Lord Selkirk, but he had to pay £2,000 of damages. He returned to London loaded with debts of about £150,000 and broken in health. In 1821 Fort Garry superseded Fort Douglas as the headquarters of the Settlement and the NWC united with the HBC – the fur wars were over.

Lord Selkirk died of tuberculosis in France in 1820, aged 48, too young to see a peaceful Red River Settlement. Nevertheless, his dream eventually grew into the City of Winnipeg and the Province of Manitoba.

SUPPORT THE EXCHANGE PACKET

Turn your surplus stamps and covers into cash: Hugh Johnson and Malcolm Jones are waiting to hear from you

In the April 1995 issue, the Yellow Peril whetted appetites with talk of 'Arson, Dynamite and Nudes' in relation to the unusual roller cancellation from Brilliant, B.C. around 1930. The subject was picked up in the British Columbia Postal History Newsletter of September 1995 and we felt members would welcome the additional information . . .

BRILLIANT, B.C. – P.O. 9079

Bill Topping

The canceller was carved by Postmaster Peter Alex Katasonoff, on a rubber roller slightly over two inches in diameter. It shows the Post Office Number, 9079, the Post Office, Peter Verigin and the office name, 'Brilliant B.C. Canada'.

Less than two dozen covers are reported, between 26 April, 1929, and 24 December, 1932. The majority are addressed to the Victoria stamp dealer Reginald Nairne or other known names; all appear to be philatelic.

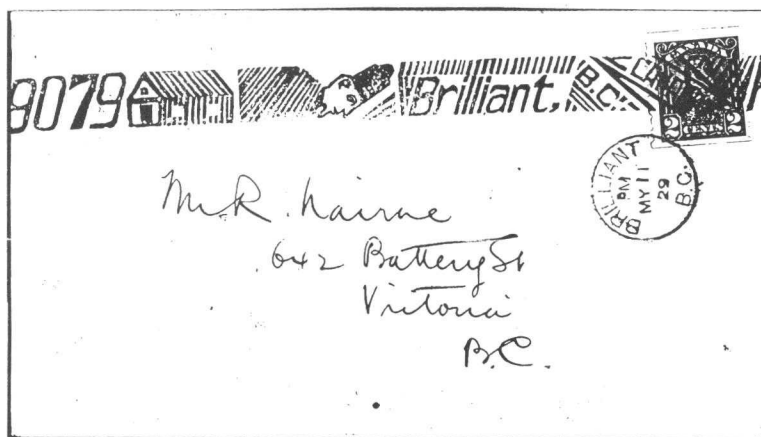
Peter Katasonoff served as Postmaster at Brilliant from July 1925 until some time between March and October 1931, when F.H. Kanigan took over. Mr Katasonoff appears to have carved the roller shortly after Peter Verigin was killed, by a premature

explosion, as he and a few of his followers were attempting to blow up the tracks of the Kettle Valley Railway on 16 December, 1924.

There are differing views as to the way Peter Verigin met his death, including contention that his body was placed on the train after the explosion to make it look as though he was not involved. The more generally accepted story is that his cousin, Peter Petrovich Verigin, placed a clockwork controlled bomb under a seat on the Kettle Valley train and that Peter (the Lordly) Verigin was killed in the explosion.

Footnote

Reports of covers bearing this unusual cancellation would be greatly welcomed by the author at 7430 Angus Drive, Vancouver, BC, Canada V6P 5K2.



PHILATELIC PHABLES (2)

Horace W. Harrison, F.C.P.S.

Not long after my prolonged nap in Perry Fuller's stamp store (Maple Leaves 255, p 165) the Baltimore Philatelic Society was revived from a moribund state and meetings began to take place at the Rembrant Peale Museum at 225 Holiday Street. Leading lights of the revival were Phil Straus, Tom Phillips, Drs. Plummer and Warner, Herb Sauer, Bill and Howard Beck, Dick Thompson, Denwood Kelly, Michael Miller, G. Everett and Miller Arnold. Of all these notable philatelists, only Denwood Kelly is still with us. Once my father found out about this stamp club, meeting on Friday nights which would not interfere with my school work or proper sleep, he and I attended the twice monthly meetings.

My most vivid recollection of stamp activities at the Peale Museum concerns a visit from a mid-western dealer-collector who showed up one Friday night with a shoe box packed with the 3¢ 1861 on cover (a USA item). He was asking \$5.00 each for these covers. Turned out that the covers were stamped with 1867 'A' grills covering the entire stamp, which, at that time catalogued \$40.00. He didn't make a single sale. Of course, it was in the middle of the great depression, but the membership of the B.P.S. had money, even in those times. My best recollection of the matter is that he had too many of these covers for them to be worth \$5.00. However, even today, the 3¢ grilled all over is still a rare stamp, properly tied on cover, and sells in the region of \$500 plus when offered for sale.

In those days there were two pre-

eminent stamp dealers in Baltimore; Perry W. Fuller who had a store on Fayette Street on the south side, near Hanover; and Lawrence Moltz, whose shop was on North Avenue, about three doors west of Greenmount on the north side of the street. My father had had a string of very successful evenings at the pool table in the Maryland Club at Charles & Eager Sts., so the whiskey bottle from which I could take money to buy stamps was nearly full. I had decided to fill my Scott National Album with used U.S. up to the Columbian Issue of 1893; and unused beginning with the Columbians. I had been able to obtain many of the scarce to rare early U.S. in fine used condition from the Burger Brothers, New York dealers and satcheleers, who came to Baltimore periodically with material for sale and always left several stock cards of early U.S. for me to examine for them for flaws and faults. They had gotten quite old and their eyesight was failing. I had become their examiner. They would leave off the stock cards with my father who would bring them home to me to look over at my leisure. I would render my opinion on the material and place a small 'x' next to any stamp that I needed for my collection. My father would return the cards to their New York office, and sometimes I would receive in the mail one or more of the stamps I needed for my collection at a huge discount from the usual retail price. Because of this arrangement, my early used U.S. were in pretty good shape. However, I still lacked the dollar values of the Columbians. One summer Saturday afternoon in Moltz's store, he

Continued on page 206

CANADA'S OFFICIALS

Part 4 – The 'G' Overprints

Trelle Morrow

The earlier OHMS overprints could not be construed as bilingual and the letter 'G' represented an abbreviation for both the English and French spelling of 'government'. Therefore, on 30 September, 1950, the Post Office Department introduced the 'G' overprint to replace O.H.M.S.

Three type faces are found in the 'G' overprints:

TYPE A – a small 'G' used on the definitive stamps.

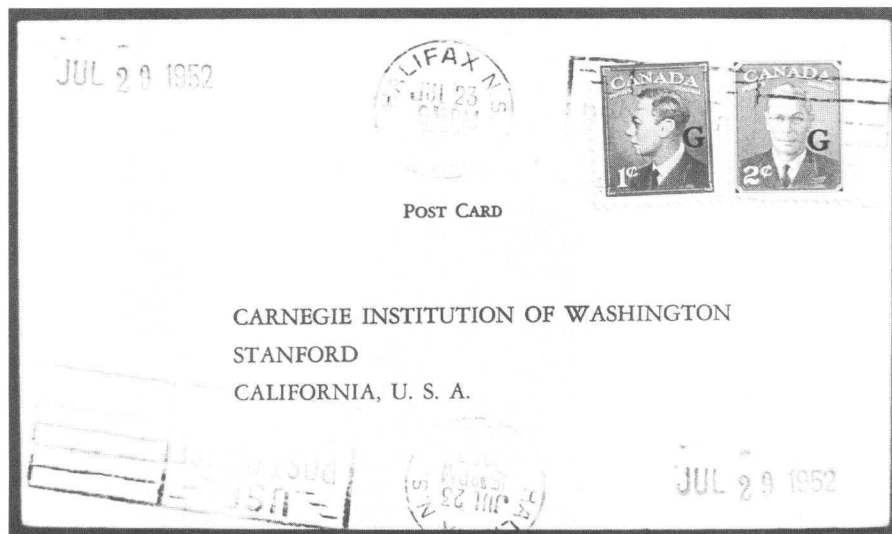
TYPE B – a larger 'G' used on large format stamps.

TYPE C – a variation of the TYPE B overprint used only on three of the large format stamps.

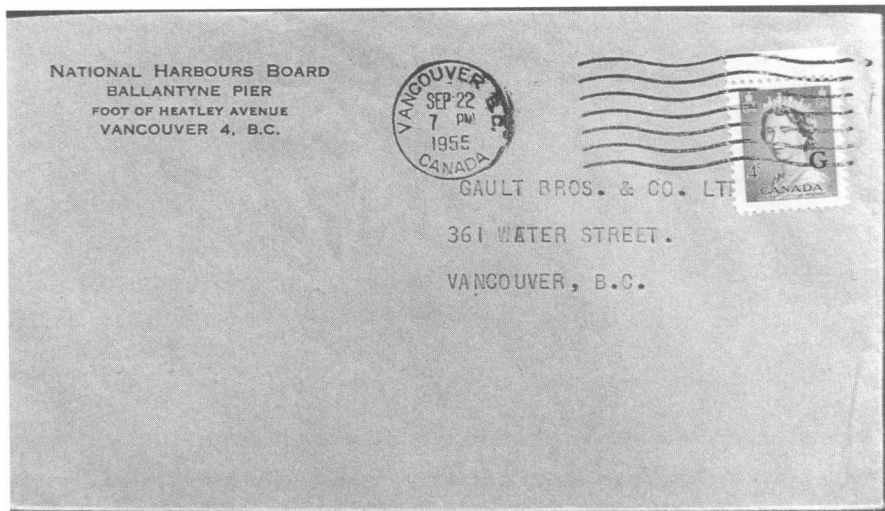
The TYPE C overprint is commonly

known as the Flying G variety and appeared in early 1962.

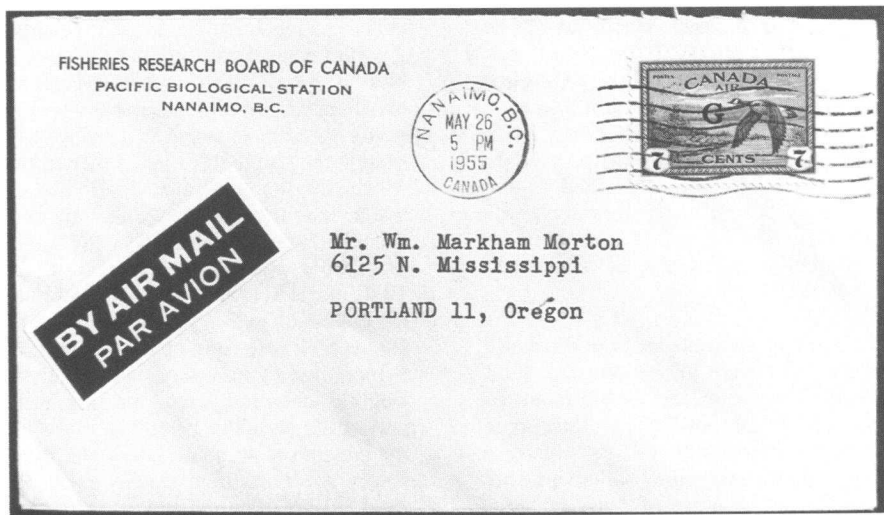
Officially, the 'G' overprints were discontinued on 31 December, 1963, and for some time after that date government offices used printed envelopes indicating 'Canada Postage Paid'. Stocks of overprinted stamps were to be returned to Ottawa as they would be void for postage after this December date. The reason for instituting the change was to effect an economy in the Post Office Department. The Glasco Royal Commission had recommended that government departments pay for postage on a bulk basis rather than by the individual use of postage stamps.



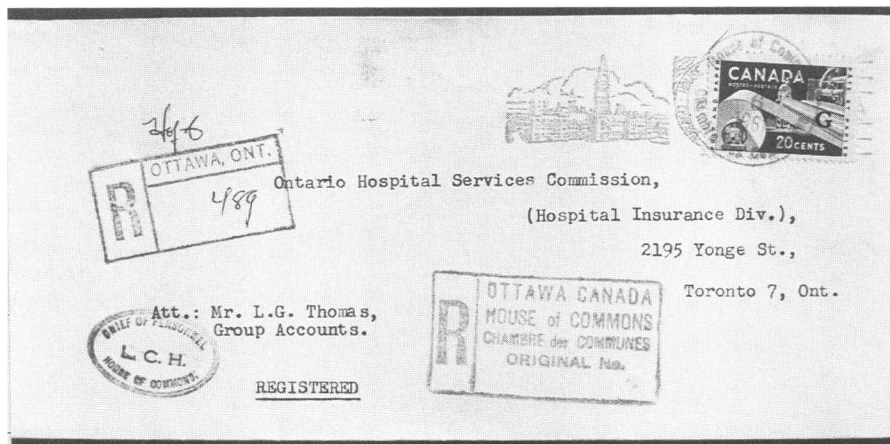
The 1¢ and 2¢ stamps, with 'G' overprint, pay the 3¢ postcard rate to the U.S.



The 4¢ stamp with 'G' overprint, pays the drop letter rate, 22 Sep. 1955.



The 7¢ stamp, with 'G' overprint, pays airmail rate to the U.S.



Ottawa cover to Toronto which enjoys franking privileges for letter rate mail within Canada. The 20¢ stamp, with 'G' overprint, pays the registration fee.

Although the use of the 'G' overprints had been officially terminated at the end of 1963, there are at least two instances where the use of the stamps continued for some time. The Crown Corporation, Defence Construction (1951) Limited, used the 'G' overprints until 28 February, 1965. After this date rubber stamps reading 'Postage Paid' were furnished to the Offices until printed stationery was available. The unused stamps as of 28 February, 1965, were to be returned to the Post Office.

Another example of continued use of the 'G' overprint beyond the 1963 deadline was by the Department of Natural Resources, Water Resources Branch. Provincial Offices of this Department used the 'G' overprints through the summer of 1964 at least. The exact date of termination with this Department has not been determined.

PHILATELIC PHABLES (2)

(Continued from page 203)

offered me the five dollar values at a very reasonable price, largely because the gum was all cracked, but the stamps had a very fresh appearance and excellent colour. Because the whiskey bottle was almost full, I succumbed and bought the five high values. I then asked Moltz for the use of a small dish of water, and proceeded to soak all the gum off the stamps and dry them on newspaper before I left the store. In 1940, some six years later when I sold the collection to Perry Fuller to help pay for sophomore and junior years at Princetown University, these fresh brightly coloured sound stamps were part of the attractive price I received for the collection. At some later date, these lovely no gum high values probably received a regumming and grace another collection as 'O.G..N.H.' today. "O Tempore. O Mores".

BOOK REVIEW

Opusculum 1. Published by the RPSC Philatelic Research Foundation at £24/CAN \$50.

This, the first in what is proposed as a series of publications by the RPSC's Philatelic Research Foundation, is a splendidly produced hardback volume of some 200 pages (c10.25" x 7.25").

It contains 14 articles by an international clutch of authors and is not confined to Canadian subjects. The net is spread to include USA, Tannu-Tuva, Buenos Aires (British PO's), the SS Norwegian, Niger Coast, Falklands, South Africa and Haiti. Articles with a Canadian flavour include The Border Transfer Fee by Jack Arnell, Drummond Island, The Humber-Holland Route, Andre Frodel by Jim Kraemer, M.S. Gripsholm by Rich Toop.

I was particularly interested in Jim Kraemer's coverage of the life and works of the forger Andre Frodel, particularly as some of his handiwork is illustrated. This is the most comprehensive coverage to date of Frodel's activities though I feel there are still some areas to be more fully exposed. Jack Arnell's writings are always authoritative and the other 'Canadian' pieces all provided information which was totally new to me.

The book is published with the backing of Canada Post Corporation, it is well illustrated and very clearly printed on high quality art paper. A slim but lavish volume that looks good on the shelf and is most rewarding when opened and read.

D.F.S.

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CONVENTION '95

Our magnificent summer held up well to give us a warm and sunny reception in Bournemouth.

Arthur and Bess Jones had laid on a first class philatelic programme and an entertaining alternative programme for members' partners. It seems likely that Arthur had drilled the Hotel in our requirements too, service at dinner was prompt and we were able to enjoy the evening meetings without chewing indigestion tablets.

Brian Stalker set the ball rolling on Wednesday evening with his informative discourse on Newfoundland TPOs, supported by attractively presented material, and on Thursday morning we faced a Convention innovation. Members were invited to bring along eight sheets and to discourse for no more than ten minutes. The initiative was magnificently supported and a wealth of diverse material was paraded before us. Even the more loquacious members stayed within the rules, which was fortunate in view of the number of volunteer exhibitors!

Most of us who collect covers of the Victorian era like to have one or two Patriotics to liven up our collections, but to see Colin Banfield's display of this material was a real feast for the eyes; whilst some of the cards are quite well known, much of the material is distinctly scarce. On Friday morning Dr Michael Russell introduced us to some aspects of postal stationery. This is a subject often overshadowed by stamps and postal history but Michael was able to demonstrate the wealth of interest that can be found in those sometimes drab looking envelopes and cards.

One of the long-running puzzles in the CPS is "What does the Yellow Peril collect?"; his articles on diverse topics give little clue. The curtain was partially lifted on the Friday evening when we saw some 'Unusual Admiral Stamps'. For 'unusual' one could read 'scarce', 'rare', 'attractive', 'desirable'; even veteran Conventioneers were impressed.

Come Saturday and the President showed his mettle in steering the AGM to its close on schedule – an achievement not to be dismissed lightly. This paved the way for David Sessions to show part of his collection of fakes and forgeries. The emphasis was on Canada itself but the work of Jean de Sperati was also featured, as were the bogus 'locals' of Canada, largely the work of Samuel Allan Taylor.

Frank Laycock conducted the auction and his apprenticeship to Geoff Manton was well illustrated by his forecast of the closing time to within a couple of minutes.

Guest speaker at the closing banquet was well-known philatelic writer Ian McQueen; this was obviously not the first time Ian had spoken in public and his experience was appreciated. On listening to Colin Banfield's traditional toast to our guests and overseas visitors we were happy to give vent to our appreciation of the distances travelled by some of our members and their wives in order to be with us: Harry & Shirley Duckworth, Leigh Hogg, Richard & Kathryn Lamb, Stan Lum, Bill & Marion Topping, Jack & Bev Wallace and John & Alicia Wannerton. All have been before and we sincerely hope a return visit is not too far away.



*Left:
Arthur Jones hands
over the Presidency to
Betty Stephenson.*



*Right:
Speak softly and
carry a big stick –
Stan Lum (the
Yellow Peril).*



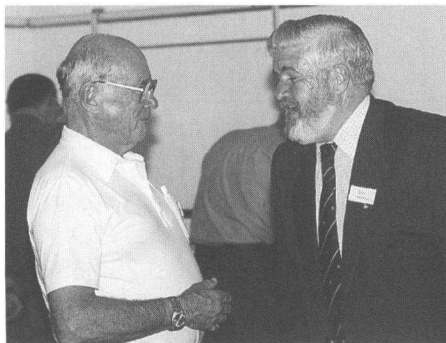
*Above: Colin Banfield toasted our
guests and overseas visitors.*



*Above: Jean Almond spoke for the ladies.
Below: Friends across the sea – Jack Wallace,
British Columbia & John Wannerton, Cape
Province.*



Below: Dick Lamb in pensive mood.



LETTERS TO THE EDITOR

Allan Steinhart

SHORT PAID TRANSATLANTIC MAIL

In the October 1995 issue, page 157, in relation to Geoff Whitworth's article 'Short Paid Transatlantic Mail', I beg to differ with his explanation of the penalty charge. The cover was carried by the Cunard 'Cuba', which sailed 2 September, 1868, from New York and offloaded her mail at Queenstown in Ireland 11 September, 1868.

I agree the cover was prepaid 12½¢ for carriage per Allan Line Canadian Packet. Since the cover was carried via the USA and Cunard, the 15¢ rate applied and the cover was short paid. The British rate to Canada was 6d stg.

per Canadian Packet and 7d stg. via USA per Cunard, so the deficiency of 1d stg. was collected in the UK; there is no accountancy marking. Both the MORE TO PAY and '1' handstamp were applied in Britain, possibly at Liverpool. The cover travelled by closed bag mail from Kingston, Ont., to England.

Jonathan Rosen

UNUSUAL 3¢ BROWN ADMIRALS

Over 15 years ago I purchased a left hand sheet arrow block of six, with type 'D' lathework (Scott 108i), in the scarcer yellow brown shade (wet

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Arrow block with type 'D' lathework.

printing). Although type 'D' is fairly common on the 3¢ brown, it is not often seen in a well centred arrow block with nearly full lathework. The second item is plate 120, dark brown, the last plate issued for the 3¢ brown. Plates 118-120 were issued early in 1923; they were the first plates of the Admiral series to be printed by the 'dry' method. Dry printing can be distinguished from wet by the slightly greater width of the stamps, 18mm as opposed to 17.5-17.75mm. By 1926 all Admirals were being printed by the



Plate 120, 3¢ brown, dry printing

dry method, the wet method having been phased out, according to Marler.

Susan So

WHEN I'M 64?

As I read 'Philatelic Phables' by Horace Harrison (Maple Leaves whole no. 255) my mind immediately cast back to 'The Story of a Canadian Stamp Collection' by Stanley Cohen, written some nine years ago (Maple Leaves whole nos. 208-213), and I couldn't help but wonder when we might expect to be reading about the YP's 'Philatelic Ecstasies' – hopefully, we wouldn't have to wait till 2004!

SOCIETY NEWS

FROM THE PRESIDENT

Our Jubilee Convention will be held at the Station Hotel Perth, from Wednesday 11 September to Saturday 14 September, 1996.

I was apprehensive about being President twice within 20 years, especially with so little, in fact no, philatelic knowledge; but with the special occasion and all the help I have been offered in organising Convention

and providing displays, I am sure all will be well when the time comes. Thank you all.

Convention will follow the usual format, with only small items to mark the Jubilee. The main celebration will be the special edition of 'Maple Leaves' in October with hard work from the Editor and other members providing special articles.

The reservation forms will as usual be with the April issue of 'Maple Leaves'. As Convention is right in the middle of the Coach Tour season, accommodation either side of Convention could be tight – so anyone wishing to arrive early or remain after, please communicate with me and not the hotel.

FROM THE SECRETARY

The Annual General Meeting

The following is a summary of the main points from the 1995 AGM. Copies of the minutes and the latest accounts are available from the Secretary on receipt of a large stamped envelope.

President, Arthur Jones, thanked those who had helped organise and run the Convention. He reported that the Committee was taking action to counter falling membership. He questioned the need for a Chief Executive, suggesting it might be more appropriate to appoint a Chairman of the Executive Committee.

Officers reported as follows:

Secretary Tom Almond – Stan Lum won the Recruitment Award for proposing the most members in the preceding year.

Subscription Manager John Gatecliff

– At the end of June nine members remained unpaid. Direct Debits worked fairly smoothly with only a few failed transactions.

Librarian Colin Banfield – Library loans have been at a low level. A new Library List is in preparation. Existing members and new members will be sent a copy.

Editor David Sessions – Five 40-page issues of Maple Leaves were published this year. The file of material for publication is slim and more contributors are always required.

Packet Secretary Hugh Johnson – the year has been very successful as material has been varied and of good quality. The change of insurers and consequent reduction in postage costs was appreciated by many members.

Covermart Secretary Malcolm Jones

– 51 lists were circulated and nearly £500 sales were made. Better, more highly priced, material sold well. The Committee agreed to dealers' material being sold on the same terms as those applicable to members.

Handbooks Manager Derrick Scoot

– Despite a slow year for postal sales, 36 books and 10 binders were sold. New publications are expected from Canada in 1996.

Advertising Manager Brian Hargreaves

– Income from display advertisements has risen to £900 but members' interest in the classified section is virtually non-existent.

Treasurer Alan Salmon – The audited accounts for 1993/94 show £742 surplus. The forecast for 1994/95 is a

deficit of some hundreds of pounds and that for 1996/97 will probably be greater than £1,000. The Committee recommended that the Full Member Subscription Rate should be increased to £12 for 1996/97 and 1997/98, with a pro-rata adjustment to the other rates. In addition the Life Membership rate should be based on 15 years' subscriptions rather than 18. A proposal that the recommended rate should be set for 1996/97 only, was accepted on a vote by a large majority of those present.

The Treasurer also presented details of the proposed Financial Policy. It was agreed that the Policy will be published in 'Maple Leaves'

Mr Banfield reported on behalf of the Fellows. There were no recommendations for Fellowship and Mr K. Dodwell was awarded the Founders Trophy for his articles on the Postal History of the Second World War.

Miss Stephenson, President elect, reported that the 1996 convention will be held at the Station Hotel, Perth between 11 and 14 September.

Following discussion on proposed rule changes for competitions, Mr Stalker and Mr Sessions were asked to produce a set of rules reflecting members' opinions and publish them in 'Maple Leaves', for discussion at the next AGM.

Mr Hillson initiated a discussion on Rule 27 and indicated that he would be formally submitting a written proposal to reinstate the old rule.

Mr Wannerton reported that he was investigating the possibility of hosting a joint CPSGB and BNAPS meeting in South Africa. He asked that anyone who

was interested should contact him.

The re-appointment of Mr J. C. McLaren as Auditor was unanimously approved by the meeting.

The Secretary announced Competition and Trophy winners as follows:

Class 1

1st N. J. A. Hillson
1872-97 6¢ Small Queen
Awarded The Henderson Quaiche
2nd D. A. Avery
Jubilee 1¢ Postal Stationery Cards
Awarded The Members Trophy

Class 2

1st London Section
Transatlantic Mail Acts 1765-1856

Class 3A

1st C. G. Banfield
Victorian Line Engraved Postal
Stationery Post Cards
2nd C. G. Banfield
Parliamentary Postmarks

Class 3B

1st A. S. Mackie
Rates of Mail to Rural Routes in the
Admiral Period
Awarded The Admiral Cup
2nd A. E. Jones
The 5¢ Centennial Definitive
Awarded the Lees-Jones Trophy

Mr W. Topping was awarded The Aikens Trophy for an article on Japanese Relocation Mail.

The following nominations were proposed, seconded and unanimously approved by the meeting:

President – 1995/96:
Miss A. E. Stephenson

Vice-President – 1996/97:
 Mr F. Laycock
 Secretary: Mr T. E. Almond
 Treasurer: Dr A. Salmon
 Committee Member – Scotland:
 Mr L. Taylor
 Committee Member – North:
 Mr N. J. A. Hillson
 Committee Member – North:
 Mr C. Banfield

Officers appointed by the Committee are as shown in the panel inside the back cover of this issue.

Rules

Proposed rules introducing junior membership were published in April 1992 'Maple Leaves' (p 399). They were subsequently approved at the 1992 AGM. Unfortunately, introduction of junior membership was not duly promulgated in the AGM report, published in the January 1993 'Maple Leaves'.

FROM THE TREASURER

On behalf of the Society I do wish to thank all those whose work has provided a financial input during the past year. These include:

John Gatecliff	Subscriptions
John Parkin and John Wright	Auctions
Brian Hargreaves	Advertisements
Hugh Johnson	Packet
Derek Scoot	Handbooks
Malcolm Jones	Covermart

We are also indebted to those who have donated literature, stamps and covers to the Society during the past year, these include: Tom Almond, D. Bowell, Lionel Gillam, Len Harris and Stan Lum. The value of the donations was over £100.

At the last Annual General Meeting it was decided that a draft statement on financial policy should be placed in 'Maple Leaves' so that members have the opportunity to comment upon it. It is intended that the financial policy of the Society will be based upon it and upon the comments received from members.

Financial Policy

Our financial activities are designed to ensure that the attainment of the objectives of the Society, as listed in the 'Constitution and Rules', are not restrained by shortage of funds and that, normally:

- 1 On average, the cost of subscriptions should not rise at a greater rate than inflation,
- 2 A Members' handbook should be issued every three years,
- 3 At least five copies of 'Maple Leaves' are issued each year,
- 4 The Society provides rooms for the Society meetings at the Annual Convention,
- 5 The Society has funds equal to 18 months expenditure available,
- 6 In the event of the Society ceasing to exist any resources remaining will be shared between members on terms appropriate to the circumstances at that time, and
- 7 Other aspects of either the Society's financial policy or financial activities are to be as in the 'Constitution and Rules'.

Since the AGM a previous President and Treasurer has suggested that the above may be a little long-winded, although that seemed to be the requirement from recent discussions. He suggests: "The financial strategy of the Society is to ensure that there is sufficient liquidity in our funds to carry on its day-to-day running and to meet the stated objectives as laid out in our

Constitution. This will include the regular publication of our magazine, the underwriting of our annual Conventions and the provision of such other philatelic benefits as can reasonably be sustained. It is the duty of the Treasurer to ensure that the Society can meet its obligations and that funds are to be placed to the optimum advantage of the Society with a view to both its long term and short term interests." This is much the same as was the policy prior to these recent discussions. **The final policy statement will be considered at an Executive meeting in March so please send any comments to me as soon as possible.**

GROUP ACTIVITY IN THE SOUTH OF SCOTLAND

Following recent meetings of members at Annan and Glasgow and calls to Edinburgh it has been decided to hold four meetings a year at the Crawford Arms Hotel, Crawford, which is just off the M74 on what used to be the A74. The first meeting will be on Saturday, 9 March at 2.30 p.m. prompt. Room hire is being paid for by those attending having high tea after the meeting at approximately 5 o'clock which is expected to be good value for money. Please make an effort to come along if you can, and bring some material with you, otherwise you may get an unrelieved diet of Small Queens. Guests will be welcome.

Further meetings are provisionally scheduled for 18 May, 21 September and 9 November, thus avoiding both the high season and the depths of winter.

FORTHCOMING EVENTS

1996

Jan 15 London Group – 'Anniversaries'

Jan 24-28 Spring STAMPEX, Business Design Centre, Islington, 52 Upper Street, London

Feb 19 London Group – Fancy Cancels

Mar 15-17 Edmonton Spring National, Edmonton, Canada

Mar 18 London Group – Perfins & Pre-cancels

Mar 20 Wessex Group – New Acquisitions.

Apr 15 London Group – Beaver Cup

May 17-19 PIPEX '96, Salem, Oregon, USA

May 20 London Group – AGM & subjects 'D', 'E' & 'F'

Aug 30-Sep 1 BNAPS Convention, Fort Worth, Texas, USA

Sep 11-14 CPS of GB Convention, Station Hotel, Perth

Sep 18-22 Autumn STAMPEX, Business Design Centre, Islington, 52 Upper Street, London

1997

Aug 28-30 BNAPEX '97, St John's, Newfoundland

International Exhibitions

1996

June 8-16 CAPEX '96, Toronto, Canada

Sep 27-Oct 6 ISTANBUL '96, Istanbul

Oct 25-Nov 5 ATHINA '96, Athens, Greece

1997

Apr 16-21 NORWEX '97, Oslo, Norway

May 29-Jun 8 PACIFIC '97, San Francisco, USA

Oct 17-26 MOSCOW '97, Moscow, Russia

Dec 5-14 INDIA '97, New Delhi, India

Details of London Group can be obtained from Colin Banfield 0181 281 0442 (home) or 0171 407 3693 (office); Wessex Group details from Dr Dorothy Sanderson 01794 523 924.

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AMENDMENTS TO MEMBERSHIP to 18 November 1995

New Members

2719 Coutts, Cecil C, 34820 McLeod Avenue, Abbotsford, BC, Canada., V3G 1G9	BC,P,SP
2718 Johnson, R A , 605 Waverley St, Winnipeg, MB, Canada, R3M 3K8	R
2720 Love James B, 37 Pheasant Lane, Islington, Ontario, Canada M9A 1T5	Co
2721 Cameron, Brian, 7 Farnham Crescent, Ottawa, Ontario, Canada K1K 0E7	

Reinstated

2013 Mountford F T

Resigned

2536 Beattie W G	2695 Boutilier J	899 Brassler N	1040 Charron J
2662 Davis J F	2694 Farrow H	2341 Frost R J	1993 Hepworth R V A
1660 Lodge W			

Deceased

1580 Frampton G W

Change of Address

2388 Arfken, George B, Regency Oaks South, 2701 Regency Oaks Boulevard, Apt. N-504, Clearwater, FL 34619-1510, USA
2428 Bayes R, PO Box 34512, Pemberton Plaza P.O., 1268 Marine Drive, North Vancouver, BC, Canada, V7P 1T2
2615 Hasid A G (ML returned, address unknown)
2679 Hundt, Mrs S J (correct spelling)
1562 Kennedy D (add postcode CB4 5AG)
2398 Lemire, Robert J (change box number from 2124 to 1870)
2342 Luciuk S (correct spelling)
392 Marsden P S S F, Tudor Cottage, Papley Farm, Warmington, PE8 6UU
2674 Thompson, R P, 540 Buckland Avenue, Apt 116, Kelowna, BC, Canada, V1Y 5Z4
2589 Thorp, A V, Struan Lea, 4 Haugh Road, Dalbeattie, DG5 4AR
2596 Woods, Michael G, 187 Gerrard Street East, Toronto, ON, Canada, M5A 2E5.

Revised Total 455

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 1995/6

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Canada K7C 3X9

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January 1996

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Slogan Postal Markings 1931-1940		£8.50
Slogan Postal Markings 1941-1953		£10.50
Slogan Postal Markings 1912-1953		£9.50
Mail by Rail	Gillam	£11.00
Postage Rates of North Atlantic Mails 1635-1867	Montgomery	£19.00
The Canadian Postage Due Stamp	Chung-Reiche	£6.50
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OF GREAT BRITAIN



Maple Leaves

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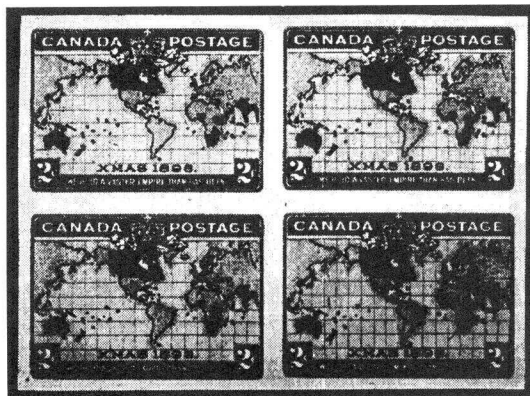
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MAPLE LEAVES

Journal of

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Whole No. 257

EDITORIAL

Information concerning CAPEX '96 continues to land in the Editor's in-tray, it certainly looks like being a first class show. The competitive section was vastly over-subscribed with nearly 1,100 applications for 6,200 frames; 'only' 3,800 frames are available for exhibits so the quality on show should be extremely high.

A selection of BNA material from the Royal collection will be on display; also highlighted are 'Jewels of the World', featuring world rarities, and 'Gems of British North America', featuring the rare and unusual from that area. In addition we learn that two commemorative stamp issues will be launched at the show – Historic Canadian Land Vehicles and Yukon Gold Discovery. Any BNA collector who is able to be there will surely find

himself or herself well satisfied, indeed with the usual flock of top dealers in attendance there's even a chance to add something to the collection! Members who have the time, inclination and facility to surf the Internet are free to log on for further information: enter <http://www.interlog.com/~parra soc/capex.html>.

It is appropriate that, in CAPEX year, 'Maple Leaves' celebrates its half century. The two events are being marked by 'Gibbons Stamp Monthly' with publication of a series of articles on BNA philately in the April, May and June issues. Regular browsers at the bookstalls will know that our Publicity Manager, John Hillson, has already had a two-part article on Small Queen varieties published in the January and February issues.



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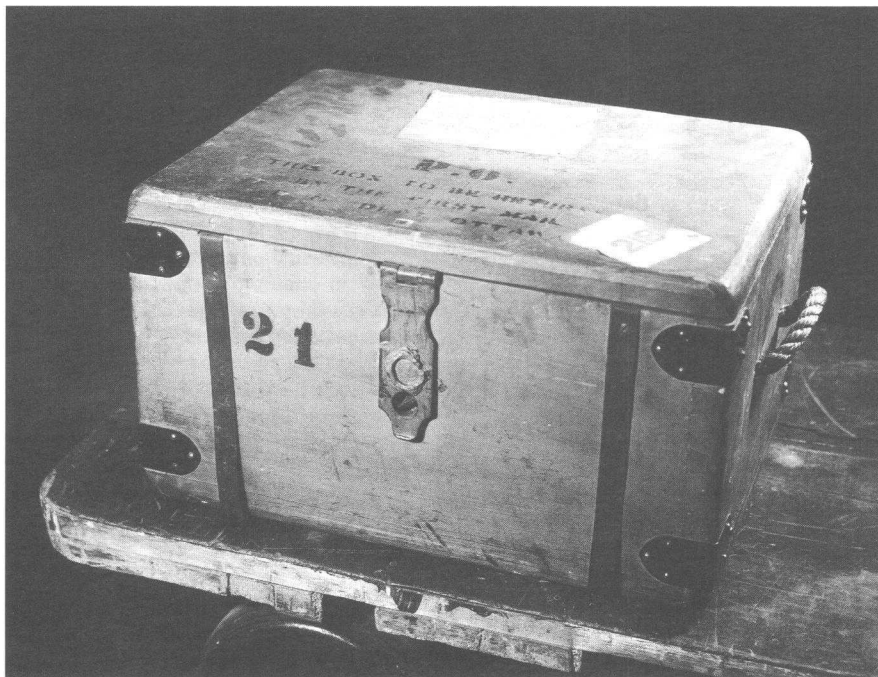
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PHILATELIC TREASURE CHEST

Ken R. Johnson



The 'mysterious box'.

Quite often, while researching one subject, you encounter references to other intriguing topics that in turn lead to other research projects.

While I was compiling a list of references for my article '12 Pence Postage Stamp; A Reconstruction' (Maple Leaves, June, 1995), I came across an article concerning the plate of the 'Twelve penny Black', that appeared in the January-February, 1963, issue of 'The Canadian Philatelist'. Although the article did not deal with the subject of the 'Specimen' over-printed plate proof

itself, the author noted that the original printing plate for the 12 Pence Province of Canada postage stamp had recently been relocated by the Post Office Department. There was also reference to a 'mysterious box', which contained both the 12d steel plate, printing plates for some of the nineteenth century stamps issued by Nova Scotia and New Brunswick, and a public ceremony that involved a 'dramatic opening' of the vintage storage container.

After reading this article, I recalled that at some point I had seen black and

white photographs somewhere in the subject research files of the Canadian Postal Archives, that likely were snapshots of the mystery container mentioned in the article. The challenge was to locate them! I also wanted to obtain additional details of how and where the box was found, and to locate a comprehensive list of all the printing plates that had been hidden away for so many years.

Loss and Recovery of the Chest

In an effort to find original records dealing with the subject, I consulted both the CPA subject research files, and the RG 3, Records of the Post Office Department finding aids that are held by the Government Archives Division, National Archives of Canada. Luckily, I did locate a file in the RG 3 records that contained some interesting details that surrounded the original disappearance and ultimate recovery of the sealed container.

The first reference to the plates and their storage is found on a sheet of paper in Post Office Department file 13-10-5. (1) A brief hand-written notation on the sheet informs the reader that on "8/3/(18)97 - 11 pieces (were) individually wrapped and placed in (the) 'West' vault in a specially sealed box". The two names appearing at the end of the two line synoptic are E. P. Stanton and E. Doubney. The precise location of the vault is not given, nor are details provided regarding the eleven pieces, which are likely the printing plates. A second, but unclear notation on the same page is dated 20/7/97, and includes the following statement: "Receipt for above box from Toller (but says cancelled)".

A 10 May, 1911, memo, which is on this same file, reveals that sometime between 1897 and 1911, the box and its

contents were placed in unrecoverable storage. The contents of the memo – which bears the heading Post Office Department Canada, Office of Supt. Postage Stamp Branch, and Stanton's initials – includes the following commentary:

"... I saw Mr Rorke of (the Finance) Department to-day who told me that on the occasion of the next destruction of plates belonging to the Finance Department, he would include the lot enumerated in receipt of the 17th and July, 1897, and that he would have a lookout when an extension to the vaults (now in contemplation) **for the sealed box containing the cancelled plates, & c., mentioned in receipts of the 20th of July, 1897, and which box he thinks has been placed in one of the basement vaults which has since its deposit there been floored with steel, covering the box**".

The Jan.-Feb. '63 issue of the 'Canadian Philatelist' contains information to the effect that the box was eventually relocated "in a cubby-hole in the old P.O. Department, when it was moved to its new building on Confederation Heights in Ottawa". Unfortunately, neither the date nor the details of the retrieval are provided by the author, and the reader is left wondering if the cubby-hole was in reality, the basement vault mentioned in the 1991 memo? The archival file provides evidence that the box was rediscovered about 1958, as the crate (figure 1) was photographed by members of the Royal Canadian Mounted Police early that year. (2)

Postmaster General Interest

In spite of its re-appearance, the crate remained sealed until 1962 when the then Postmaster General, the Hon. William Hamilton expressed an interest

in the container. A memo addressed to Mr. Slemmon who was still with the Securities Deposit Branch, Department of Finance, from W. H. Wilson, Deputy Postmaster General, requested that:

"... the sealed wooden box referred to in your letter of 25 April, 1958, be made available to him (the PMG) for examination of the contents. (He) ... plans to have this box opened under his supervision and it would be appreciated if you would have the sealed box delivered to the custody of Mr B. M. Erb and Mr J. R. Carpenter of the Post Office Department".

Canpex 1962

The Canadian Philatelist provides some interesting details as to what happened to the box after it was transferred to the jurisdiction of the PMG. Arrangements were made to have the box shipped to Windsor, Ontario, where the Canadian National Philatelic Exhibition 'CANPEX' (3) was being held. The Postmaster General, who was hailed as a promoter of philately in Canada, had wanted to have the box opened in the presence of the members of the R.P.S.C. and at the conclusion of the Society's banquet, this was accomplished with great fanfare.

The crate which weighed some 200 pounds (4) was accessed with the help of staff from the Windsor Post Office, who, for the occasion, were armed with chisels, hammers and wrecking bars. Perhaps the tools were included to add dramatic effect, for if one examines the photograph of the crate the sealed latch seems to be the only device holding the lid in place!

Contents of the crate

Following the dramatic opening of the crate, Vinnie Greene and two other

members of the Royal removed the original plates for the Nova Scotia and New Brunswick stamps, all of which were burnished. Apparently only a half dozen of the plates were taken out at the banquet, while the entire contents were examined in detail, following the return of the chest to Ottawa. (5)

A paper label which was affixed to the lid of the chest provides a detailed list of the various plates, rolls and dies that were housed in the chest. This included:

- 1 – cancelled plate, Canada postage stamp – 12d
- 4 – cancelled plates and 4 cancelled dies Nova Scotia postage stamps, 1d, 3d, 6d, 1s/-
- 3 – cancelled plates and 3 cancelled dies – New Brunswick postage stamps, 3d, 6d, 1s/-
- 3 – rolls cancelled – Nova Scotia and New Brunswick

Present location

The re-discovery of the storage crate helped to clear up questions concerning the disposition of the printing plates, that had been plaguing a number of philatelists for many years. However, in spite of the extraordinary reappearance of the crate and its contents, very little remains of this philatelically historic find. The burnished 12 Pence Province of Canada printing plate is presently housed as part of the philatelic collection at the National Archives of Canada, as are proofs that were pulled from the plate following its return to the nation's capital. The remaining burnished plates, along with the rolls and dies for the Nova Scotia/New Brunswick stamps, apparently no longer exist, and discovering their ultimate fate is a research project in itself. As to the crate – once again, it has disappeared

without trace! Perhaps one day it will again resurface and a new chapter will then be added to the ongoing saga of the 'lost again-found again' philatelic treasure chest.

References:


1. File 13-10-5 – 'Dies, Rolls and Plates Cancelled by British American Bank Note and Relative Correspondence to Various Contracts During Period 1895 to 1928 & Correspondence Re Order Issues', RG3, Accession 1986-87/396, Box 55.
2. Letter accompanying copies of photographs dated 25 April, 1958,



addressed to Mr J. A. MacDonald, Director, Financial Branch, P.O. Dept., from F. D. Slemmon, Chief of Securities Deposit Branch.

3. Canadian National Philatelic Exhibition, Windsor, Ontario, 3-5 May, 1962. 34th Annual Convention of the Royal Philatelic Society of Canada, with the Windsor, Ontario 'Y' Stamp Club acting as hosts.

4. 'Canpex – A Great Success'. The Canadian Philatelist, Vol. 13, Number 4, July-August, 1962, p. 168.

5. "The Plate of the Twelvepenny Black", The Canadian Philatelist, Vol. 14, Number 1, January-February, 1963, p.24.







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SHORT PAID TRANSATLANTIC MAIL

Geoffrey Whitworth FRPSL, FCPS

Two examples are illustrated of the SHORT PAID/HALF FINE handstamps used on undirected covers to Scotland, being prepaid only 10 cents instead of the Canadian Packet rate of 12½ cents.

The cover shown as Figure 1 was posted on a Monday and the next mail to Europe was to go through America, sailing on the Wednesday, for which the rate was 17 cents. As Montreal was itself a collecting office for such mail it seldom dated the letter as it was put into the bag. This letter must have been held for the Canadian Packet 'Jura' sailing from Quebec on Saturday, 12 April. Montreal would add the handstamp 'INSUFFICIENTLY STAMPED'. The ship mail clerk would then have followed instructions and applied his 'SHORT PAID/HALF FINE' handstamp, rating the deficiency as 3d

sterling and the half fine at 3d also. The British Post Office changed this 6d to 9d, to be collected from the recipient, 3d being charged for collection.

Canadian packets called at Derry to leave Irish mail and, if the ship was on time, the European mail. Scottish mail went by rail and ship to the Clyde and was sorted at Glasgow. Letters then carried the 'GLASGOW PACKET' handstamp. If the Canadian ship missed the rail connection at Derry then mail was kept on board and taken off at Liverpool, from where it was sent north. The 'Jura' landed at Liverpool on 23 April and this letter is backstamped Edinburgh AP 24 1862.

The second cover (Fig 2) was also posted on a Monday. The nearby town of Toronto was a collecting office for



Fig. 1. Montreal AP 7 1862 to Edinburgh.

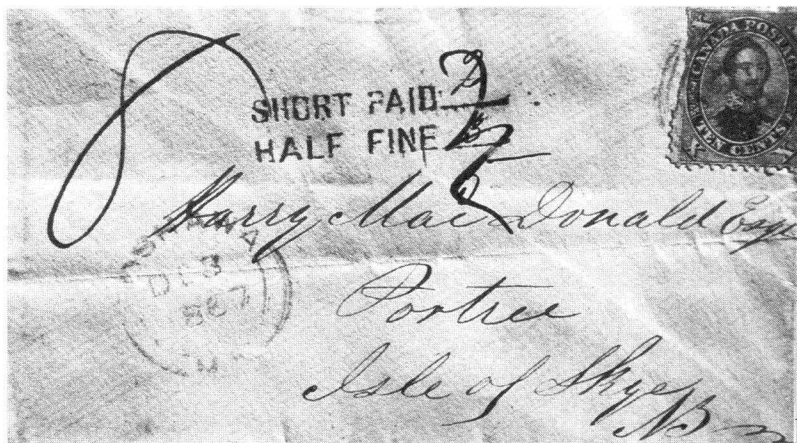


Fig. 2. Oshawa DE 3 1867 to the Island of Skye, Scotland.

transatlantic mail but, as usual, the clerk did not date the cover as it was put in the bag. Being winter, the next Canadian sailing was from Portland from whence the 'Moravian' sailed on Saturday, 7 December. The on-board mail room rated this letter as SHORT PAID 2 pence with a HALF FINE 3 pence making a total of 5d due to Canada. This was cancelled and altered to 8d to be collected at Portree.

The 'Moravian' arrived at Liverpool

on 17 December and received a backstamp at Dingwall DE 18 1867. The nearby town of Inverness is the railway centre, but Dingwall is the junction of the line to the south west, ending at Kyle of Lochalsh, and the line to the north, ending at Thurso and Wick. To get to Skye from Lochalsh a ferry took the mail across the Kyle, then coach and horse went up the coast road to Portree, the letter was probably not delivered until the 20th, depending upon the weather.

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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.

The following note appeared in the British Columbia Postal History Newsletter (Sept. 1995) in answer to a query concerning a Cache Creek postmark of 19 March, 1872, over three months earlier than the official establishment date of 1 July, 1872. It is felt that the broader implications deserve a wider readership...

CACHE CREEK

Bill Topping

There is considerable confusion regarding the transfer of Colonial Post Offices to Dominion status. Prior to Confederation most postmasters were not paid and, by 1871, it appears only the postmaster at Victoria drew a salary although some postmasters, such as the one in New Westminster, were paid for other government duties. According to Gerry Wellburn the postal system had ground to a halt by 1871 with the express companies carrying much of the mail.

Gilbert Griffiths, Post Office Inspector at London, Ontario, visited British Columbia in July 1871 at which time he accepted on behalf of the Dominion government the 25 Colonial offices that were still in operation as of 20 July, 1871, when the Crown Colony officially became part of Canada. At the same time he supervised the destruction of all existing stocks of Colonial postage stamps (Ref. 1 page 159). The latest reported cover using Colonial stamps was in the Wellburn collection, (p. 151) and is dated at Victoria, 12 August, 1871. A number of covers, from Victoria and New Westminster bearing Dominion stamps, were in the Wellburn sale of 23 October, 1993, the earliest being dated 1 September, 1871 at New Westminster with an oval Colonial cancellation. All have small or large queen stamps and Colonial postal markings, indicating that Mr Griffin delivered a supply of Canadian stamps to replace the colonial postage stamps.

On the other hand the continued use of colonial hand stamps indicates that the cancelling equipment was not delivered until a later date. The earliest reported use of Dominion equipment is 8 January, 1872 on a document received at the Victoria Post Office. There are no existing proof strikes for the hammers supplied to the 25 new Dominion post offices plus the 12 additional offices listed by Deaville [Ref. 2 pps. 153-154]. It is likely that the Victoria Post Office received hammers for some, if not all, of these offices at the same time as the Victoria equipment was received, probably in January 1872. Thus, it is quite possible that stamps and equipment were issued to the former Colonial post offices as soon as a postmaster had been confirmed. Mail between Victoria and Ottawa could take more than a month to be delivered so it is quite likely that these ex-Colonial offices may have been open for some months before they were officially established by Ottawa and the postmaster started to be paid. The CACHE CREEK cover of 19 March, 1872 is from this transition period.

References:

1. Wellburn, G. – *Stamps and Postal History of Vancouver Island and British Columbia 1849-71* (Pub 1987).
2. Deaville, S. – *the Colonial Postal Systems and Postage Stamps of Vancouver Island and British Columbia 1849-71* (Pub 1928).

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THE PEOPLE ON THE STAMPS – JOHN MOLSON

Dr Alan Salmon

*I have lived
To see inherited my very wishes
And the buildings of my fancy*
Coriolanus *William Shakespeare*

We have now reached about 1830; a time when there were rapid developments in the economic life of British North America, especially in Montreal. Previously 'The People' have been explorers, statesmen, or warriors, or a combination of some or all of these attributes. We now meet a new breed, the man of business – John Molson created a trading empire based on Montreal and the Saint Lawrence River. He appears on the 34¢ stamp of 1986, issued to commemorate the 150th anniversary of his death (SG 1222, SS 1117).



He was born in Montreal in 1787, the eldest son of a successful brewer. Molson Breweries still exist, now owned by a combination of brewers from Canada, the USA and Australia. John's first appearance in the annals of history was in 1810 when his father travelled to England, leaving John in charge of the brewery. He had shown an understandable interest in the production of beer and, unusually, in the machinery involved; the latter included steam-engines; these were of

considerable importance in the development of his businesses.

In the War of 1812 he was a cornet (the junior officer who carried the standard) in the Royal Montreal Cavalry, he served in that position for seven years. Shortly before the war his father had extended the family interests into shipping, with the first steamship built in Lower Canada – *SS Accommodation*. During the war two new ships were added to the line; the *SS Swiftsure* was commissioned in 1812 and the *SS Malsham* in 1814. They were driven by steam-engines built in Birmingham, England, by the firm of Boulton and Watt, founded by two of the great pioneers of steam power. Steamships were then at the forefront of transport technology, the first successful, commercial steamship was a tug used on the Scottish canals, it was launched in 1801. The Molson ships were used in Lower Canada, with considerable profit, to transport troops and their supplies. The *SS Swiftsure* was the first steamship to serve in a war.

The Family Business

After the war John Molson moved to Quebec to manage the family warehouse. 1815 was a magical year; his father gave him the *Swiftsure* and he visited England, for the first time, to discuss the building of two new ships, to be launched in 1816 and 1817. On this trip he met his cousin Mary, she came to

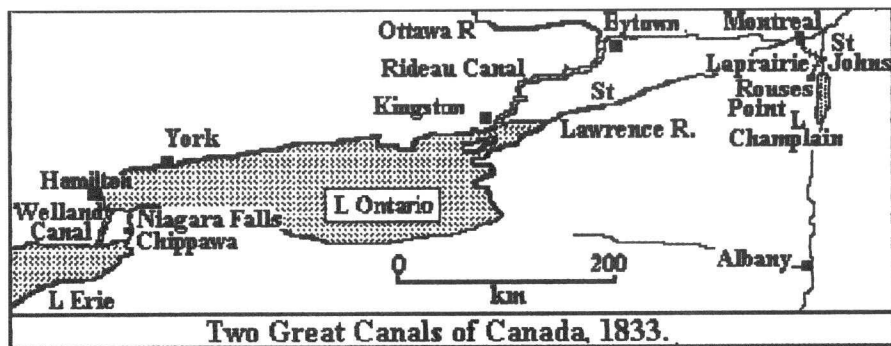
Canada and they were married in October. In December he entered into a partnership with his father and his two brothers to manage the family's interests in ships, warehouses, the brewery and a hotel; he was responsible for the shipping. His investment was the *Swiftsure*, valued at £600,000; by 1819 the value of his share in the business had risen to £1.7M.⁽¹⁾ Rather surprisingly Canadians were building the ships at low cost around that time, in 1825 it was estimated that a 300-ton ship cost 10% less if built in Canada rather than in Britain. By 1835 many Liverpool ships were being built in Canada.

The St Lawrence Steamboat Company

In 1819 he moved back to Montreal; competition on the St Lawrence was now intense as other companies had opened to take a share of the lucrative business. The Molsons decided to take the shipping interests out of the family firm and invest them in a new company – the St Lawrence Steamship Company; the Molsons were the main shareholders and John Molson was the chief executive. The next decade saw the company prosper as there was an upsurge in economic activity; the St Lawrence became the highway for the influx of immigrants into the Canadas

and for the movement of timber from Quebec and Montreal to Britain. The line was also a major contractor to the British forces for the transport of stone, as fortifications were built at Sorel, at Fort Lennox on the Richelieu (SG 1170, SS 1057) and at Île St-Hélène on the St Lawrence.

This was the time of the first big canals in the Canadas. The original Welland canal and locks were opened in 1829, bypassing Niagara Falls and lifting small ships from Lake Ontario (245') to Chippawa (ca 500'). The system was the idea of William Merritt (SG 797, SS 655) who enlisted government support, raised the funds and supervised the work. It has been extended and modified several times, now its 26-mile length is an essential link in the St Lawrence Seaway (SG 513, SS 387 and SG 1122, SS 1015). The Rideau Canal system, built by Lieutenant-Colonel John By (SG 943, SS 820) with two companies of Royal Miners and Sappers plus 2,000 contractors' men, was part of the defences erected against the USA after the War of 1812; now it is mainly used by pleasure craft. In 1827 the first stone of the northern locks was laid by Captain John Franklin (SG 1320, SS 1234). Opened in 1832, its 125 miles,



rising to 275' above the Ottawa River, provided a way between Montreal and Kingston if the St Lawrence route was cut by enemy action. By's headquarters became the small settlement, named after him, Bytown; eventually, in 1855, it became Ottawa. The management of the Ottawa Steamboat Company was taken over by the Molsons; they became the dominant transporters on the Ottawa, Richelieu and St Lawrence Rivers and on the Rideau Canal.

Extended Interests

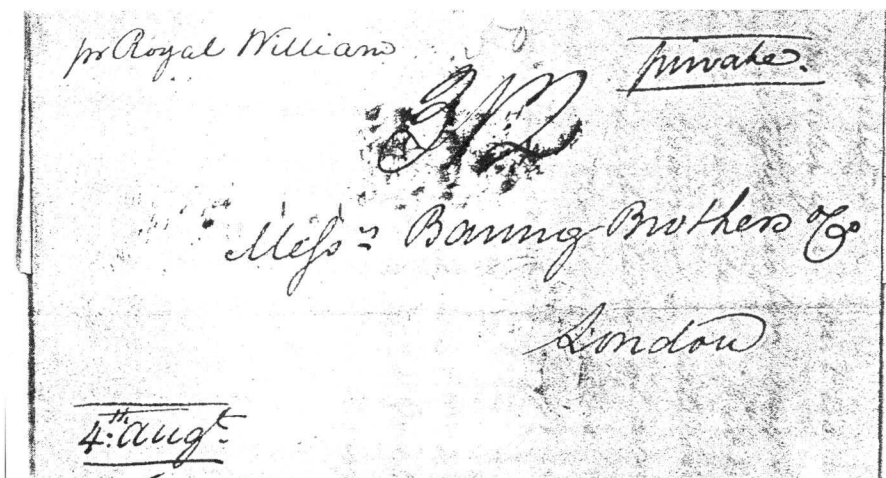
With business going well John Molson became active in finance; in 1822 he bought 30 shares in the Bank of Montreal, valued at £5,000 each. This eventually led to a seat on the Board of Directors in 1826; but he resigned almost immediately, only to return to the Board in 1836. During this on-off-on relationship with the Bank of Montreal he had helped to found the City Bank, in Montreal, as competition. He had also begun to be interested in bonds; by 1842 he was the largest bondholder in Montreal, the annual income from his holdings was £70,000.

In 1829 he went into a partnership with two Quebec merchants, specialising in shipping equipment, foodstuffs, hardware and spirits, under the name of Molson, Davies and Company. He became President of the new Montreal Gas Light Company in 1836, within a year the streets of the city were lit by their first gas lamps. This venture was not a financial success and it was taken over, with John Molson eventually retiring from the company.

Eventually he became President of the Champlain and St Lawrence Railroad, which started operating in 1836 between Laprairie (opposite

Montreal) and St Johns on the Richelieu, a distance of 15 miles, on wooden rails shod with flat iron (see: 'Just a Few Lines', Gillam, 1993). This was Canada's first steam railroad, and it was a success technically and financially; the first locomotive, the *Dorchester* built in England, is shown on SG 1106 / SS 1000. In 1846-48 the entire track was refurbished and by 1851 the railroad had extended 23 miles to Rouses Point in the USA. The modernisation cost some £14M and burdened the firm with a considerable debt. By 1851 Molson held about £1M of the company's shares.

Another adventure in Molson's personal Industrial Revolution was in metallurgy. The first ironworks in Canada, Les Forges du Saint-Maurice (SG 1302, SS 1216), had begun operation at Trois Rivières in 1729, by 1831 it employed 78 workers. Molson inherited St Mary's Foundry in Montreal, in 1836, on the death of his father. The main output was steam-engines for ships, saw-mills, distilleries and hydro-schemes. In August 1833 the *SS Royal William* (SG 331, SS 204) was the first ship to cross the Atlantic using steam as its main source of propulsion; she was launched at Quebec and then towed to Montreal to have her engines installed. At first Molson managed St Mary's himself, it was not a large factory; then he went into partnership with a William Parkyn until 1845 when the partnership was dissolved and the foundry was rented to Parkyn. Molson resumed the management in 1850, eventually selling the plant in 1852. He apparently moved in and out of the business as the market fluctuated – when opportunity beckoned he was the man to grasp his chance. In 1838 he had bought out his partners in Molson, Davies and Company for £1M.



A letter that travelled from New York to England on the SS Royal William.

In the 1830s the Molson family had a firm grip on much of the wealth of Lower Canada; a private bank was suggested but it was not given approval. In 1850 the law governing private banks was changed; in 1853 John and a brother founded the Molson Bank. It issued its own currency and was in direct competition with the Bank of Montreal. In 1856 his shares in the Bank were worth some £4M and yielded 8% in annual dividends. Also he had accumulated great amounts of good property in Montreal and vast farmlands around the city.

Politics

Notwithstanding all his industrial involvements, John Molson played an active part in the politics of Canada. He was raised to the rank of Lieutenant-Colonel in charge of a battalion of the 2nd Volunteer Brigade, part of the militia, and took part in defeating the rebellions of 1837-38 (see next issue). In 1838 he became a Justice of the Peace. He pressed the merchants of

Lower Canada to accept the union with Upper Canada, the United Province of Canada came into being in 1841. However in 1846 Britain turned to 'Free Trade', Canadian timber, grain and flour now met stiff competition in their all-important, previously protected, British market. The Montreal merchants suffered; in 1849 Molson signed the 'Annexation Manifesto' which advocated the annexation of Canada by the USA. The British government withdrew his commissions as JP and colonel. The manifesto, originating in hard-hit Montreal, was overwhelmingly rejected by popular opinion in the United Province.

John Molson now gradually retired from the industrial and financial worlds he had done so much to create. He gave a substantial donation to the Montreal General Hospital in 1829; in 1857 McGill College benefited from his munificence – the Molson family are

Continued on page 232

CANADA'S REGISTERED MAIL TO THE UK, 1855-1877

Horace Harrison FCPS

Letters handstamped 'MONEY-LETTER' had been sent to the United Kingdom as early as the 1840s, and all so inscribed were charged 6d postage due, the British inland registry fee. However, there had been no additional security provided from the time the letter entered the packet mail stream until sorted in the UK. The sender was required to pay the 1d Canadian Registry Fee to obtain the receipt, and the addressee had to pay the 6d British inland registry fee upon delivery, but there was no continuing registration security of the letter while on the high seas. The Cunard Line route from either New York or Boston required that the letter traverse the United States so the letter postage was 10d currency or 8d sterling. Postage charges were even higher if the letter were to be sent by a United States packet rather than British; this was infrequently the chosen route during the period when the Cunard ships were involved with transportation of troops to and from the Crimea. With the establishment of the Allan Line, sailing on a regular basis from Quebec or Portland, Maine, if the St Lawrence were icebound, Canada issued a 7¹/₂d Cy/6d Stg stamp for the reduced rate charged if sent via Canadian packet.

On 29 January, 1858 the British Post Office issued a circular establishing a 6d Stg/7¹/₂d Cy, registry fee 'PAID ALL' the way to destination on colonial letters to and from the UK, in addition to the ordinary postage. This circular was not received in Canada and was not put into effect for eastbound mails until 1 April, 1859 in accordance with Canadian POD

Circular No 43 which was issued on 1 March, 1859. Because of this delay in implementation of the 'PAID ALL' registry fee from Canada, it was usual for letters from Canada to be heavily marked 'PAID' with a manuscript red '6' or 'PAID 6d Stg' handstamp in addition to the adhesive, to indicate that the registry fee had now been fully prepaid to destination.

The change from shillings and pence to dollars and cents brought about a revision in the stamps as well as the registry fee. The 10d stamp became 17¢ and the 7¹/₂d stamp became 12¹/₂¢. On 1 February, 1866 the registry fee to the UK was reduced from 12¹/₂¢ to 8¢ and this fee remained constant until 1 January, 1878 when it was further reduced to 5¢.

The postage rate, however, changed with the implementation of Confederation. On 16 January, 1868, 2¹/₂ months before the introduction of the Dominion Post Office Act, the Cunard packet rate to the UK was reduced from 17¢ to 15¢, but the Allan Line packet rate remained at 12¹/₂¢. One of the new benefits of Confederation was the 7¢ per 4 oz book rate to the UK by the Allan Line and 9¢ by Cunard. The regulations also provided for the registration of books to the UK at the 8¢ fee, while prohibiting such registration within Canada or to other destinations. On 1 January, 1870, postage per ¹/₂ oz letter was reduced to 6¢ via Allan Line and to 8¢ via Cunard, but the registry fee remained the same, 8¢ by either route. On 1 October, 1875 the postage rate to

the UK was further reduced to 5¢ per 1/2 oz by either route, where it remained well into the UPU period. The registry

fee was reduced to 5¢ effective from 1 January, 1878 and Canada joined the UPU on 1 August, 1878.

CHARGES ON REGISTERED LETTERS TO THE UK: 1855-1877

Effective Dates	Registry Fee	1/2 oz Packet Postage		
		Canadian/Allan	British/Cunard	American/Collins
May 1, 1855	One Penny pre-paid 6d collected in UK	None Available	8dStg/10dCy	1/2dStg/1/4 ¹ /2dCy
June 2, 1856		6dStg/7 ¹ /2dCy		
Apr 1, 1859*	6dStg/7 ¹ /2dCy Cash or Stamp			None available
Jul 1, 1859	12 ¹ /2¢ Cash or Stamp	12 ¹ /2¢ Cash or Stamp	17¢ Cash or Stamp	
Feb 1, 1866	8¢ Cash or Stamps			
Jan 16, 1868			15¢ Cash or Stamps	
Jan 1, 1870		6¢ Cash or Stamp	8¢ Cash or Stamps	
Oct 1, 1875	8¢ Stamps only	5¢ Stamps only by any packet or route		
Oct 1, 1876	8¢ Registered Stamp only			
Jan 1, 1878	5¢ Registered Stamp only			
Aug 1, 1878	CANADA JOINS THE UPU; 5¢ Registry Fee & 5¢ Postage to any member.			

* POD Circular is dated 1 March, 1859.

PEOPLE ON THE STAMPS – Contd.

still donors to the Arts in Canada. He died in 1860, probably the richest man in the Province. He was a leader of the Industrial Revolution in Canada, as he had been in many aspects of the commercial life of his developing country.

Footnote:

(1) The figures quoted are today's monetary

equivalents, but they are very approximate as there is no strictly scientific way available to compare money values over a long period. I am indebted to Professor M. R. D. Foot for one example of how some costs stayed remarkably stable from that time: during World War II a notice appeared in a London barber's shop stating: "For the first time since the War of 1812, the price of a gentleman's haircut had to rise above two shillings (10p) to two shillings three pence (11p)".

THE LINE

By The Yellow Peril

Photo by 'Super B'

Not much is known about this elusive variety of the 2¢ green Admiral stamp. This is remarkable considering that: (a) the Admirals are a very popular issue; (b) over 2¼ billion sheet stamps were printed; (c) the 2¢ green Admiral stamp was in use for over six years; and (d) the line can be readily spotted by anyone – even those with less than 20/20 vision.



Constant line in the bottom margin.

The 2¢ green Admiral was issued 6 June, 1922 (used copies with earlier dates have been reported) and replaced by the 2¢ Scroll on 17 October, 1928. It saw relatively little action during its first four years; but when the war tax was removed, 1 July, 1926, and the 3¢ rate for domestic letters and letters to the United States and Mexico reverted to 2¢, the Admiral came in for heavy use. Printed matter to Empire and foreign countries and post cards addressed to the United States, Mexico, the British Empire and domestically also carried the stamp.

The variety is believed to be position #95 on the plate and it is a wet printing. Member Hans Reiche states on page 56 of his book, "A strong guide line appears at the bottom of some stamps. The line is about 13 mm long and 1.25 mm from the frame line. On poorly centered stamps this line can be seen in the margin; on others in the bottom sheet margin."

The scarcity of this line variety could be explained by the brief life span of the plate that produced the line; or the variety occurring just prior to the plate being retired. Another possible explanation is centering. Centering of Admiral stamps, on the whole, is poor. If the horizontal perforations on the two stamps illustrated above were placed a tad higher, the line would be perforated and lost, or it would appear in the bottom selvage.

Any member lucky enough to have a plate number sheet or position piece showing this variety or having any other information on 'the line' is invited to participate in this symposium. Member E. M. Drury's input to these notes is greatly appreciated.

Reference:

'Canada, the Admiral Stamps of 1911 to 1925'. Hans Reiche FCPS, 1965.

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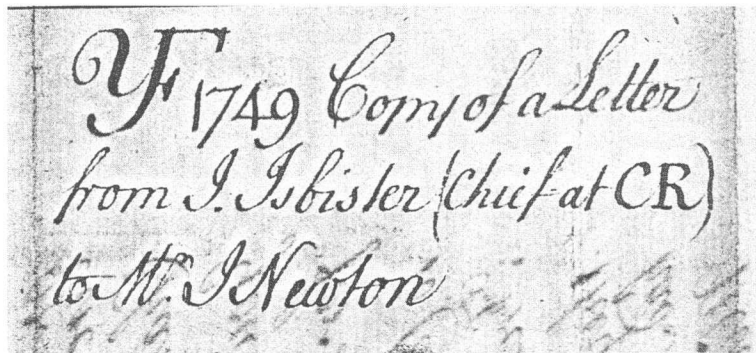
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THE HUDSON'S BAY COMPANY CIPHERS

David H. Whiteley

Part 3: The Company Ciphers used as Identifying Marks



Portion of copy letter from Fort Churchill to England, via York Fort, showing both the 'CA' and 'YF' ciphers. Courtesy of P.A.M. HBC Archives

The re-establishment and construction of new posts during the eighteenth century created a need for quick and easy means of identifying goods and correspondence passing between London and the Forts. Consequently the convention of using stylized monograms to identify the destination or origin of goods and correspondence expanded from the original usage of the seventeenth century. Scribes attached to various forts and factories endorsed their outward correspondence with a stylized manuscript abbreviation of the fort's name. The most common of these stylized abbreviations was the one used at York Fort which appeared as **YF**. Other abbreviations are known from Albany Fort – **AR**, Prince [of] Wales Fort on the Churchill River – **CR**, Moose River Fort – **MR**. Examples of all the above abbreviations can be found in the Public Archives of Manitoba, Hudson's Bay Archive.

Variations of these monograms were

used to mark crates and bales of goods bound for the various factories and presumably for goods sent back to England. An examination of early Bills of Lading has established the use of ciphers to identify outward bound supplies and trade goods. From a very early date bales destined for the following posts were despatched from London bearing the following ciphers:- in 1684 **HI** (Hayes Island, later York Factory), **RR** (Rupert River, Fort Charles), **PN** (Fort Nelson), and in 1685 **AR** (Fort Albany).⁽²⁸⁾ It is probable that the convention of using ciphers on correspondence to identify the originating factory was developed from this use of bale markings, for example **YF** branding irons are known at York Factory and are on display as part of the artifact collection.

For the philatelist the most interesting endorsement is the York Fort **YF** which was used for a considerable time and could still be seen on

correspondence emanating from York Factory in the first half of the nineteenth century. Although much of the material containing this abbreviation can only be seen in the Hudson's Bay Archive a few examples are known to be in the hands of collectors and those within the public domain are highly sought after. Other ciphers occasionally appear in private hands, Allan Steinhart recently showed me a cover with the **MR** cipher. This letter was mailed in Musselburgh, Scotland, addressed to Hudson Bay House, London where it arrived 18 February, 1832 and was then forwarded by the annual supply ship. It was received at Moose Factory on 8 June 1832. Allan has received a second Moose Factory single folded letter bearing the **MR** cipher, sent in the spring of 1832 from Scotland through the Hudson's Bay Company offices in London. Both letters were to Alexander Stewart Esq. CF. Albany (Fort Albany). They probably formed part of a package

of letters sent from London to HBC's agent in New York who would have forwarded the package, unopened, to Montreal. From there the correspondence for the forts on James Bay, including Moose Factory, would have been sent by express canoe, up the Ottawa River to Fort Timiskaming and then by lake and Abitibi River (present day name) to Moose Factory. In the C. de Volpi sale two covers were offered, one with a **YF** cipher and another with an **RRS** (Red River Settlement) cipher addressed to Hudson's Bay House, London.

From surviving letters housed in the Hudson's Bay Archives from both York Factory and Albany River up to the 1750s, I have been able to establish that by 1712 the inscription **AR** was in regular use at Fort Albany and from 1727 the **YF** cipher was in regular use at York Factory. From this and other evidence I am reasonably confident that

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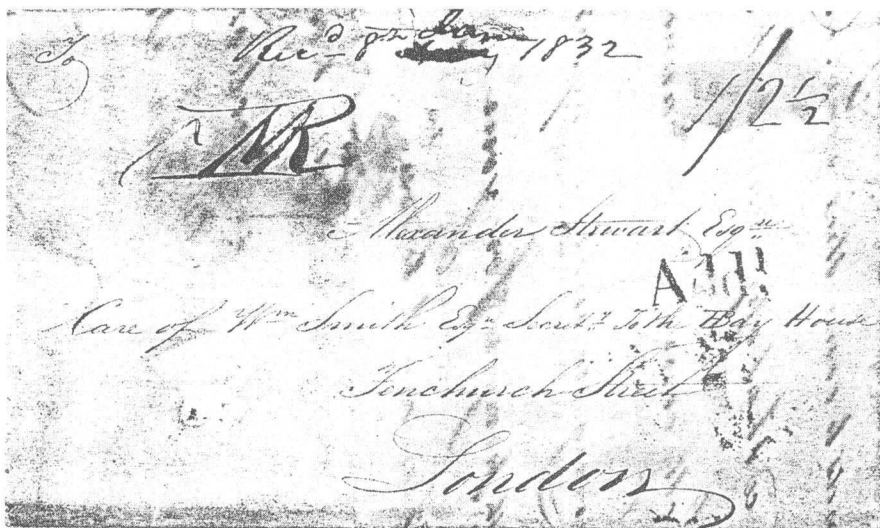
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Cover (1832) from Scotland to Alexander Stewart at Moose Factory, sent c/o William Smith (Secretary), the Bay House, Fenchurch Street, London, and forwarded to Moose Factory – Note the MR cipher. Cover is rated 1/2½ and carries the Scottish 'Addl. ½d' handstamp. The reverse carries a two-line red handstamp 'Musselburgh Penny Post' and a red circular London receiving mark (18 February, 1832). Endorsement shows letter received 8 June, 1832.

Courtesy of Allan Steinhart

these ciphers continued to be used regularly as a means of identification until well into the nineteenth century. As more trading posts were established, ciphers were developed as identifiers. Gray Scrimgeour has informed me that he has heard of an *FA* cipher, presumably Fort Alexander, he also informed me that the late Sam Nickle had seen a marking for St. Boniface. I have a photocopy of the outer cover of a letter originating from Churchill River which was copied at York Factory and sent on to London with a 1747 date that bears both the *YF* inscription and a *CR* (Churchill River) inscription.

As time permits, further research will be done in the Hudson's Bay Archives, which I am very confident will reveal many other ciphers, hitherto

unrecorded, from the various posts and factories that the Company established in Western and North-Western Canada between 1800 and the 1870s, when the Company relinquished all its holdings to the newly created Dominion of Canada. However, I consider it important that my findings to date be put on record so other postal historians will be aware of this material and will be able to recognize it. I suspect that the Highlands of Scotland and the Western Isles would be a particularly fertile ground for research as many of the Hudson's Bay Company's employees, who rose to positions of importance in the wilderness of western Canada, came from that part of the world.

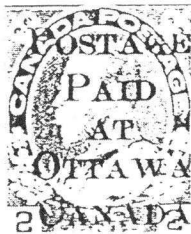
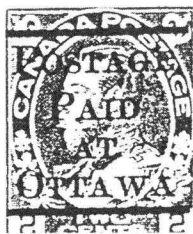
Reference:
[28] PAM HBCA A.24/1

POSTAGE PAID AT OTTAWA

The Overprints re-visited

J. Colin Campbell

What was the purpose of the overprint 'Postage Paid at Ottawa' on the 2c carmine Admiral stamp? Could it have been to frank Canadian soldiers' mail during World War 1? And, for that matter, why were stamps placed on soldiers' FREE mail on its arrival in Canada?



It was 40 years ago that a Canadian, G.R. Workman, broached the subject of these overprints in a 'BNA Topics' article in February, 1955. First impressions then associated them only with precancelled stamps.

The answer to the last question came in a 'BNA Topics' article in February 1959, written by the late F.W.L. Keane and entitled 'Why Stamps on Free

Letters?' In reply to the question, B.J. Farrell, Director of Administration, P.O.D. Ottawa, wrote "The practice of placing postage stamps on letters from soldiers on active service was to ensure that unpaid, or possibly 'rated up' mail, would be delivered to the addressee without collection of postage." He went on to say that this practice was initiated on 8 October, 1914, and ceased on 27 July, 1917. Stamps were affixed and cancelled, prepaying delivery from exchange offices to destination. Some of these offices were: Halifax, Ottawa, Montreal, London, Hamilton, Toronto, Winnipeg and Vancouver.

It was also learned that ordinary stamps on soldiers' mail were not accountable between the Department of Militia and the Post Office Department.

My own searches have produced little positive further information; a search by Thomas Hillman, National Archivist, covering military records, failed to produce any references. Stanley Deaville, Postal Inspector, stated that pre-cancels were prepared with a view to having similar ones made for the major cities, Toronto, Montreal, Hamilton and Winnipeg, but the project was abandoned.

This is an extremely scarce group of stamps, very few are known in collectors' hands. No more definitive information seems to have been published so any information held by members could be of great interest. Has anyone seen an example used on cover?

A LUCKY STRIKE

L. F. Gillam FCPS

Most stamp collectors, I expect, dream of discovering a long-wanted item when they leaf through a dealer's stockbook, or search through his hoard of covers. The essential element in this dream, if it is fulfilled, is that the stamp, or cover or whatever it is, must be at a price that can be afforded, and preferably much less than that. Now, Horace Walpole, that inveterate old 18th century gossip and letter-writer, coined a word for this sort of thing: he called it 'serendipity', which dictionaries define as 'the faculty of making happy chance finds'.

During the course of a long collecting career, however, I cannot lay claim ever to have been excessively 'serendipitous'; but I did have one moment of modest triumph. It was really quite by accident that, on the spur of the moment, I went into a stamp shop unknown to me in the back street of a little provincial town. It so happened that it was a few steps away from a house of refreshment towards which I was making my way. The day was very hot and I was very tired; needless to say, therefore, I was sorely in need of a 'pick-me-up'. That two such rival attractions should present themselves in such a challenging juxtaposition presented me with a dilemma; but as I have already indicated, I put the demon drink behind me, at any rate temporarily.

Mother Hubbard's

The shop, if I can call it that, was not very prepossessing and, but for a few scattered packets of stamps laid out haphazardly behind a grimy window, I would surely have missed it. A little tinkling bell announced my entry into a little room, not much bigger than Old

Mother Hubbard's cupboard, I imagine, and certainly almost equally as bare. To say that the furnishings were spartan is not to put a gloss upon them. As I recall things there was a shelf on the side wall; on the shelf perhaps half a dozen stamp catalogues leaned together in collective support. Obviously they had either been very well used or they were sadly out of date. As events transpired the latter was the case, sadly, for the dealer, that is. But that is to anticipate events. In front of the shelf was a short, stout mahogany counter with a flap top at the end. There may have been some other features to what had obviously been at one time a little general store but, apart from a door in the back of the shop leading to an inner room, those are my vague, remaining recollections, apart from the fact that there was no proprietor present. Clearly he had either deserted his post or he was otherwise engaged behind the inner door.

It was from there that he finally emerged, just at the point when I was seriously thinking about the rival attraction a few doors away. He had a half-eaten sandwich in one hand and a kind of look on his face that was certainly not beaming a welcome. Obviously I had interrupted his lunch. However, business was business even if it was reluctant business and as he stationed himself behind the counter I asked him if he had any 'Canada'.

In response to my timid enquiry he reached down under the counter where, after some groping around, a large and sinewy hand, like that of Longfellow's village blacksmith produced a huge stockbook. "Might be a few there," he

replied as it landed with a thump on the counter. Never before, and never since, have I seen the like; if it was not as big and fat as my mother's old family Bible it certainly ran it a very close second. "All a third cat", he announced before demolishing the remnants of his sandwich. Not being a strongman in a circus, free-lancing as a part-time stamp dealer, as he might well have been, I needed both hands to turn it round. I scarcely needed to open it, however. It was already half open, positively bulging with stamps, some of which can best be described as bunches of stamps crammed into the cellophane strips to breaking point and, in some cases, beyond it.

Samson

Samson, as I shall call him from now on, was clearly a man who belonged to the 'pile em high and sell 'em cheap' school. He was also, to give him his due, a man with some rudimentary ideas about how to arrange his stock. It was, as I discovered to my relief, housed in some kind of order, alphabetical that is, by country, more or less. Now, if I was not in temporary possession of all the world's stamps, I certainly had a fair representation of them from Abyssinia (sic) to Zanzibar, if not Zululand, but I soon got to the 'Cs'. I recall some mint French Colonial Cameroons in all their glorious technicolour and many Chinese 'Junks', a word of ill omen I am afraid. Now this is not a deliberately contrived pun; but 'junk' is a fair enough description of Samson's 'Canada'. Higgle-dy-piggle-dy is also a fair enough description of its presentation; some used 3 cent Diamond Jubilees that had, apparently been sun-bathing for sixty years and more and had now faded from Gibbons 'carmine' to a very anaemic Scott's 'rose'; two or three 5 cent 'Beavers' that had seen better days;

some mint post-war com-memoratives; some bunches of low value Edwards; perhaps a dozen or so garish 3 cents Small Queens that even I could distinguish from Indian reds, and then some more bunches, this time of 1 cent green and 2 cent red Admirals. I cannot say that I was disappointed; after all Samson had not led me to believe that he had a Canadian gold mine.

Out of deference to him I had to disguise my indifference. He had not raised my expectations, and I had interrupted his lunch. It was up to me, therefore, not to go away empty-handed. Now I was not, and am not, the kind of collector who never stirs from home without being fully armed with tweezers, glass and Instanta gauge in case I stumble over a stamp. So I used my thumb in the approved manner to extract, quite at random, but with what I considered to be (from Samson's viewpoint, anyway) a studied and careful selection of his wares. In all, I suppose, I finished up with about twelve stamps, none of which I really wanted, apart from one: a 1 cent green Admiral that had been 'socked on the nose' with a circular date stamp that was certainly a railway postmark, but not one to send my pulse racing. I had merely registered the lettering 'SASK', and 'R.P.O.' and left it at that.

The evaluation of my little pile of stamps, much to my relief, was a speedy one. It required only one reference to Gibbons "All the world Catalogue" (the big fat one for 'simple lifers' which had lost the cover of its spine, and the leaves of which I noticed had been conspicuously thumb-ed.) This was in respect of my 'Beaver' with its blunted perforations, a creased corner and a 'killer' postmark that had decapitated the little beast, obliterated Victoria's

crown and smudged most of the remaining design. Quite clearly Samson knew what it was. He was dealing with a 'classic'! "A shilling," he announced, after consulting his bible and, presumably, doing some intricate calculations in his head. And a shilling it remained. I was not in an eastern bazaar and not in a haggling mood. The rest of my treasures, I was thankful to note, were priced 'off the cuff', and in all a florin, or maybe half a crown changed hands. After that, with the big deal concluded, Samson thumbed my treasures into a little transparent envelope which I slipped into my wallet. The usual courtesies were exchanged I expect. All I can say with certainty is that I soon found a more congenial environment.

Second Thoughts

It was many weeks and possibly months before I looked at the stamps again. I had put them in a drawer in my desk and, not surprisingly, I had forgotten them. As so often happens, I was really looking for something else when I spotted the little envelope. Now this is the burning point around which the story revolves; I was half inclined to throw it in my waste paper basket. I don't know what held my hand at that moment. Maybe I was born under a lucky star? Perhaps a good little fairy whispered in my ear? Anyway, as they say, second thoughts are often best. As I tipped the contents out on to my desk and looked at them with a jaundiced eye it lighted on my one cent green Admiral. It was a peculiar green, even I knew that.

But of course it was the postmark that caught my eye. I did not need to peer at it through a glass as I read 'BULYEA & SASK. R.P.O. No.1' with the direction mark 'E' and dated DE 12 15. Now I had been collecting railway

postmarks long enough to know that those with the second terminus ending with the abbreviation for Saskatoon were fairly common. I also knew that the one I was looking at had so far eluded me. A new planet had swum into my ken. There was nothing surprising about that; but I was certainly pleased that I had not reacted to my first impulse. My next move was to reach for Shaw's 1963 catalogue, at that time, and for many years to come, the Canadian railway postmark collector's indispensable vade-mecum. To say that I was very surprised to find that my postmark was not listed would not be true. At that time new postmarks were constantly being reported to Shaw who, in collaboration with Lewis Ludlow, was laying the groundwork for a new, revised, catalogue which eventually appeared in 1975. I cannot remember now whether I reported my new 'find' to Shaw or Ludlow; it was one of quite a number of discoveries that I and many others contributed over the years.

A Rarity

In the intervening years my 'penny' postmark (for that is what Samson probably charged me, if that) went into my collection, gone and forgotten. Forgotten, that is, until I received Lewis Ludlow's new catalogue in 1975. It was at this point, when I consulted it, that I found that I had been modestly serendipitous; my postmark was not only listed, it had a rarity factor of 500, together with an asterisk which indicated in Ludlow's words that it was of "rarity sufficiently above 500 to be well off the scale."

Nor was I alone in my serendipity, for it was about this time that one, David Sessions, F.R.P.S.L., reported a new shade of the 7 cents Edward, straw, for which he was immortalised in Stanley

Gibbons British Commonwealth Catalogue. Now it was news of this, which first appeared in MAPLE LEAVES, I think, that reminded me of the 'peculiar' shade of my 1 cent Admiral. What follows will be anticipated probably. For once I practised what I have always preached: I really used my eyes. Blinded by the wonderfully 'socked on the nose' postmark I had failed to notice that the outer ring and small parts of the lettering had obscured part of the '7' in the numeral boxes making both look like '1'! The shade that had also struck me

so forcibly all those years before was, of course, the rare pale sage green.

Now if (and it is a big 'if') my rare postmark had been struck on the 7 cents Edward 'Sessions' shade I would have been more than just modestly serendipitous. I would have been able to claim that it was a remarkable and breathtaking coincidence. This, for those who are strangers to the word, is called 'synchronicity'. But this belongs to the dream world. Fiction, for once, would have been stranger than fact; but I am not in the habit of writing fairy stories!

Yes, of course I know what it is, it's er . . . Most of us have been caught out at one time or another over a seemingly familiar word or acronym. We're about to put matters right. Here, and in subsequent issues, as column fillers, we shall present some of the things one stumbles across in BNA philately.

YES, OF COURSE

Let's start with a few acronyms in no particular order.

MOOD – Money Order Office Datestamp – introduced 1928 and used up to 1940.

MOTO – Money Order Transfer Office – proofed c1928, little used until 1940 when it seems to have replaced MOOD.

MOON – Money Order Office Number – replaced MOTO in the 50s and 60s.

POCON – Post Office Computer Organisation Number – replaced MOON in 1970.

SCADTA – Sociedad Colombo-Alemana de Transportes Aeros

(Colombian-German Society of Air Transport) – Colombian stamps overprinted 'Ca' could be bought at the Consular Office in Canada to prepay internal airmail postage in Colombia.

RPO – Railway Post Office.

TPO – Travelling Post Office.

DLO – Dead Letter Office.

Suggestions for inclusion in future issues will be welcomed. If you are aware of the definition of the item(s) submitted then the Editor would be pleased to share that knowledge, he is not omniscient.

CANADIAN LETTER MAIL TO BADEN AND BAVARIA IN THE EARLY 1870s

George B. Arfken

The Canadian postal rates charged for letters to Baden and Bavaria, shown in Table 1, were anomalous.

Table 1. Canadian Letter Rates to Baden and Bavaria

Date	Postal Rate
Fall 1869	23¢ per 1/2 oz.
Fall 1870	16¢ for 1/4 oz., 28¢ for 1/2 oz.
Fall 1871	16¢ for 1/4 oz., 28¢ for 1/2 oz.
Fall 1872	10¢ per 1/2 oz

Two points about Table 1 should be clarified:

1. The postal rate information has been taken from the 'Tables of Rates of Postage' in the 'List of Post Offices in Canada.' These publications are dated July. However, Maggie Toms and this writer have shown that the 1870 tables were actually published in October⁽¹⁾. It is likely that the other Tables of Rates of Postage were similarly delayed. Hence the word 'Fall' before each year date.

2. The entries in Table 1 for 1870 and 1871 are strikingly different from the entries for these years in the Duckworths' rate table for Germany⁽²⁾. The Duckworths' table applies to the union of German states being formed by Prussian Chancellor Bismarck. Baden



Figure 1. Cover posted in Montreal, AP 22 70, and addressed to London. The 6¢ Allan packet postage was paid with a 6¢ LQ. The cover was carried by the 'North American' out of Portland April 23. Red LONDON PAID 5 MY 70 receiving mark. Readdressed and remailed to Baden, the cover was endorsed 'Via Belgium.' The 6d postage was paid with a British brown violet 6d stamp (Scott 61). There is a red PD, also a blue AACHEN 7 5 transit mark. Courtesy of R. Maresch & Son.

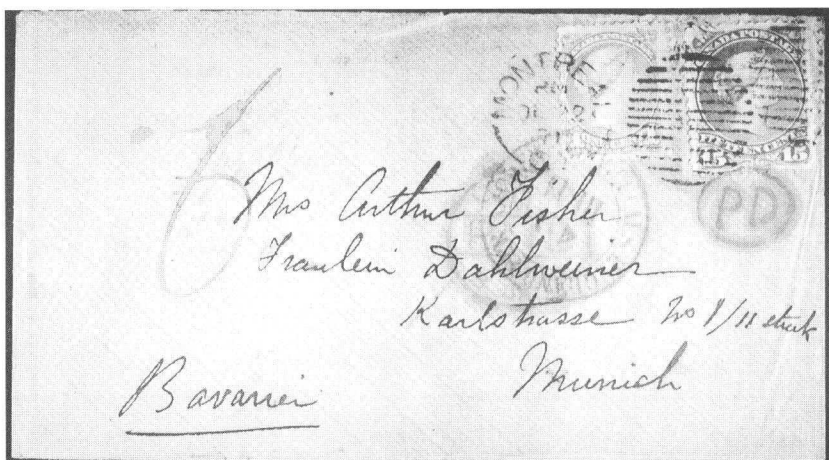


Figure 2. A 15¢ LQ and a 1¢ SQ paid the prescribed postage for a 1/4 oz. cover to Munich, Bavaria. The cover was mailed in Montreal, DE 22 71 and carried on the Allan 'Prussian' out of Portland Dec. 24. Red LONDON PAID, 3 JA 72 and a red PD. Paid to go via France, there is a red 6 accountancy mark. However, the cover was forwarded via Belgium, blue AACHEN transit. 5 JAN 72 receiving mark on reverse.

and Bavaria did not become members of this political union, the North German Confederation, until 1871. Following the defeat of France in the Franco-Prussian War, the new German Empire, including the states of south Germany, was proclaimed on 18 January, 1871.

Alternate Routes. There were two routes for British and Canadian mail to Baden and Bavaria. One route was to Calais and then south through France. The second route was to Ostend, Belgium, then to Aachen, Germany and finally south. The 'for 1/4 oz.' for 1870

Table 2. British Letter Rates to Baden and Bavaria

Date	Baden, Bavaria	
	Via France	Via Belgium
1 Jan. 1857	6d for 1/4 oz., Rhenish Prussia 8d for 1/4 oz., other N	
1 July 1859	ditto N	6d per 1/2 oz. A
1 July 1870	ditto N	3d per 1/2 oz. A
3 June 1872	3d for 1/2 oz. A	3d per 1/2 oz. N



Figure 3. Cover mailed in Montreal JA 19 72 and addressed to Munich, Bavaria; a 15¢ LQ and a 1¢ SQ paid 16¢ for up to 1/4 oz. The cover was carried on the Allan 'North American' from Portland Jan. 21. Red LONDON PAID, 2 FE 72 and red PD. There is a red 3 accountancy mark appropriate for going via Belgium. MUNICH 4 FEB receiving mark.
Courtesy of R. Maresch & Son.

and 1871 in Table 1 clearly means via France. The 'per 1/2 oz.' for 1869 and 1872 indicates that the letter would go via Belgium.

Each prepaid Canadian cover going beyond England would receive a red LONDON PAID transit stamp and a red PD (Paid to Destination). The cover would be forwarded essentially as British mail. So, what were the British postal rates for Baden and Bavaria during this period? Table 2 shows these rates, given by the Moubrays⁽³⁾.

Tables 1 and 2 provide the basic information about the rates and routes for Canadian mail to Baden and Bavaria during the early 1870s. Now we inspect three covers to see how these rates and routes were followed – or not followed. We'll find that communication between the British Post Office and the Canadian Post Office was seriously inadequate.

Figure 1 shows a cover from Montreal AP 22 70 addressed to London. The cover was remailed to Baden with a 6d British stamp. The point of this cover is that it was endorsed 'Via Belgium' and paid the British 6d rate to Baden. Via Belgium was the secondary or alternate route. Yet the rate for this route was only 6d for 1/2 oz. compared to 8d for 1/4 oz. going via France. You have to wonder why Belgium was the secondary route and not the normal route. Was going via France much faster? On 1 July, 1870, the British rate for going via Belgium dropped to 3d. Still via Belgium remained the secondary route.

Apparently, in early 1870, the British Post Office notified the Canadian Post Office that going via France was the normal route. So the Canadian Post Office used the via France rates in the 1870 and 1871

Tables of Rates of Postage. You have to wonder if the British explained to the Canadians that a route via Belgium was available and that it was much cheaper.

Figures 2 and 3 show the result of this breakdown in inter post office communication. Figure 2 shows a cover from Montreal DE 22 71 addressed to Munich, Bavaria. The listed Canadian rate, 16¢ for 1/4 oz., was paid with a 15¢ Large Queen and a 1¢ Small Queen. The cover was marked '6', crediting Britain and debiting Canada with 6d. This might have been appropriate if the cover was being forwarded via France. Instead the cover was forwarded via Belgium. There is no black CALAIS transit stamp but there is a blue AACHEN stamp. The accountability mark should have been a '3', not a '6'.

The cover shown in Figure 3 followed the cover of Figure 2 by a month. Of the same correspondence, it was mailed in Montreal JA 19 72 and carried the same 15¢ Large Queen, 1¢ Small Queen franking. This cover was marked correctly with a '3', to cover the 3d British rate to Bavaria – via Belgium.

On 3 June, 1872, the rate via France was reduced to 3d per 1/2 oz. and via Belgium was declared the normal route! The 1872 Canadian Tables of Rates of Postage finally reflected the British 3d rate and showed Canadian rates to Baden and Bavaria of 10¢ per 1/2 oz. The unfortunate 16¢ for 1/4 oz. rate became a part of history.

References:

- (1) "When Were The 1 July 1870 Tables of Rates of Postage Published?" George B. Arfken and Maggie Toms, *PHSC Jour. no. 48*, pp. 28-29, 1987.
- (2) '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. P. 399.

(3) 'British Letter Mail to Overseas Destinations, 1840-1875', Jane and Michael Moubray, *The Royal Philatelic Society London*, 1992. pp. 310-313.

Correction – 'POSTAL STATIONERY'

Horace Harrison writes to apologise for the suggestion, on p189 of his article 'Recent Postal Stationery Acquisitions' (ML Jan 1996), that the Allan Line had changed its terminus from Liverpool to Glasgow. The last sentence of the paragraph commencing 'The second cover . . .' should be replaced by:

'On board, this letter was sorted to the Glasgow bag by the Ocean Mail Clerk, sortation of letters from the UK to Canada having been authorized in mid-July, 1860; Canada to the UK 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 when the letter was dispatched to Dumfries via Carlisle, arriving the same day.'

The following references should also have appeared at the end of the article:

'The Canadian Ocean Mail Clerk, 1860-1887'; K. S. Mackenzie, *National Postal Museum*, Ottawa.
'Atlantic Mails'; J. C. Arnell, *ibid*.
'North Atlantic Mail Sailings, 1840-75', W. Hubbard & R. F. Winter, *US Philatelic Classics Society*.

The author of the following article is the Secretary of the World War Two Study Group of the Cinderella Stamp Club. While not part of mainstream philately, the labels are very much part of social history as are, for instance, advertising covers.

If any of our military mail or closet cinderella collectors can help, then our Secretary, Tom Almond, will be pleased to hear from them.

CANADIAN CINDERELLA LABELS OF WORLD WAR II

Chris Miller

The scarcity of reliable information about many of the labels which were produced during the war was the reason why the Cinderella Stamp Club set up a specialist World War II Study Group.

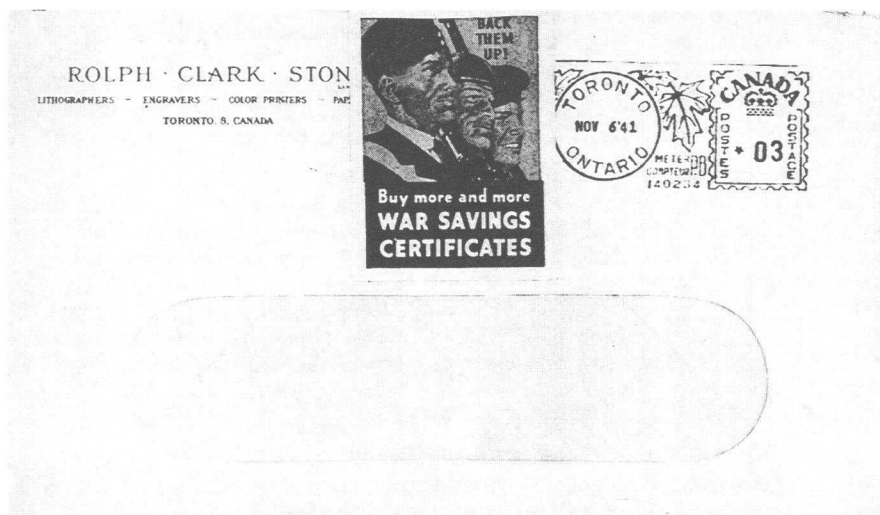
'Cinderella label' in this case refers to any stamp-like label issued in connection with the war. The main categories that have already been identified are war savings, patriotic and propaganda, commercial, fund raising, poster stamps and exhibitions. Many labels will fit into more than one category. There will no doubt be more.

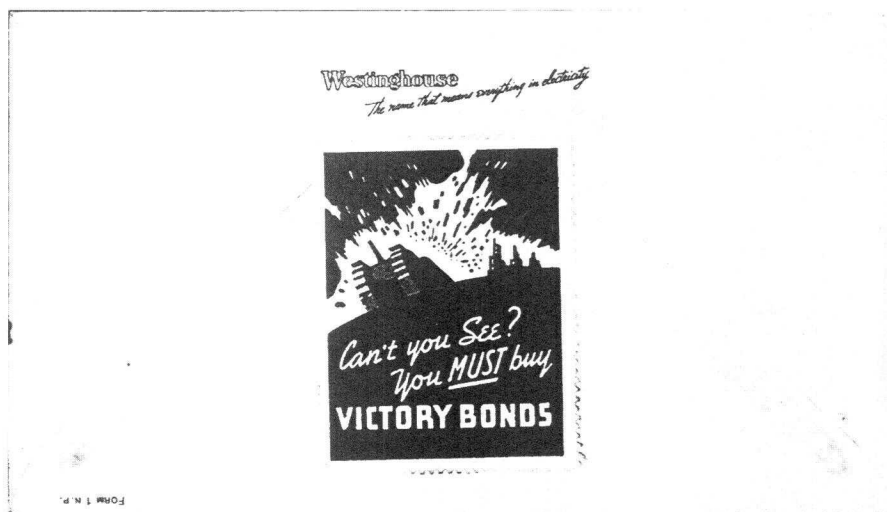
Commonwealth labels is "Patriotic and Propaganda Labels of the British Commonwealth" by Clive Edwards. This lists some 28 World War II Canadian labels.

Group members in the first half year of operation have been able to identify over 80 labels that have likely Canadian connections. This has not been all from our own collections and your Secretary, Tom Almond, deserves special mention for twelve at that time unlisted labels on Canadian covers. Two of these are illustrated.

The main published work on

Of the labels currently listed only





three are in the commercial category and three in fund raising. Canada is unusual among the Dominions in that no Red Cross labels have been identified to swell this category and only one exhibition label has so far been identified.

There are ten examples of savings stamps and a further eleven savings publicity stamps, but by far the biggest category is patriotic and propaganda labels.

It is suspected that a large number of other known labels, particularly those printed on gold or silver foil, are also Canadian. Adding those thought to be Canadian brings the total beyond one hundred to date!

Attributing labels to Canada presents difficulties. Those used in

Canada were not necessarily produced there and, for instance, a label bearing the imprint 'Printed in Canada' is listed in Edwards under Jamaica because it has been seen used from Jamaica, this demonstrates the difficulty in separating the myth from the reality.

Canadian labels often appear where Canadian troops were deployed overseas but even a list of locations of Canadian units does not allow for Canadian personnel in British units.

Handling a fair quantity of labels and listening to many opinions does allow patterns to build up which suggest probability. If any member has firmer information then please come forward with it. If you have any archive material in particular we should be delighted to hear from you.

CONVENTION '96

Booking forms and competition entry forms are enclosed. Please complete and return them, as appropriate, as soon as possible.

LETTERS TO THE EDITOR

Robert Lunn

REVISITING AN OLD FRIEND!

A couple of years ago while attending a stamp show, and not having much luck at finding any new gems, I came across the label shown below. It caught my interest in that it looked very much like the 1898 Map Stamp! Even the colour scheme is very similar with the Indian Ocean being a similar shade of blue to the light blue used in the Map stamp and the Red denoting India also being similar to the red in the Map stamp. Being rather discouraged at not finding any Map Stamps to buy, I purchased the label.



Two years later I pulled this label out again to have another look. I became intrigued with how closely it resembled the 1898 Map stamp. Across the top of the label are the words LADY MINTO'S FETE. A fete, according to Webster's Dictionary is 1. A feast or festival. 2. An elaborate outdoor entertainment. Down the left hand side is the name CALCUTTA and down the right hand side the date JANUARY 1907. In the lower corners (where values would normally appear on the Map stamp) are letters I and R.

I have attempted to find out more information about Lady Minto but all I have been able to come up with is a reference to The Earl of Minto, Gilbert John Murray Kynynmond Elliot (1845-1914). The date 1907 is very interesting in that it is shortly after the issue of the Map stamp.

I would be very interested to hear from any members who may have more information on this label and know of any connections it may have to the 1898 Map Stamp or possibly the Postmaster-General W. Mulock who is closely associated with the Map Stamp.

Lynda Schutt

... KPIEGUN ...

A 1¢ Numeral bearing the above partial? cancellation has bothered me for some time. Several enquiries have failed to bear fruit, I should dearly love to know the location.

There is a mark beyond the 'N' which may be the crossbar of another letter or the rim of a broken circle cancellation. I have enclosed a photocopy but it may not print up well. If any reader can tie down the location for me I should be very grateful.



SOCIETY NEWS

FROM THE PRESIDENT

The arrangements for the 1996 Convention are well under way; I hope that with Convention in September, the weather will be kind to us.

Some of our non-regular members may wonder why we are returning to Perth so soon after our visit in 1992. Our starting point after the War was the Station Hotel on a wet Saturday in March, 1946, so we felt it appropriate to commemorate our 50th anniversary at the same venue.

May I remind everyone that booking forms accompany this issue of 'Maple Leaves' and early booking is essential. The package will be held until 14 July, after that we may not be able to hold the price and it may necessitate going elsewhere if our allocation of rooms is used up.

The provisional philatelic programme includes two short Yukon displays, acknowledging the centenary of the gold rush, street cancellations, etc., Centennials and special delivery. Fuller details will appear in the June issue. On the social side, visits are planned to St Andrews and Stirling Castle on Thursday and Friday afternoons respectively; Perth Theatre will be the target for non-philatelists on the Friday evening.

After five years invaluable work, Treasurer Alan Salmon has decided to "bow out and let someone else take on a very satisfying job". I should like to thank him on behalf of all members for his contribution to the continued success of the Society.

I am delighted that John Hillson has agreed to take on the office of Treasurer and, under Rule 13, I have appointed him with immediate effect.

FROM THE SECRETARY

Annual General Meeting

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting, to be held at the Station Hotel, Perth, on Saturday 14 September, 1996, commencing at 9am. 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 sole retiring committee member is Mrs M. McGregor (Scotland) as the other two posts were unfilled.

Nominations and any proposed amendments to the Rules should be signed by two members of the Society and sent to the Secretary to be received not later than 14 June, 1996.

Constitution and Rules

The following proposals to amend the Constitution and Rules have been received and will be put before the AGM.

1. That Rule 27 be changed to read:

"The Committee shall have the power to suspend or to remove from the rolls any member who acts to the detriment of the Society, the Secretary of the Society having given that member reasonable

time to show cause why such action should not be taken. This requirement may be waived where a member has been found guilty in a Court of Law of a philatelic offence.'

2. That all references to 'Chief Executive' should be replaced by the word 'Chairman'.

Following discussion of proposed changes to competition rules and marking at the 1995 AGM, the points raised have been considered by the sub-committee appointed for that purpose. Revised proposals will be published in the June issue.

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 14 July, 1996.

FORTHCOMING EVENTS

1996

Apr 15 London Group – Beaver Cup
Apr 25-28 STAMP '96 at Wembley Exhibition Centre
May 17-19 PIPEX '96, Salem, Oregon, USA
May 20 London Group – AGM & subjects 'D', 'E' & 'F'
Aug 30-Sep 1 BNAPS Convention, Fort Worth, Texas, USA
Sep 11-14 CPS of GB Convention, Station Hotel, Perth

Sep 18-22 Autumn STAMPEX, Business Design Centre, Islington, 52 Upper Street, London

1997

Aug 28-30 BNAPEX '97, St John's, Newfoundland
Sep 10-13 CPS of GB Convention, Crown Hotel, Harrogate

International Exhibitions

1996

June 8-16 CAPEX '96, Toronto, Canada
Sep 27-Oct 6 ISTANBUL '96, Istanbul
Oct 25-Nov 5 ATHINA '96, Athens, Greece

1997

Apr 16-21 NORWEX '97, Oslo, Norway
May 29-Jun 8 PACIFIC '97, San Francisco, USA
Oct 17-26 MOSCOW '97, Moscow, Russia
Dec 5-14 INDIA '97, New Delhi, India

Details of the London Group can be obtained from Colin Banfield 0181 281 0442 (home) or 0171 407 3693 (office); Wessex Group details from Dr Dorothy Sanderson 01794 523 924.

MOVING STORY

Your Editor moved house in May last. The occasional missive still arrives via the old address. The P.O. re-direction order expires in May, so please ensure your address book is up to date.

It would be a great pity if a cherished MS was lost forever in the bowels of the Post Office.

CLASSIFIED ADVERTISEMENTS

FOR SALE

Canadian R.P.O. cancels on post cards, covers and stamps. Send s.a.e. for price list to J C Campbell, #303-1260 Raymer Avenue, Kelowna, B.C. V1W 3S8.

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WANTED

Postcards, postal stationery, photos and ephemera of any Canadian airlines or aircraft, past or present. Also any Canadian cinderella or revenue stamps. Hugh Johnson, 27 Ridgeway Avenue., Gravesend, Kent, DA12 5BD.

Registered cover from Canada to the UK, showing the 13¢ rate from 15 July, 1920 to 30 September, 1921; also 19th century registered covers to the UK. Michael Wedgwood, 113 Kidderminster Road, Bewdley, Worcs., DY12 1DG.

AMENDMENTS TO MEMBERSHIP to 20 February 1996

New Members

2722 Tomlinson, Robert B. RR 1, Osoyoos, BC, Canada V0H 1V0
2723 Lacey, Malcolm, PO Box 9, Winchester, Hants, SO22 5RF
2724 Cooper, Tracy, 60 Fairview Drive, Williams Lake, BC, Canada V2G 3T1
2725 Fabian, George, 230 Fir, Park Forest, Illinois 60466, USA
2726 Etkin, Eric, 48 Conduit Street, New Bond Street, London W1R 9FB
2727 Deveney, David C., Box 644, Penticton, B.C., Canada V2A 6P1

CR, CR2
MPO, PH
BC PH
—
—
PC

Resigned

2576 Green, V. 2360 Gregson, J. M. A.

Deceased

2349 Parker, C. A.

Change of Address

2304 Bartlet, D. W. Correct spelling
1635 Charkow, A. Change Apt. No. from 18 to 19
2301 Felton, J., PO Box 209, New Riegel, OH, 44853 USA
1522 Gunby, E. V. Add Post Code NG17 8BL
2561 Lunn, Robert, 440B, Gibson Street, Fredericton, NB, Canada, E3A 4E9
2172 Lyon, R. D. Change Post Code to CF61 2XJ
2580 Kimpton, L. 1 Berkley Court, Reddish Road, Whaley Bridge, Stockport, Cheshire, SK12 7DL
2664 Malcolm, W. P. L. Change Post Code to UB8 1PN
2332 Rocheleau, Michael J. C P 247, Succ Anjou, Quebec, H1K 4G5
1315 Rosenblatt, D. G. 5300 Edgeview Drive, Byron, CA 94514, USA
2674 Thompson, R. P. Change Apt. No. from 116 to 216
2441 Wilton, G. H. Forest House, Foxley Lane, Binfield, Berks, RG42 4EE

Maple Leaves Returned – Address Required

211 Headley, R. P. 2522 Thompson, T. M.

Revised Total 458

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 1995/6

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Slogan Postal Markings 1912-1953		£9.50
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Postage Rates of North Atlantic Mails 1635-1867	Montgomery	£19.00
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JOURNAL OF THE

CANADIAN PHILATELIC SOCIETY

OF GREAT BRITAIN



Maple Leaves

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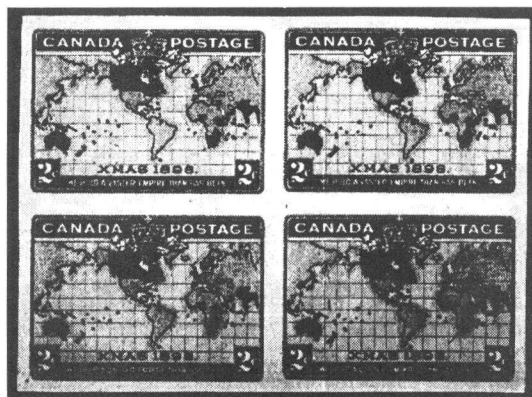
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MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

Founder:

A. E. Stephenson, FCPS

Edited by: David Sessions, FRPSL, FCPS.

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

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JUNE 1996

Whole No. 258

EDITORIAL

Among the 'Society News' items will be found a note of events, both philatelic and social, planned for our 50th Convention in Perth. Accompanying this issue is a catalogue for the annual auction scheduled for the Saturday afternoon. We hope the combination will entice a few 'newcomers' to come along and remind the 'regulars' to get their booking form off, if they have not already done so. Don't forget the competitions either; apart from the opportunity to win a trophy there is the opportunity to put some of your cherished material in front of fellow members for their delectation.

Whilst on the subject of trophies, it was pleasing to hear that John Hillson collected both the Ferris Trophy and the Cowell Salver (best first time entrant) at the Scottish National Show in March,

with an entry of 6¢ SQ, not bad for a beginner! Records show this 'double' only to have been performed once before, but this is undoubtedly the first with Canadian material. Congratulations are also due to Jim McLaren who took a silver with his early Canadian machine cancels. Good to see the Maple Leaf is still a force in the land of the Society's birth.

Members will have seen, in the last issue, that John Hillson is taking over as Treasurer; we take this opportunity of adding our thanks to outgoing Treasurer Dr Alan Salmon, who has kept us in good financial shape these past five years or so, while continuing to entertain with his stories of people on Canadian stamps.

Continued on page 288



PUBLIC AUCTIONS

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Rob Lunn raised the question of Lady Minto's Fête in the April issue. Stan Lum has been quick to supply more details, as has 'Mac' McConnell in the 'Letters' page.

THE STAMPS THAT WEREN'T

The Yellow Peril Photo by 'Super Bee'



The twelve-day Lady Minto Fête held in Calcutta, beginning 28 January, 1907, to raise money for the local hospital and Minto nursing schemes was a conspicuous success – netting £25,000. To coincide with the Fête, the Philatelic Society of India planned a stamp exhibition which, however, did not take place as the space allotted at the Fête was insufficient. The secretary of the society, Wilmot Corfield, then conceived the idea of a special commemorative issue for the Fête – a set of three stamps: 4 annas (red) portrait of Lady Minto; 4 annas (blue) Lord Minto; and 1 rupee (black, green, and red) depicting a map of India. The design of the portrait stamps was inspired from the Canada 1903 Edward VII stamp while the rupee stamp bore an interesting resemblance to the Canada 1898 Map stamp.*

The stamps, printed by the Survey of India Department, caused a stir when placed on sale at the Fête. The issue was quickly withdrawn as there was no official sanction for them. Perhaps someone recalled the Charles Connell affair and pointed out what Lord Minto was letting himself in for by supplanting the King's countenance. A few covers franked with the Minto stamps and bearing the special red postmark sneaked through the Fête Post Office. This unframed postmark consists of a red bold Geneva Cross encircled by the words, 'MINTO FETE CALCUTTA,' with time and date in the angles of the cross. A slightly different postmark has been seen tying a stamp to a postcard dated 29 January, 1907. The card was sent to New Zealand. The words, 'LADY MINTO FETE' and 'CALCUTTA' are in a straight line.

Gilbert John Murray-Kynynmond Elliot, 4th Earl of Minto, was the eighth Governor General of Canada. Born into a family long identified with British public service, he received his education at Eton and Cambridge but, a man of action, he decided on a military career which brought him to Canada. In 1883 he served at Rideau Hall as Military Secretary to Lord Lansdowne. Two years later he was Aide-de-Camp to General Middleton on the expedition to suppress the second Riel rebellion. His next trip to Canada was as Governor General 1898 to 1904. In 1905 Lord Minto was appointed Viceroy of India.

The energetic Mary Caroline Grey who married Lord Minto was for some years Queen Victoria's private secretary. She was also a sister of Earl Grey who became the ninth Governor General of Canada. She visited Canada for the first time on her honeymoon in 1883 when her husband was Military Secretary to Lord Lansdowne.

Lord and Lady Minto were hosts to their Royal Highnesses the Duke and Duchess of York, afterwards King George V and Queen Mary, during their

visit to Canada in the summer of 1900. The Mintos, both fine skaters, founded the Minto Skating Club in Ottawa. It is still active today and has produced one world champion, Barbara Ann Scott.

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The Canadian Encyclopedia. 2nd ed. Edmonton: Hurtig Publishers, 1988.

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Encyclopedia Canadiana. Toronto: Grolier of Canada, 1977.

AMERICAN RESEARCH PHILATELIC LIBRARY kindly provided these references:

– *Philatelic Magazine*, 17 June, 1960, p. 445.

– *India's Stamp Journal*, August, 1968, pp. 173-174.

– *Gibbons Stamp Weekly*, 27 August, 1910, p. 212.

**Editor's note: In an article in 'The Stamp Lover' Wilmot Corfield said "... when discussing their design ... I handed him as models for his artist to work upon a couple of the then current stamps of Canada."*

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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Dr John Gatecliff, Subscription Manager

The dollar equivalents are \$22 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 30 April will be removed from the *Maple Leaves* circulation list.

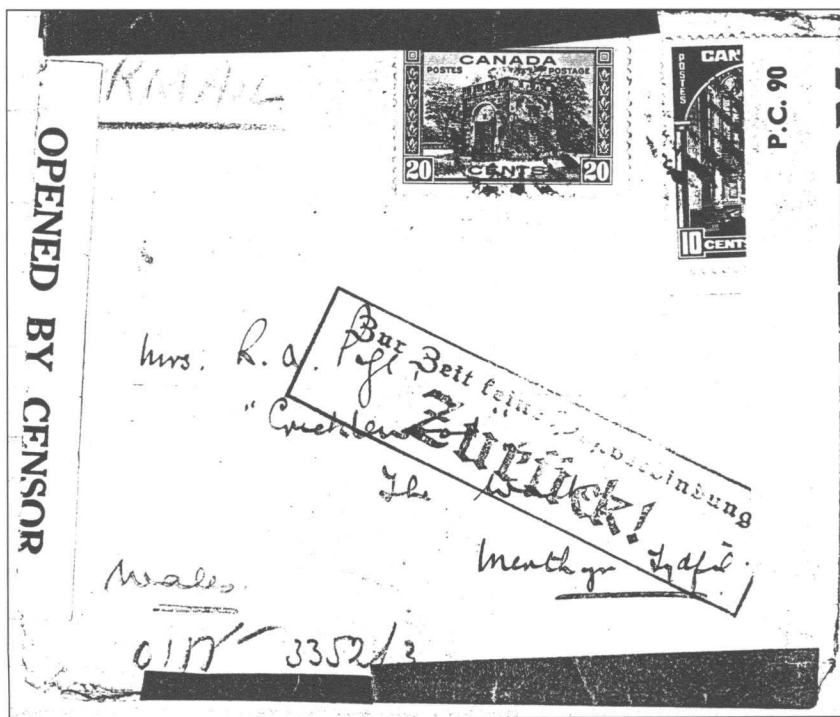
WARTIME AIRMAIL? Mac McConnell

Wartime international airmail routes are frequently inadequately documented, due to unforeseen situations and rapidly changing circumstances.

A trans-Atlantic cover, the front and reverse of which are shown, yields few real clues despite a goodly array of markings. At first sight it should have been simple to get the letter from Canada to U.K. because it was correctly franked at the then current airmail rate of 30¢. The stamps were cancelled with anonymous, undated bars (possibly at Halifax, NS – but that is only an

assumption) and the letter marked AIRMAIL in blue (GPO?) crayon.

Either before or just after this it was opened and resealed by a censor using the OPENED BY CENSOR label with the printers imprint S 2577a/100M - 8 - 40 (6615)/HQ 815-9-2577a but no identifying number. The label is tied by a boxed 'From HM (or HMC?) Ships / PASSED BY CENSOR'. This all suggests naval origin, reinforcing the idea that the barred canceller was used at Halifax. It is believed the addressee was the wife of a naval officer.





So far, so good – on to an aircraft, you say, and forward to destination. But not before it has been thoroughly opened and checked by German military censorship as indicated by the GEOFFNET sealing strip, the large red eagle and swastika handstamp on the reverse and the pencilled censor's identity numbers on the front.

The German post office added a large boxed 'Zur Zeit keine Postverbindung / Zurück!' marking (For the time being, no postal service / Return to Sender!) As there was no return address on the outside of the envelope it appears to have been forwarded to the addressee, but not before another (U.K.?) censor became involved. It was OPENED BY

EXAMINER 7208, sealed with a PC90 label and further sealed by gummed brown paper tape. The only clue to dating is the 100M 8-40 in the printer's imprint, indicating that one hundred thousand of these labels were printed in August 1940.

It is my surmise that the letter was not sent by air but by sea and captured at some point by a surface raider. I may be totally wrong in this assumption.

Does any member have a more plausible explanation as to how the German authorities became involved and under what protocol and by which route it returned to Allied hands and so to Merthyr Tydfil?

PHILATELIC PHABLES (3)

Horace W. Harrison F.C.P.S.

In 1959 Canada issued a stamp in commemoration of the opening of the St Lawrence Seaway, in conjunction with the United States. It turns out that two sheets, each comprising four panes of 50, were printed with the centre inverted. J. N. Sissons of Toronto and Casimir Bileski of Winnipeg, two of the pre-eminent stamp dealers in Canada, made an attempt to determine how many of these inverted centre stamps were actually released to the public, by buying up as many of these stamps as they could in order to set the price. Early in 1960 the word spread around to Jim Sissons that Fred Jarrett had a complete pane of 50 of these stamps and this was just about the worst person in the world to have a complete pane of these stamps as far as Jim Sissons was concerned. Fred was a fine old gentleman, but extremely difficult to deal with. Now, Fred knew that Jim Sissons and Bileski were trying to buy up the stamps, but he never mentioned to Jim that he had the pane, and finally Jim said to him "Fred, I understand that you have a complete pane of 50 of the Seaway Invert" and Fred said "Ummh". Taking that as an affirmative answer, Jim said "Do you want to sell it?" and Fred said "Ummh", and Jim said, "Well, how much do you want for it?" and Fred said "Ummh".

After about a month of very serious negotiations, they arrived at a price which seemed to be equally satisfactory, or unsatisfactory to both of them, as the case may be, and Jim said "Well, where is the pane?" and Fred said "It's in my bank vault". Jim said "Why don't you go and get it" and Fred said "No, you bring your cheque and we'll go to the bank

vault together, and you give me the cheque and I'll hand you the sheet, right there in the safe deposit box area". Jim said "All right", made out his cheque and they went to the bank together. Fred got his box open and handed Jim the pane and was taking the cheque when Sissons grabbed the cheque back, and dropped the pane which fell on the floor. Jim let out some expletives which are not printable in this publication. What Fred had done was very carefully cut out the centre portion of the Seaways from one pane and pasted them upside down on another pane and then taken a photograph of it which he had shown around, but not to Sissons, so that everybody knew from the photograph that Fred Jarrett had a complete pane of the Seaway invert. Sissons, the minute he felt the weight of the sheet in his own hands, realized that it was too heavy, and there was something very much amiss with the nearly consummated deal; he therefore cancelled the deal by snatching his cheque back. All this took place while Jim Sissons was in the process of selling Fred Jarrett's magnificent collections of British North America stamps and covers; bound volumes of the sale catalogues are now part of the desirable literature of BNA philately. There is no Seaway Invert pane to be found in these catalogues, genuine or otherwise.

If you look it up today (1995) in the Unitrade Specialized Catalogue of Canadian Stamps, you will find that it is listed as Scott # 387a, approximately 400 issued Mint \$13,500; used \$12,500 and \$15,000 on cover. Many were used

Continued on page 265

FOR OVER SEVENTY YEARS THE NAME

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THE PEOPLE ON THE STAMPS – PAPINEAU

Dr Alan Salmon

*A Canadian lawyer named Papineau
Thought the powers of the people were low.*

*So he said let's have a fight,
But I retain my seigneurial right;
his republic froze in the snow.
The Rebellion of '37 Anon*

Louis-Joseph Papineau was the leading French Canadian nationalist during the first half of the 19th century. He was a complex mixture of a professed democratic republican and an avid supporter of the old French seigneurial system when it came to the rights of property. He was directly involved in the armed rebellion that took place in Lower Canada in 1837. His opposition to the existing system of government in the province did help to improve eventually the balance of interests between those living there and the distant, central Government in England. The 6¢ stamp of 1971 (SG 681, SS 539) was issued to commemorate the 100th anniversary of his death.



He was born at Montreal in 1786, the son of a rich seigneur involved in local politics. Although the Papineau family were wealthy and socially acceptable due to their seigneurie, their assets were small compared with some of the families of British stock, such as the Molsons (SG 1222, SS 1117), who controlled the economy of Lower Canada. Louis-Joseph seems to have been his parents' favourite child; the father was a monarchist and moderate liberal, the mother was devout and austere. The latter was the only parental characteristic that the son retained.

Early Days

After his primary education he entered the Sulpician college of Montreal; in 1802 he left after trouble with his teachers. His parents then sent him to Quebec to complete his education at the Petit Séminaire. There he acquired the reputation of being a gifted pupil, not a great worker but a great reader; he later said he lost his faith at the seminary. He then moved back to Montreal to train as a lawyer in the office of his cousin; by 1810 he was authorised to practise law. In the War of 1812 he served as a captain in the militia. He also entered politics, joining the Parti Canadien and being elected to the House of Assembly in 1809 – he was a member, on and off, until 1854.

French Canadian nationalism was now becoming a significant factor in affairs, it was supported by the French Canadian professions and the small merchants. They were opposing the British merchants, the public servants and the so-called 'French Canadian traitors'. In both the Canadas the political structure devolved from the Governor-General, appointed by HMG's Colonial Office, to the Lieutenant-Governor of the Province who was advised by appointed Legislative and Executive Councils. The provincial House of Assembly was elected; it could vote, subject to a veto, the entire amount of expenditure except that provided by HMG. Thus there was a built-in conflict between the House and the superior government – the elected House could vote expenditure, but it could be vetoed by the appointed Governors advised by the appointed Councils, also HMG could have a policy for the Province but it could be frustrated by the way funds were allocated.

In 1815 Papineau became leader of the Parti Canadien and was elected Speaker of the House of Assembly of Lower Canada. The post commanded a considerable salary so he was able to buy the seigneurie from his father in 1817 and to marry, the next year, the daughter of a Quebec merchant. His influence in the Parti continued to grow, it was helped by his journey to England in 1823 to argue successfully against a bill, submitted to the British Parliament by the Lower Canada merchants' party, to create a political union of the St Lawrence valley. The French Canadians feared this would lead to their assimilation and a loss of their identity. In 1826 the Parti Canadien became the Patriote party, with Papineau as its tall, austere, authoritarian leader; it was said

"One look from Papineau would subdue all his Canadian flock".

The Road to Rebellion

He had a great gift for oratory and, from 1830, he instituted, in the Assembly, a series of systematic obstructions to the government to force it to adopt the reforms his party sought. His overall objectives, to change the political system but to retain the social system, were not accepted by all the leading lights of his party. Several, including the moderate La Fontaine (SG 273, SS 148), wished to eradicate the seigneurial system; in direct conflict to Papineau's support for this traditional institution. Influenced by Thomas Jefferson, he now tended to a combination of the seigneurial system and democracy, a Lower Canadian republic of small landowners. For Papineau the prime economic activity was agriculture, many French Canadians were small farmers; he was hostile to all other forms of commerce, probably domination by British Canadians influenced his attitude.

Another point of conflict in Papineau's complex personality was his support of the established church, as part of the French Canadian establishment, and his personal anti-clerical attitude. Following his withdrawal from the Roman Catholic Church he became a pointed critic of the privileges of the church and of religious education. He envisaged a lay society with churches separate from the State, but feared that the early disestablishment of the Catholic Church would hinder the movement to independence; it also acted as a safeguard against the Church of England – "the ally of the persecutions that have been contrived against Canadiens".

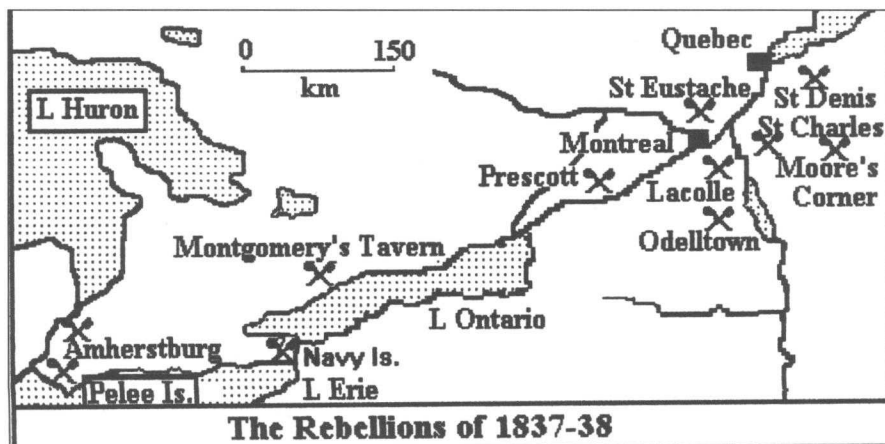
He was also against the timber trade, the banks and the investment of public money in transportation. In 1834 he urged the electors of Montreal West to withdraw their money from the banks – "Whether there be banks or not, there will not be one more acre farmed, or one acre less". He wanted free trade, to combat the protective tariffs of Canadian timber and wheat, thus to weaken, as he saw it, Canadian capitalism. That same year the Ninety-two Resolutions were introduced to the Assembly, these were prepared to clarify his aspirations and political ideas. Addressed to the Crown, they were a list of the grievances and requests of the Patriotes, including an expression of republican sentiments and a denunciation of the Governors-General for maladministration. Following a Royal Commission of Inquiry they were rejected by HMG, in February 1837, as being excessive.

The Rebellions of 1837-38

At the beginning of 1837 there were at least three factions in the Patriote party: a radical wing, keen for open revolution, a more prudent group led by Papineau

who was prepared to use force if necessary, and a group who were against the use of arms. A Banque du Peuple had been established in 1836, its president was Papineau's cousin; one of its functions was thought to be to help the revolution although Papineau claimed he had been against its formation. His strategy was to proceed by constitutional means but, if these failed, Patriotes throughout the province were to stir up the population and to boycott taxed products, if this failed armed revolt was to start in December 1837, after the freeze-up. His cause got no support from the Church which declared against any use of force – a serious blow to his hopes of a popular uprising.

In October there were large gatherings at St Denis and St Charles where the leaders openly preached revolt. Papineau went to the latter meeting with an armed escort but reproached the radicals for having incited the government to act before the appointed time for revolt. In November, following rioting in Montreal, the Governor decided to arrest the leaders.



Papineau moved to St Denis where he acted as leader of the civil faction and as supreme commander – appointing generals. The fighting lasted only three weeks; there was a minor rebel success at St Denis on 23 November, six regulars were killed and the rest, who had been seeking Papineau, were forced to withdraw. The rebels were led by Papineau's chief supporter Dr Nelson; amongst them was a Georges Etienne Cartier (SG 312, SS 190). Two days later the rebels were comprehensively beaten at St Charles, Papineau fled across the border to Vermont. The major action was at St Eustache, where about 750 entrenched rebels were stormed by 2,000 militia and regulars; the rebellion in Lower Canada was crushed.

Spurred on by events in Lower Canada there was also fighting that December in Upper Canada, at Montgomery's Tavern near Toronto; here the rebels were led by a William Lyon Mackenzie, a fiery, reckless, reformer. No regular troops were available in Upper Canada, the Lieutenant-Governor had sent them to strengthen the forces in Lower Canada. The rebels were defeated by the militia led by a fighting Irishman, Colonel Fitzgibbon, who had achieved fame during the War of 1812 when, with 50 regulars, he had bluffed over 500 American regulars to surrender. Further fights took place near Amherstburg and on Pelee Island in January and March of 1838; then the Upper Canada rebellion petered out. Mackenzie fled to the U.S.A. to urge further actions; rebel raids, both about 400 strong, against Prescott and Amherstburg took place in 1838, both were repulsed by the militia. The captured rebel leader at Amherstburg was defended at his trial, unsuccessfully, by John A. Macdonald (SG 266, SS 141 & SG 693, SS 586),

who eventually became the first Prime Minister of Canada. There was also a strong reform movement in Nova Scotia, led by Joseph Howe (SG 755, SS 616), but this remained a peaceful confrontation; Howe eventually became Lieutenant-Governor of Nova Scotia.

In February 1838 some 600 fugitives and sympathisers crossed from Vermont into Lower Canada but were driven back by the militia and some regulars. In June Lord Durham, the new Governor-General of BNA, pardoned minor offenders, exiled eight to Bermuda and forbade Papineau to return to Canada on pain of death. As Bermuda was outside his jurisdiction his action was not approved by the British government; he resigned. Early in November further rioting and fighting took place in and around Montreal; martial law was declared. Another invasion came from across the border and the Republic of Lower Canada was declared with, ironically, Dr Nelson, an Englishman, as President. Some 1,500 rebels were defeated by a strong force of militia, Indians and regulars at Odelltown. Dr Nelson fled to the U.S.A. Thus ended the rebellions of 1837 and 1838.

Postscripts


Lord Durham stayed long enough in BNA to gather a mass of information and to hear complaints and suggestions from all sides. His clear, concise report to HMG, in 1839, set out his recommendations for solving the problems. It led directly to the union of the Canadas in 1841 and to more responsible government. Papineau went to France in 1839 in an unsuccessful attempt to gain the support of the French government; he was amnestied in 1844 and arrived back in Canada the next year. He returned to politics in 1848 but refused to accept the union of the

Canadas, his ideal now being the annexation of Lower Canada by the U.S.A. Dr Nelson became convinced that the future of Lower Canada was within the British Empire; eventually he was twice Mayor of Montreal. In 1842 La Fontaine became the joint Prime Minister of the United Province of Canada, with Robert Baldwin (SG 273, SS 148). Cartier became a leader in the move to Confederation and a Prime Minister of Canada.

Papineau gradually withdrew from active politics, spending most of his time at his 18,000 acre seigneurie of Montebello, 60 miles from Montreal, on the Ottawa River. He opposed Confederation, denouncing it as a hoax to perpetuate English monarchical and aristocratic institutions in Canada. Papineau died at Montebello in 1871, four years after Confederation. For two



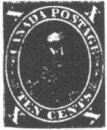
decades he dominated the Patriote Party, but lost control when it embarked on a disorganised rebellion; his influence was small after that debacle. Nevertheless, some of the reforms he desired came to pass as the British government followed Macaulay's golden rule: "Reform in order that you may preserve". Now there is a Papineau district in Montreal and he has his place on the stamps of Canada.

PHILATELIC PHABLES – From p. 259 by the public without realizing what a valuable item they possessed. A picture post card is known used to England, bearing the Seaway Invert and a 2¢ Queen Elizabeth stamp to make up the 7¢ airmail rate to Great Britain. I've been tempted to bid on it both times it has been offered for sale at auction, but have always resisted, as it is outside my prime area of interest.





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PERFINs (PRIVATE)
PLATE BLOCKS
POSTAGE DUE ISSUES
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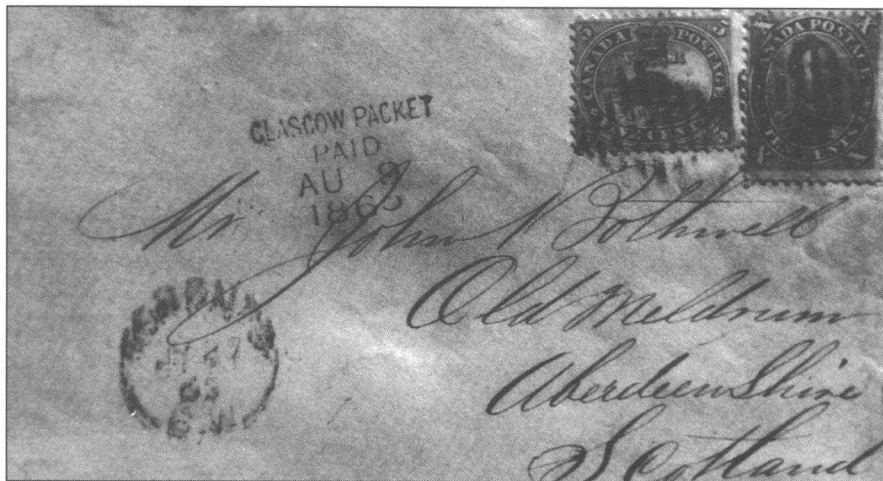
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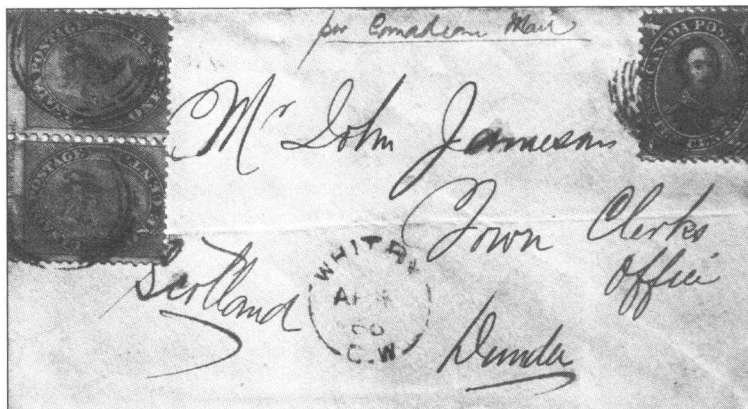
Toronto JY 27 1865 to Aberdeenshire. An overpayment.

The above date was a Thursday, giving ample time for the letter to be put on the Canadian Packet 'North American' sailing from Quebec on Saturday, 29 July. It is an undirected letter stamped to the value of 15 cents, making it an overpayment of 2½ cents. Arriving at Derry on 8 August it would travel by rail and ferry to Glasgow where the 'GLASGOW PACKET PAID' handstamp was applied on 9 Au 1865. There is only the face of the cover so no backstamps are visible. The Consort stamp is perforated 12 x 11¾ and is a very deeply printed example from printing order 18a showing it in a rich colour, redder than the stamps from order 17 which also had a similar fullness of colour.

The cover overleaf was dated stamped on a Wednesday and the letter was sent

to Montreal where it received the backstamp AP 6 1866, as it was bagged before being sent to Portland for the Canadian Packet 'Monrovia' sailing on Saturday, 7 April. It arrived at Liverpool on 18 April and is backstamped Dundee AP 19 1866.

This cover was shown to members at the Edinburgh Convention in 1959 by Mr J. J. Bonar who pointed out to me that the pair of 1 cent stamps showed the full imprint which I was able to plate for him as of positions 3 and 4 on the sheet. The 10 cents stamp is from Order 21c and is unusual in that the perforation is 11¾ x 12, a very seldom seen combination on this value. It is deeply printed in a rich colour, much redder than those of order 22 that followed. The half cent underpayment was apparently ignored.



Whitby AP 4 1866 to Dundee. An underpayment.

YES, OF COURSE . . .

Our examination of terms and abbreviations often encountered in Canadian philately (and elsewhere) continues with:

WET AND DRY PRINTING – until the mid-1920s line engraved stamps were printed on dampened paper which absorbed ink more readily and produced a sharper impression. The sheets were then dried, gummed and perforated. Around 1923 the dry printing method was introduced, greater pressure in the printing process achieved the same sharpness. Thus pre-gummed paper could be used and time was saved in not having to dampen and dry the paper. For a time both methods were in operation so some Admiral stamps printed in the mid 1920s, as well as postage due and special delivery stamps, exist in both forms. Stamps printed by the 'wet' process shrink during drying so the design is a little narrower than that created by the 'dry' process.

A useful tip, to save repeated

measurement, is to take a cheap or damaged stamp which is known to be (say) a wet printing, e.g. an early Admiral, cut it in half and keep it as a template. Place it over the stamp to be checked, if the margins tally then it's another wet printing, if the stamp being checked is wider then it's a dry printing. *Note: see also Bob Bayes' letter on p.280.*

PASTE-UP PAIR – in the early days of coil machines there were no rotary presses available to print rolls of stamps. Sheets of 400 (20 x 20) were therefore printed and perforated either vertically or horizontally; the sheets were then guillotined through the imperf margins. The resultant strips of 20 stamps were then pasted end to end, using the sheet margins, and then coiled. Every 20th stamp was, therefore, one of a 'paste-up' pair.

JUMP PAIR or STRIP – also related to coil stamps; noticeable when one subject in a pair or strip is misaligned with its neighbour(s).

DUNDURN CAMP

A Field Post Office Postal History

Colin Campbell

Dundurn Camp, Saskatchewan, is 25 miles south-east of Saskatoon on Highway 11 and is in the Rosthern electoral district.

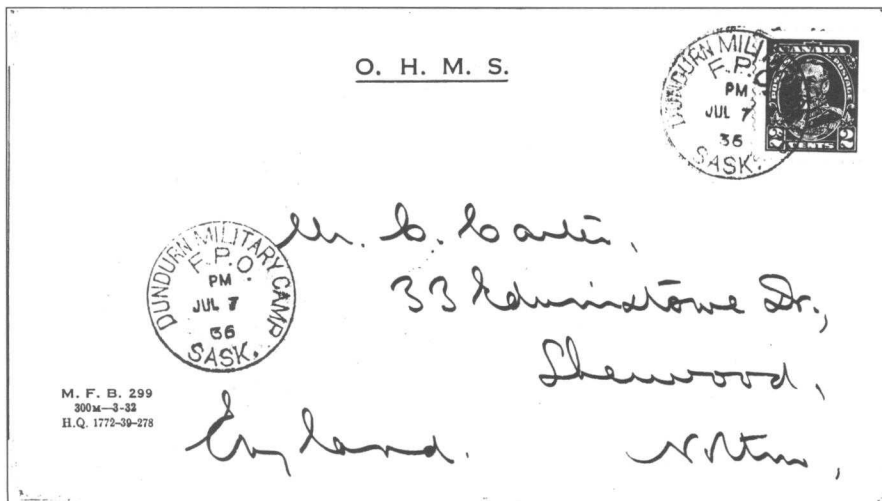
The camp was built as a Government relief project between 1931 and 1936. The original buildings were of sand blocks cast on the site. Captain Chris Volkes was the Engineering Officer in overall charge and was later to command the Canadian First Division in Italy retiring as Major General.

The FPO was located in building 39, a drill hall and recreation building, and officially opened 7 July, 1936. In addition to the cancellation illustrated there was a Registration number and date stamp.

During the early years at summer militia, members of the Reserve Postal Corps would take leave without pay from their civilian postal duties to serve in the FPO. They came from Saskatoon, Moose Jaw, Regina and North Battleford and wore the regular militia uniform.

It was 5 May, 1941, when the Canadian Postal Corps took charge and set up Military Post Office 1201, the office being located in Military District #12. The staff then was one sergeant, one corporal and several privates. Four dispatches per day during wartime were begun, these being to Saskatoon and Regina.

Five years later, MPO 1201 closed



Cover showing first day of use of original Dundurn cancellation.

and all military mail was handled by the town post office except during summer militia camps. A cancellation 'DUNDURN CAMP' was used until the official closing of the office, 14 August, 1959. During its summer role, the office was manned by a postal clerk from Saskatoon.

Since 1959, Dundurn Camp has hosted many hundreds of militia and regular personnel in activities ranging from Young Soldiers Training Programmes to full scale parachute drops by an airborne regiment. Postal service at the camp however has not been re-established.

As a closing note there were four cancellations proofed bearing the title

'blank' MILITARY CAMP. Of these, Dundurn was the first by three years to serve the militia. Also, it was distinct from the others in its abbreviation, F.P.O., the others being printed in full.

A military post office at Dundurn Camp for some 23 years! An achievement of which to be proud.

Acknowledgements:

1. Stan Shields – Postmaster, Meadow Lake, Saskatchewan.
2. Major J. K. Moroney – Commanding Officer, Dundurn Camp.
3. Ed Panser, Postmaster, Biggar, Saskatchewan.
4. P. Werle – Assistant Librarian, Public Library, Saskatoon, Sask.

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Trelle Morrow completed his four-part treatise on the Official stamps in the January issue but a few interesting tales remained to be told so . . .

CANADA'S OFFICIALS – A Postscript

Trelle Morrow



Figure 1

Interlude 1935-39

From 1923 to 1935 the Department of Finance produced the 5-hole OHMS stamps for use by the Receiver General's Office and the various Assistant R.G. Offices across Canada. The four-year period from 1935 to 1939 saw the use of regular Post Office issue stamps. The cover illustrated (Fig. 1) is from the Department of Finance and is dated 16 June, 1939, just two weeks before the re-introduction of perforated OHMS stamps on 1 July, 1939. The 6¢ franking with adhesive stamps was required as airmail was still a special service in 1939; free privilege only applied to letter rate surface mail.

Bank tags

Bank tags used in the 1923-35 period by the Assistant Receiver General's Offices across Canada will exhibit 5-hole OHMS perfin, as demonstrated by the tag illustrated (Fig. 2), from the Victoria Office.

Postal Bands

A few of the 1937 Mufti postal bands were perforated with 5-hole OHMS for use by the Meteorology Department in Winnipeg (Fig. 3). Such bands are found in two papers, a buff craft and a cream colour.

The 4-hole OHMS perforated Mufti

postal band is more common than the 5-hole issue. The perforations appear in the normal position and the inverted

position. These bands were also used by the Meteorology Department in Winnipeg.



Figure 2
(above)

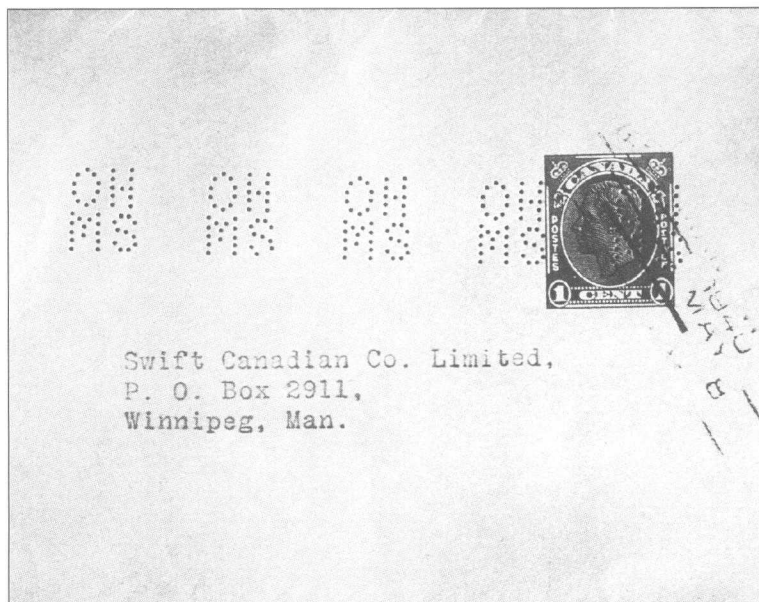


Figure 3

A short display of Airgraphs at the Bournemouth Convention gave rise to a request for some brief notes for 'Maple Leaves'. As ever, the presenter was happy to oblige.

THE AIRGRAPH SERVICE

Dr John Gatecliff

The airgraph service commenced during the Second World War, on 1 April, 1941, to deal with the increasing volume of airmail between the U.K. and British

forces in the Middle East. In those days air cargo space was very limited and the sea route around the Cape of Good Hope to Egypt was very slow.

<p>The address should be printed in large CAPITAL letters wholly within the panel above.</p>	<p>Mr S. MIDDLEBROOK, % ROYAL GRAMMAR SCHOOL WORDSWORTH STREET PEN RITH CUMBERLAND. ENGLAND</p>	<p>The address should be the same as for an ordinary letter.</p>
<p>782205</p>		
<p>Print address in large CAPITAL letters in the panel above. Nothing else should be written above this line.</p>		
<p>Please follow instructions on other side. This message should be written very plainly below.</p>	<p>Sender's Name and Address 1577413. LAC. HARDY, A.C. % ROYAL AIR FORCE WINDSOR WINGS OTTAWA CANADA on 6/12/42.</p>	
<p>Dear Sir.</p> <p>I thought you might like to know what has happened to me. As you see I am at the moment under the Empire Air Training Scheme in Canada. I am now at a school for Air Navigators. I have only been out here three months, so am just getting used to the Canadian way of living. I have already had a few short trips into the States; what a tremendous difference there is in the people across the border. I came across a magazine "Britain Today" published in New York. It contained articles by "Michael" Roberts. Hope you have a Merry Christmas and a Happy New Year. Yours. <i>Ray Hardy.</i></p>		

Fig. 1. Early, type 2, airgraph.

From _____

Affix
Postage
here

AIRGRAPH

THIS LETTER WILL BE GIVEN THE MOST EXPEDITIOUS
DESPATCH POSSIBLE. AT THE DISCRETION OF THE POST
OFFICE DEPARTMENT IT WILL BE TRANSMITTED TO DESTI-
NATION EITHER BY AIRGRAPH OR IN ITS ORIGINAL FORM

Note: When sent by Airgraph a miniature photographic negative
will be made and sent by air. A print about 5 inches by 4
inches will then be made and delivered to the addressee.

IMPORTANT

Fig. 2. Front and back of last airgraph form (type 10) after folding.

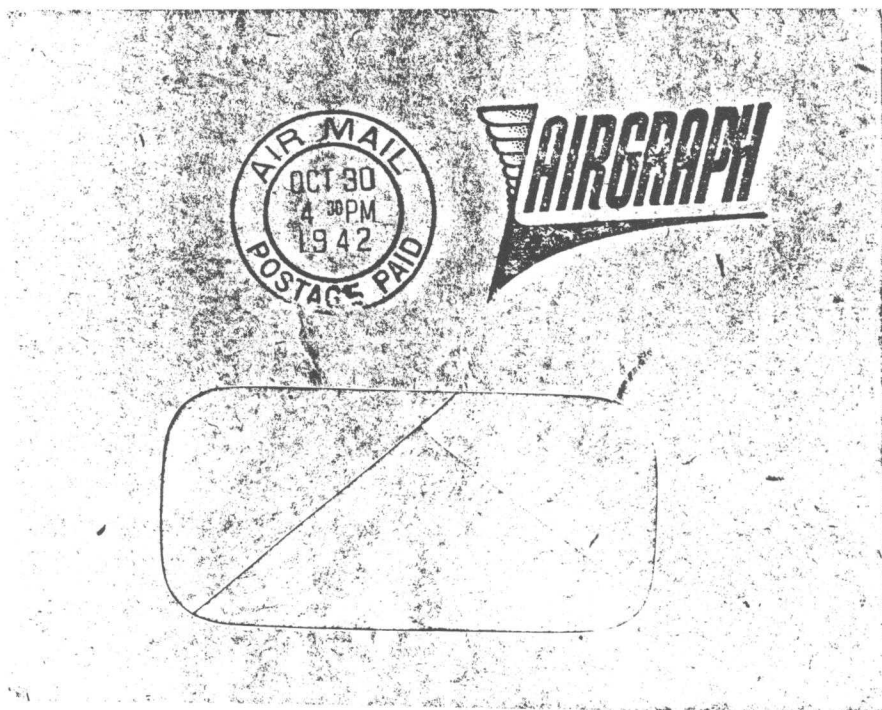


Fig. 3. Airgraph envelope.

The message was written on a special form which was photographed on to 12mm film; this was then flown to the destination where it was developed and printed on to rolls of photographic paper approximately 4.25" wide. This paper was then cut, folded to show the name and address, placed in a window envelope and sealed. A roll of film only weighed a few ounces whereas a mail bag of some 1,500 letters would weigh about 50 lbs.

The service was extended to British forces in Canada (via New York) on 15 November, 1941 and to British forces in the United States on 2 June, 1942. It was available to civilian addresses in Canada

from 6 August, 1942 and in the United States from 10 June, 1943.

The early message forms used in Canada (Fig. 1) were similar to those used in the U.K. and elsewhere, but the tenth and last type (Fig. 2) allowed the form to be forwarded, at the discretion of the Post Office Department, either to Toronto for photography or direct by the usual mail services. This latter form also ensured the privacy of the contents. Printed on the form were ten instructions concerning its completion and details of the postal rates which were:

Continued on page 278

A TORONTO No. 1 CANCEL

The late Geoffrey Whitworth raised a few questions concerning the oval cancellation resembling Jarrett's Type 193, described by him as a parcel cancellation, on p315 of Maple Leaves 249. The subject was re-addressed by Geoffrey on p23 of ML 251.

Bill Topping has drawn the Editor's attention to a fine article by Dr Fred Stulberg that first appeared in the American Philatelic Congress Book, vol. 34, 1968. It was titled 'Toronto Branch and Street Post Offices – 1881 to 1900' and subsequently appeared in BNA TOPICS over three issues in 1970 (vol. 27, nos. 3, 4 & 5).

Whilst the article does not answer Geoffrey's particular question about the use of the oval canceller on Massey Harris wrappers, it does state that such hand stamps were peculiar to Toronto Street Post Offices. The ovals were of several sizes, containing a letter or number, each stood for a certain post office and not all have been identified. It is perhaps of interest that numbered grid duplexes were also peculiar to the 'streets' of Toronto in the late nineteenth century, here the allocation was: Toronto Post Office (1), Parkdale (2), Spadina Ave (3), Yorkdale (4) and Riverside (5).

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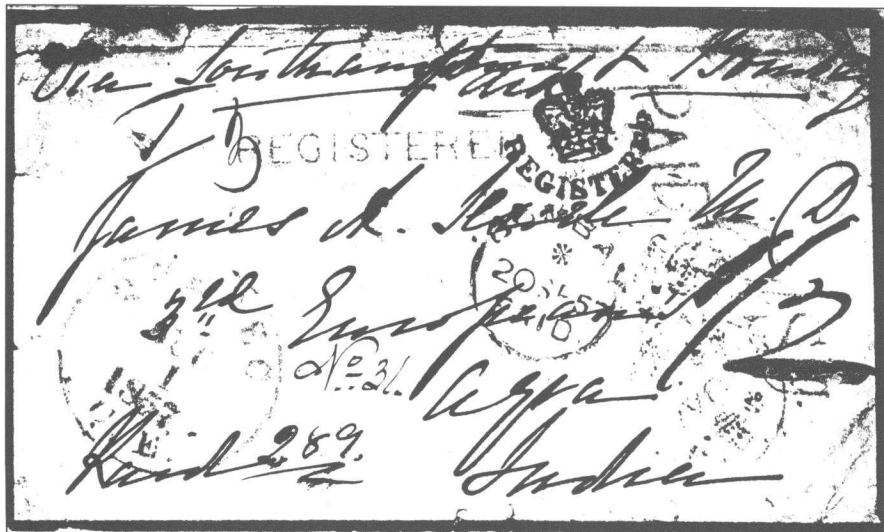
POSTAL HISTORY PUZZLES – SOLVED & UNSOLVED (1) An Occasional Series On Canada's Registry System Horace W. Harrison, FCPS

I recently acquired the cover to India illustrated and have been unable to unravel the rating of One Shilling Tuppence indicated, which is boldly written over the '6d Stg.' portion of the 'PAID 6d Stg.' handstamp. The circular date stamp of 1 August, 1857, the straight-line 'REGISTERED', and the 'PAID 6d Stg.' were all applied at Quebec as the shade of the inks are exactly alike. The manuscript 'Paid' and the '1/2' are also applied in the same shade of ink. The Crown over REGISTERED in arc is in the same colour of red ink as the backstamp which was applied in London on 13 August, 1857, while the 'Bombay 20 SP 57 PAID' in red under the Crown is in a

different shade. There is also a Bombay c.d.s. with an illegible date in blue on the back.

Close examination indicates that all of the following was written by the same hand, that of the sender: "Via Southampton & Bombay, James A. Huele, M.D., 3rd European's, Agra, India", and at lower left "Paid 289".

My interpretation is as follows: One Penny Currency Registry Fee within Canada is denoted by the Straight-line 'REGISTERED' handstamp; Registered Letter No. 1 for August at Quebec; Manuscript '3' over the 'R' of REGISTERED is a British Accountancy



mark. The Postage to India is indicated by the manuscript 'Paid 1/2' sterling, surcharged over the handstamp 'PAID 6d Stg.'; all of which was charged to P.O. Box or Account # 289 at Quebec Post Office.

The letter was placed in the closed bag for London, U.K. and departed the same day in the Allan Line's 'North American' which arrived in Liverpool 12 August. The bag was taken by rail to London where it was processed on 13 August to the closed bag for Bombay, via Southampton, which left in the S.S. 'Columbo' on 20 August, arrived in Alexandria on 3 September, crossed the Isthmus to Suez and left there 6 September in the P. & O. line S.S. 'Pekin'; arriving in Bombay 19 September.

Nowhere is there any indication of a further payment of any charge for Registration beyond that indicated by the handstamp 'REGISTERED' which represented a one penny currency charge within Canada. There was no provision for continuing registration to the U.K. and beyond, via Southampton, and none would be available until 1 April, 1859, despite the fact that the regulations provided for registration to France, and destinations beyond it, via France, at a registration charge equal to the amount of postage.

However there was in force at this time, a Military Officers postage rate of 6d for ½ oz. letters anywhere in the British Empire and Dr Huele, attached to the 3rd European's at Agra in the midst of the Sepoy mutiny, should certainly have been entitled to the 6d rate for ½ oz. letters either to or from him. Since this letter was posted at the Headquarters of the Canadian P.O.D., one would hope that proper rating would

occur. The notation in a different handwriting just under 'Eur' of Europeans 'No. 31' is probably indicated of 30 preceding letters, so that the rate should have been familiar to the clerks at Quebec.

Neither Vivian Sussex nor Allan Steinhart have offered a solution. Perhaps we are all missing the obvious. Can anyone help? Solutions to 1802 Indian Head Road, Baltimore, Md. U.S.A., 21204 would be deeply appreciated.



Backstamp, applied in London.

AIRGRAPH SERVICE – *Continued from page 275*

When addressed to personnel of ARMED FORCES – 6 cents

When addressed to a CIVILIAN by personnel of ARMED FORCES in CANADA – 6 cents. Note: Rank, Unit and Service must be included in sender's address.

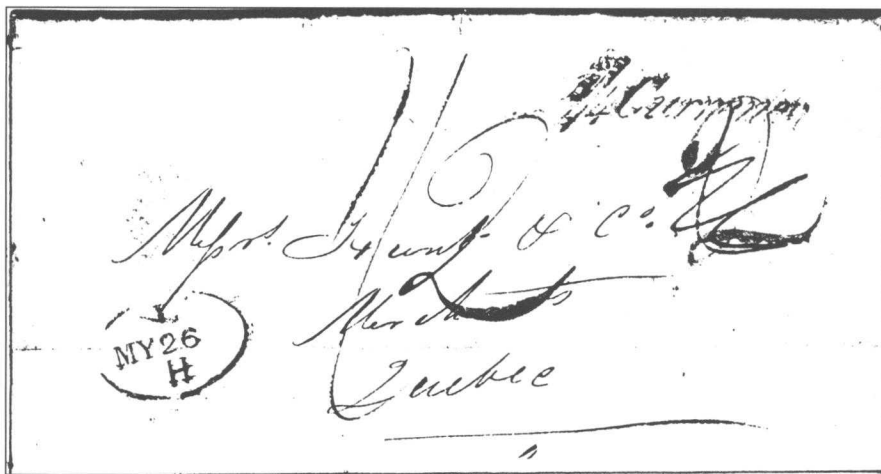
When addressed to a CIVILIAN by a civilian – 15 cents.

The service ended on 31 July, 1945.

References:

1. *The Air Age* – 1944 Airmail Magazine. H. A. Phillips.
2. *Wartime Airmails*. C. Entwistle. Charville Press 1995.
3. *Wartime Airmails* – *The Horseshoe Route*.

LETTERS TO THE EDITOR



Nicholas Lazenby

TEIGNMOUTH TO QUEBEC

Illustration shows the front of an entire dated 24 May, 1847, sent from Teignmouth, Devon, England, to Quebec. It is backstamped 'Teignmouth 25 May 1847' and a mark in red, 'D crown K', dated 26 May, 1847. The oval mark on the front is also dated 26 May and is, I suspect, a maritime marking, though I have not been able to identify it. The manuscript marks appear to be '2' crossed out and '1/2', both in red. According to Robson Lowe's encyclopedia, '1/2' was the rate to U.K. via U.S.A., closed mail, so presumably the same rate applied in the opposite direction. In the top right corner is a handstamped '1/4 Currency' in black. There is a manuscript note inside showing receipt on 21 June.

I should be grateful for advice on the origin and nature of the oval mark,

the route the letter took, confirmation of my belief that the '1/4 Currency' mark is Canadian and any indication as to the scarcity or otherwise of the marks.

'Mac' McConnell

LADY MINTO'S FETE

Referring to Robert Lunn's letter in the April issue, Lady Minto, wife of the Viceroy of India, held a series of fêtes for social and charity fund-raising purposes during her husband's term of office from 1905 to 1910.

Prior to his appointment as Viceroy of India, Lord Minto (Gilbert John Murray Kynynmond Elliot) had been Governor-General of Canada from 1898 until November 1904. It is probably highly significant that the 1898 Map stamp had been issued early in his term as Governor-General and

that the Indian Charity labels bore such a striking similarity. The letters IR at the bottom of the label are, in fact, 1R i.e. one rupee donation to Lady Minto's Charity Fund.

Lady Minto was born Mary Catherine Grey, daughter of General the Hon. Charles Grey and sister to Earl Grey who succeeded Lord Minto as Governor-General of Canada in December 1904. Earl Grey held his office until October 1911 and was largely responsible for the success of the 1908 Quebec Tercentenary celebrations.

Another Governor-General of Canada, John Buchan (Lord Tweedsmuir) wrote 'Lord Minto, a Memoir', which was published in London in 1924.

Lady Minto's fête usually boasted a temporary post office when in full swing, it used a red postmark.

Editor's Note: see also the article by the Yellow Peril on page 255.

Robert Bayes

UNUSUAL 3¢ BROWN ADMIRALS

In response to Mr Rosen's letter in the January issue I would like to make the following observations.

Only one of the factors in distinguishing the dry process from the wet process is size and then the type of paper used would have a determination in whether the resulting stamps were 'narrow'. Should the printing be done on horizontally wove paper the resulting stamps would be 'short' or 'squat'. Another means of distinguishing the

wet process from the dry process is to examine the gum, in the dry process the gum usually does not extend to the outer edges of the sheet and a small space remains without gum. On pieces from the wet process the gum extends to the outer edges. Gum is slightly mottled and lighter in colour than that from sheets from the dry process. Another characteristic is the greater sharpness or clarity of the lines of the design, which often shows up in recess on the back of the stamps.

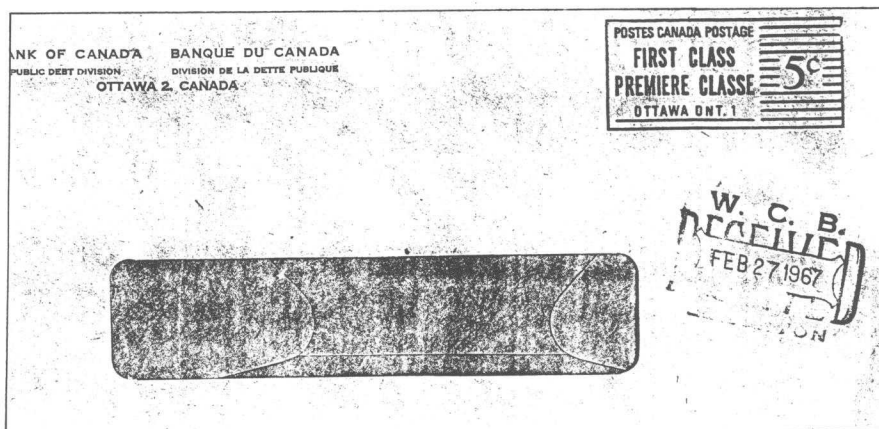
We would have to assume that plates 118-120 of the three cent brown were the first plates printed by the dry process as Marler says, the manufacturers got into production in early 1923 and the plates for the first printing of the three cents carmine (plates 121-123) were not even approved until 5 July, 1923. There is a note with these plates in the archives stating that these were the first plates for the three cents carmine.

There may be earlier printings of the dry process than plates 118-120 of the three cents brown as a letter Marler received in 1938 states "The first printing by the dry process was on 26 December, 1922".

Dean Mario

'A UNIQUE POSTAL STATIONERY COVER'

Opposite is a copy of a cover from the Bank of Canada which refers to the article by Bill Pekonen, 'A Unique Postal Stationery Envelope' (ML. Oct. 95). Bill noted that all the covers he had seen lacked cancellation marks. Although this cover does not bear any cancels either, it does bear a receiving



mark from the addressee. The Workmen's Compensation Board in Edmonton received the cover on the date shown. Bill requested other members to provide some other concrete evidence of this cover's use; at least in the 1960s which he surmised. I am sure these covers are not rare but they are scarce. The full story of these interesting covers needs more clarification.

Alan Salmon

JOHN MOLSON

Lionel Gillam has written, in the nicest possible way, to say he was puzzled by the article on John Molson. He has a right to be – I mixed John the father and John the son. The first paragraph refers to John Snr who arrived in Montreal from England in 1786 to start a brewery; the rest of the article refers to John Jr who extensively developed the Molson empire. A first sentence should be added to the second paragraph: "This is the story of John Molson Junior who greatly developed the Molson trading empire founded by his father."

Horace Harrison

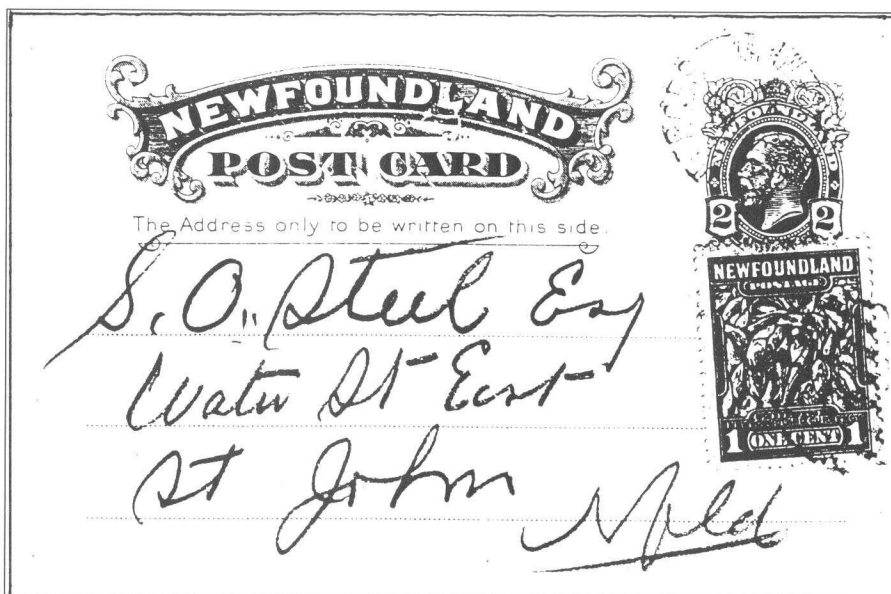
NEWFOUNDLAND POSTCARD RATES

It appears from the evidence of five postal cards (1), that the postcard rate within Newfoundland was increased to three cents from two cents some time in 1940 and that the word was slow in getting out. All five cards are addressed to a wholesale/retail dry goods supply house in St John's, 'S. O. Steele & Sons, Ltd.' of Water Street. They are obviously commercial as shown by the texts. There was a short period in 1932, from 2 May until 21 September, when the local post card rate had been increased from one cent to two cents (2). Was there a short period in 1940 when the inland post card rate was increased from two cents to three?

Please respond direct to me at 1802 Indian Head Road, Baltimore, MD. 21204, USA. Comments will be synthesised and reported back in 'Maple Leaves'.

References:

1. Horace kindly supplied photostats of both sides of the five cards, all from



small communities. Space demands preclude illustration of all five so we have compromised with one! Details of the five cards are: 3¢ rate – 10 July, 1940 from St George's (pop. 725); 23 July, 1940 from Trinity (pop. 450); 1 Aug, 1940 from King's Cove C.B. (pop. 345); 2¢ rate – 16 July, 1940 from Mary's Town (pop. 910); 5 Aug, 1940 from Brigus, C.B. (pop. 886).
2. Research in newspaper files by Clarence Stillions.

Dr Alan Salmon

WILL THE REAL ROYAL WILLIAM PLEASE STEAM UP!

Readers, even those with short memories like my own, will remember the letter in the article on John Molson in the April 1996 issue of *Maple Leaves* p.230. The original article was sent to our Editor some two years ago.

About one year ago I obtained the letter and posted a revised article, with it as an illustration. I then removed the article from my list of 'things to worry about' – until it appeared in *Maple Leaves*; I then realised it was misleading. Perhaps you even reached for your pen to dash off a short note requesting more information. Here it is, because although the caption in the article was true, it could have given a false impression.

At least three ships named *Royal William* crossed the North Atlantic in the 1830s; two were steam ships. The first crossing of the Atlantic, entirely by steam, was by the *SS Royal William* in August 1833; built in Quebec and Montreal as noted in the article. She went from Pictou NS to Gravesend, in 25 days, carrying cargo and seven passengers, but no mail. She never returned to Canada, being sold in England for £10,000 and eventually

bought by the Spanish Government; she was renamed *Ysabel Segunda* in 1834. A blue 5¢ Canadian stamp (SG 331, SS 204) was issued in 1933 to commemorate the centenary of her voyage across the Atlantic; however the artist was issued with the wrong drawings! The drawings were of a larger, second *SS Royal William*, which was launched in 1837. The mistake was discovered in time, so the final engraving was of the correct ship. The matter was well described by Mr J. E. Kraemer, Manager of the National Postal Museum, in volume 147 of *Maple Leaves* in 1975. The second *SS Royal William* is depicted in that article.

The letter, dated 4 August, 1838, travelled on the first voyage from New York of the second *SS Royal William*. It was taken privately to the ship and

double rated, in pencil, 50 (= 2 x 25¢) Steamship Money which was paid on board. At Liverpool it was hand-stamped on the back with SHIP LETTER/LIVERPOOL in black with a red oval H/21AU21/1838 receiver. It was double rated, in black 3/2 Stg due: 2 x 8d ship letter fee plus 2 x 11d postage from Liverpool to London.

It was from the agents in New York of Baring Brothers who reported on loans for the development of South Carolina, Ohio and Arkansas. The crossing took less than 15 days. The agents "suggest that the important items of correspondence should be communicated by Steamer" in future. The letter is sealed by wax bearing the inscription: RECTE ET SUAVITER – i.e. Properly and Pleasantly – presumably the 19th century version of "Have a Nice Day".



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.

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

SOCIETY NEWS

FROM THE PRESIDENT

As I write, in April, the Convention bookings are beginning to come in. It is some time since we have had two coach trips but, as many members have visited Perth before, we felt that two outings might be appreciated. As always there is no need to commit yourself to any of the events if you prefer to explore Perth itself.

I hope that the following proposed programme will persuade some of our newer members, who have not previously enjoyed a Convention, to come along and taste the atmosphere. There is no compulsion to sign up for the full four days though this is, of course, the best way to get to know your fellow enthusiasts.

Philatelic programme

- Wed. 11th – evening, 'Mail by Road & Sea', John Hannah, FCPS
Thu. 12th – morning, joint display (1) 'NWT – Canada Moves Towards the Yukon', Dr Alan Salmon. (2) 'The Yukon and the Gold Rush', Neil Prior
– evening, 'The Centennial Issue', Arthur Jones, CBE
Fri. 13th – morning, competitions will follow the committee meeting
– evening, 'Special Delivery' – Robert Bayes (Vancouver)
Sat. 14th – morning, AGM, followed by 'A Mixed Lot', Dr John Gatecliff
– afternoon, annual auction

Social programme

- Thursday afternoon – visit to Stirling Castle, one of Scotland's most spectacular castles
evening – slide presentation on Scone Palace (nr Perth), ancient

- crowning place of Scottish Kings
Friday afternoon – visit to St Andrews, home of golf and Scotland's oldest university
evening – visit to Perth Theatre
Saturday evening – President's Reception and Banquet

FROM THE TREASURER

At the Executive meeting in March it was decided to adopt the following as the stated financial policy of the Society and to place it before members through the medium of 'Maple Leaves'.

'To ensure there is sufficient liquidity in our funds to carry on day-to-day running and meet stated objectives, as laid out in our Constitution. This includes regular publication of our journal, the underwriting of our annual Conventions and provision of such other philatelic benefits as can reasonably be sustained. It is the duty of the Treasurer to ensure the Society can meet its obligations and that funds are to be placed to the optimum advantage of the Society with a view to both its long term and short term interests.'

SOUTH & CENTRAL SCOTLAND GROUP

Seven members and a prospective recruit from both sides of the Border foregathered at the Crawford Arms Hotel, Crawford, to enjoy a philatelic Saturday afternoon on 9 March.

The highlight was a display of KGV War Tax and Excise stamps and collateral material by Fellow John Parkin. Other members showed Centennials, KGVI & QEII booklets

and panes, including examples of 'home-made' Post Office authorised mini booklets sold by stores for the convenience of their customers, KGV & KGVI commercial covers and privately produced fdc's. All these displays were sandwiched between two lots of Small Queens, the 3¢ and a run of cancels, official and fancy, neither of which succeeded in dampening the proceedings.

The afternoon was rounded off with a cooked meal and further meetings are scheduled for what it is hoped will be a regular event to be held three or four times a year.

WESSEX GROUP

A small band gathered at Cliff Wheatley's house on 20 March to discuss new acquisitions; it's really quite surprising how much significant material comes to hand in the course of a year!

LOCAL GROUPS

Is there a local group near you, or do you just wish there were one? If the latter is the case have you pestered your local contact member? And if that fails, why not start one – the addresses of members nearest to you are in the handbook. Meetings of even just three or four with a common interest can give new insights and interest. It is a truism that the more you put into membership of the Society, the more you will get out of it. Take the first step – make contact.

COMPETITION RULES

As promised in the April issue (p251) the sub-committee appointed to review the rules, led by Brian Stalker, has considered the points raised at the 1995

AGM, following publication of proposed revisions. The modified proposal to be put to the AGM is as follows:

Competition:

1. All competitive classes are for British North America (BNA) related material only.

2. Each competitive entry must not exceed sixteen sheets, inclusive of a title page, if any.

3. Entries may be submitted to any of the following classes:

Class 1 Stamps: production and use of stamps and postal stationery:

(a) issues up to and including 1902,

(b) issues post 1902,

(This class includes essays, proofs, plates, blocks, booklets, perfin, precancels, fakes and forgeries, revenues, cinderellas, unused postal stationery. Covers and used postal stationery may be included to show the purpose for which the stamp/stationery was issued).

Class 2 Postal History

(This class includes studies of postal routes and postal markings. It would normally include covers, used stationery and/or used stamps, registered markings etc.).

Class 3 Thematics

4. Entries will be judged according to the following marking criteria:

Classes 1a, 1b & 2 (Stamps and Postal History)

Knowledge and research	40
Presentation	25
Condition (with regard to rarity)	20
Completeness	10
Judge's discretion	5

Class 3 Thematics	
Originality	35
Presentation	30
Condition (with regard to rarity)	20
Philatelic knowledge	10
Judge's discretion	5

5. The President shall appoint a judging panel of not more than three members to undertake the marking and adjudicate in the award of diplomas and trophies.

6. The panel shall have the right to classify or re-classify any entry to such class it shall deem correct.

7. The decision of the judging panel is final and binding and there is no appeal therefrom.

8. Photocopies may be included for illustrative purposes but entries consisting wholly or predominantly of photocopies and/or photographs will be regarded as non-competitive and will not be marked or judged.

Awards

9. Diplomas will be awarded to members whose entries are placed first or second in each of the competitive classes.

In addition, Society trophies can be awarded at the Judges' discretion, to competitive entries.

10. The trophies are to be held by the winner until the next succeeding Convention; however they remain at all times the property of the Society and shall be surrendered to the Secretary upon request. Winners may, at their own expense, have their name inscribed upon the trophy (or its base as appropriate), subject to the inscription being in keeping both in style and quality, with earlier inscriptions.

11. A previous entry is not eligible to win the same trophy until two subsequent Conventions have been held.

12. No single entry in any one year

shall attract more than one trophy.

13. It is not permissible to consign any trophy out of Great Britain. If a trophy is won by an overseas member a special diploma will be awarded and the Secretary will arrange for the winner's name to be inscribed on the trophy.

Trophies

With the exception of the Founder's Trophy, for which other rules apply, the following trophies will be awarded in compliance with the rules described above:

Stanley Godden Trophy

Best exhibit of the 'Classic' issues, postal history or postal stationery, up to and including 1902.

Bunny Cup

Best exhibit of the 'Kings' period (1903-52) issues, postal history or postal stationery, but excluding the 'Admiral' period (1911-26).

Admiral Cup

Best exhibit of the 'Admiral' stamp issues, postal history or postal stationery of the 'Admiral' period.

Lees-Jones Trophy

Best exhibit of the 'Elizabethan' period stamp issues, postal history or postal stationery.

Henderson Quaich

Best exhibit of research on any BNA subject, covering any period.

Aikens Trophy

Best article of research into BNA philately printed in 'Maple Leaves' since the previous convention.

Members' Trophy

Awarded for the best exhibit from a member who has not previously been

awarded a trophy or cup at any of the Society's Convention exhibitions. All BNA material is eligible but the exhibit should relate to a particular subject or period.

Rules Governing the Award of The Founder's Trophy

The Judging Committee for awarding the Founder's Trophy will comprise the President, Immediate Past President and the Fellows of the Society.

The Trophy shall be awarded only to Members of the Society and it will be held by the winner for one year.

The Trophy will be awarded for work considered by the Judging Committee to be the best ORIGINAL or INTENSIVE research in any branch of BNA philately.

FORTHCOMING EVENTS

1996

Aug 30-Sep 1 BNAPS Convention, Fort Worth, Texas, USA

Sep 11-14 CPS of GB Convention, Station Hotel, Perth

Sep 18-22 Autumn STAMPEX, Business Design Centre, Islington, 52 Upper Street, London

Nov 22-24 STAMP '96 – Autumn, NEC, Birmingham

1997

Aug 28-30 BNAPEX '97, St John's, Newfoundland

Sep 10-13 CPS of GB Convention, Crown Hotel, Harrogate

International Exhibitions

1996

June 8-16 CAPEX '96, Toronto, Canada
Sep 27-Oct 6 ISTANBUL '96, Istanbul

Oct 25-Nov 5 ATHINA '96, Athens, Greece

1997

Apr 16-21 NORWEX '97, Oslo, Norway
May 29-Jun 8 PACIFIC '97, San Francisco, USA

Oct 17-26 MOSCOW '97, Moscow, Russia

Dec 5-14 INDIA '97, New Delhi, India

Details of the London Group can be obtained from Colin Banfield 0181 281 0442 (home) or 0171 407 3693 (office); Wessex Group details from Dr Dorothy Sanderson 01794 523 924; S & C Scotland from John Hillson, 01461 205656.

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EDITORIAL

Continued from page 253

Serendipity dictated that it is both John and Alan who provide articles for 'Gibbons Stamp Monthly' in June to round off the marking of our Jubilee year in that journal. Following our note in the April issue it is likely that all copies of the April and May 'GSM', featuring articles by Arthur Jones and your Editor, have long since sold out!

CLASSIFIED ADVERTISEMENTS

FOR SALE

Quantity of covers and cards with New Brunswick town cancels, mostly 20th century. Will sell individually or in bulk. Michael Wedgwood, 113 Kidderminster Road, Bewdley, Worcs., DY12 1DG.

WANTED

Postcards, postal stationery, photos and ephemera of any Canadian airlines or aircraft, past or present. Also any Canadian cinderella or revenue stamps. Hugh Johnson, 27 Ridgeway Avenue., Gravesend, Kent, DA12 5BD.

Registered cover from Canada to the UK, showing the 13¢ rate from 15 July, 1920 to 30 September, 1921; also 19th century registered covers to the UK. Michael Wedgwood, 113 Kidderminster Road, Bewdley, Worcs., DY12 1DG.

WWII Force 'Z' (Iceland) covers to/from Canada; all periods of Newfoundland military mail. D. Mario, Box 342, Saskatoon, Sask., Canada, S7K 3L3.

AMENDMENTS TO MEMBERSHIP to 22 April 1996

New Members

2728 Samways, David, 20 Greenfield Road, Folkestone, Kent, CT19 6EP

2729 Bilsland, Robert D., 2 Glenview Park, Mountain Road, Newtownards, Co. Down, N.I.
BT23 4UN

Resigned

2575 Ainslie A. D. 2442 Winston, D. J. 1188 Yaffe I.

Deceased

211 Hedley R. P.

Change of Address

2262 Bogie, Niall H. R., 24 Cadogan Road, Edinburgh, EH16 6Y

2252 Covert, Dr Earle L., 16 Camsell Crescent, Hay River, N.T. CANADA, X0E 0R7

2274 De Lacy-Spencer, Rev R., Mount Horeb, Quidenham, Norwich, Norfolk, NR16 2PH

2657 Gratton, Richard, Box 202, Windsor, Quebec, CANADA, J1S 2L8

2650 Lunn R. V., P.O. Box 182, Horsefly, B.C. CANADA, V0L 1L0

392 Marsden, Maj. P. S. S. F., FRPSL, 100 The Row, Sutton, Ely, Cambridgeshire, CB6 2PB

2701 Whiteley D. H., F.1210, 525 St. Mary Avenue, Winnipeg, Man., Canada R3C 3X3

Maple Leaves Returned – Address Required

2522 Thompson, T. M.

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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN



Maple Leaves

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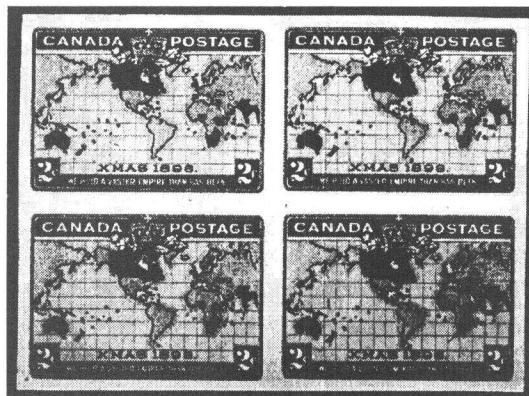
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MAPLE LEAVES

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EDITORIAL

CAPEX '96 is already a memory but not just of philatelic fare. There were the reunions with members not seen since 1987 or even 1978, members and others met for the first time, dining with like-minded collectors and the superb hospitality shown to this visitor by two CPS members who might be embarrassed to be named. Philately is not just about stamps. A report of the show appears elsewhere in this issue.

In the last issue we mentioned trophies won by members north of the border at the Scottish Congress in March. There was one other notable ceremony, the Award of Merit "in recognition of outstanding contribution to the success and enjoyment of philately in Scotland over the past 50 years" to our own Sandy Mackie FCPS. Belated congratulations from we

Sassenachs and, no doubt, members further afield. One might well ask why we did not record this remarkable award at the proper time. Put simply, no one told us about it! Members are usually too modest to tell us of their achievements so one often has to rely upon a third party reporting. So, if you know of a member's award or otherwise notable achievement, then perhaps you would tell us about it.

Thanks to a slight technical hitch, a dozen auction lots were omitted from the catalogue; descriptions will be found in the 'Society News' section. This small addition to a bumper catalogue provides an opportunity to say 'thank you' to Les Taylor for all his work in putting it together. All it needs now is for you to bid up on all the lots so that the Society can recoup the production cost!



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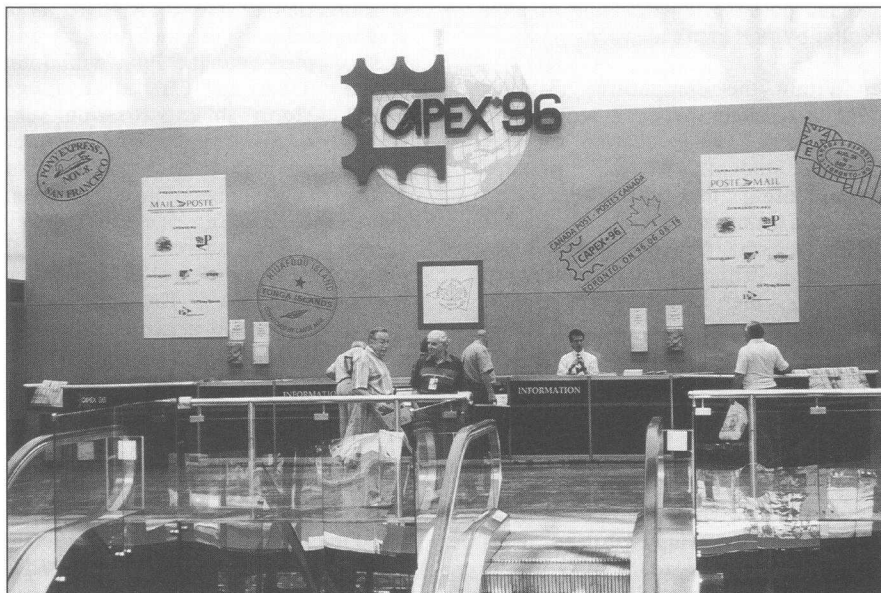
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CAPEX '96



As in 1987 the superb Metro Convention Centre in Toronto was the venue for Canada's international show in June. All the exhibits and dealers' stands were accommodated on one floor, along with the special displays, presentations and a number of vehicles, as featured on the latest issue of Canadian stamps which made their debut at the Show. The theme of the Show was 'Transportation' and there was recognition of the centenaries of the Yukon gold rush and the introduction of rapid cancelling machines into Canada.

The organisers put on a splendid show and they must be a little disappointed at the number of collectors who came along to enjoy. On the positive side it did mean that, after the first couple of days, collectors could take a more leisurely approach to the

goodies available at the dealers' stands.

Apart from the competitive exhibits there were fabulous philatelic items on display under various headings: 'Jewels of the World'; 'Gems of BNA Philately'; the Royal Collection; the Mizuhara Collection; contributions from the 'Royal' of London, the British Library, the National Archives of Canada, Bolaffi, Robson Lowe and Musée de la Poste de Paris. To mention individual items seems invidious but how about a Penny Black on cover dated 1 May, 1840, Sweden's unique Tre Skilling Banco (nearly two million Swiss francs at auction in 1990), three blocks of USA's 'inverted Jenny', the 2d 'Post Office' of Mauritius just for starters? The 'Gems of BNA Philately' was a welcome innovation but it must have caused problems for some competitive

collectors who had to decide between the prestige of inclusion of their gem(s) and the possible downgrading of their exhibit by said gem's absence.

Within the competitive displays BNA was, naturally, well represented and provided an education for any serious student. It was perhaps disappointing that there were no Canadian stamps shown after the KEVII definitive issue, this no doubt reflects the great difficulty encountered in attracting a high award for more recent Canadian stamps. There were three **Large Gold** awards for Canadian exhibits, 'New Brunswick & Nova Scotia' (Seow-Chuan Kow), 'The Canadas 1851-7' (the Lindemann Collection) and 'Colony of Canada' (Mark Dankin). These were truly mouth-watering exhibits, well worthy of the coveted honour bestowed upon them. Listed below are the other results in respect of BNA material submitted by CPS members. Warmest congratulations go to all of them, if we have missed anyone it was not deliberate and we are sorry.

As always at these shows, the jury came in for criticism over the apparent harshness of the marking (no one ever complains of marks being too high!). However, one must take on board the very high quality of all exhibits at this level and the fact that a Large Gold, for instance, only allows for the loss of up to five points. Your reporter made his own judgements of the BNA material before the results were posted and, generally speaking, was in accord with the judges to within one grade, though there were one or two notable exceptions. We are all becoming so specialised these days that it must be difficult, if not impossible, for an International jury to be spot on.

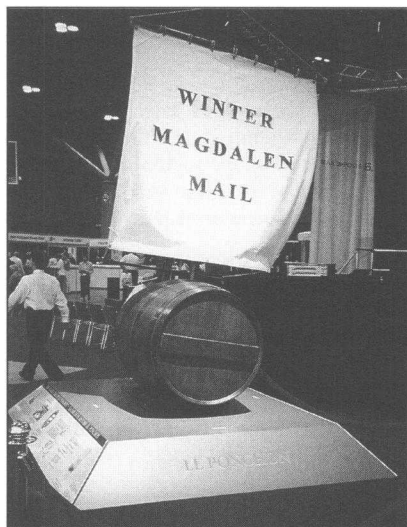
One invited display not yet mentioned was Richard Gratton's 'Fakes & Forgeries of BNA'. Richard is a leading authority on such matters and was co-opted onto the Jury, with John Lievsay (USA) and Charles Goodwyn (GB) to form an expertisation sub-committee. Speaking to Richard after the judging had been completed we learned that a number of items had given cause for concern; one BNA entry contained three suspect items and I spotted one in a different exhibit which had not been noted. The inclusion of fakes or forgeries in an exhibit, unless so described, may result in downgrading or disqualification. In many cases the judgement is subjective and the exhibitor would be asked to provide an expertisation certificate for any such item in a subsequent International. The principal of creating an Expert Team to assist the Jury was established in 1990 at the 59th F.I.P. Congress in London and it is pleasing to see the principal being carried into practice.

Before closing, mention must be made of splendid efforts to attract the younger element. A very large room was set aside for children and it contained several PCs, where stamp-related topics could be beamed up; there were pictures to be painted, games to be played, quizzes and two huge covers to be signed by the young visitors, these were subsequently to be miniaturised and sent into space (the covers, not the visitors!). The space theme was carried on into 'Space Day' when astronaut Steve MacLean paid a well-publicised visit to the show. Oh yes, before you ask, the infamous 'Freddy Mercury collection' was on show, courtesy of the British Postal Museum, and attracted much attention.

Meeting old and new friends,

scouring the dealers' boxes and looking at the exhibits kept your reporter at the Show for all of the nine days and still many non-BNA exhibits were not examined. Shopping and a visit to Toronto's first post office, which was featured on a 34¢ CAPEX '87 stamp, all had to be squeezed into the following Monday before catching a homeward flight in the evening.

DFS



One of the featured vehicles!

GOLD

British Columbia & Vancouver Island – Jack Wallace

Pre-stamp & Stampless Covers to/from BNA 1685-1865 – Allan Steinhart
Evolution of Canadian Overseas Letter Rates Before the 5¢ UPU Rate – George Arfken

LARGE VERMEIL

Newfoundland First Cents Issue 1865-82 – 'Terre Neuve'
Canada 1870-97 Small Queen Issue – J. Edward Nixon

Transatlantic Mail Between Canada, Maritimes and the UK – Dr Dorothy Sanderson

VERMEIL

Canada 1868-97 – Dr Joachim Frank
Canada: Imperial Penny Postage 1898 – Fred Fawn

The King Edward VII Issue of Canada – Dr Alan Selby

Bytown/Ottawa: Postal History up to Confederation 1829-67 – Eric Manchee
Canadian Contingents, South African War 1899-1902 – John Wannerton
Canadian Fancy Cancellations of the LQ & SQ Era – Jim Hennok

Railway Postmarks of Canada: The Early Years – Ross Gray

Canada – Classic Flag & Associated Cancellations – David Sessions

Yukon Airways & Exploration – Bill Topping

Canada's Decimal Era – Postal Usage 1859-68 – V. Greene Foundation (Literature)

LARGE SILVER

The Small Queens of Canada: 6¢ & 2¢ Values of 1872 – Michael Rixon

The Perforated Officials of Canada – Patrick Durbano

The Four-Ringed Numeral Cancels of Canada – Richard Thompson

Queen Victoria 1897-1902 – Lewis Warren

Newspaper Covers & Cards from Upper Canada, Canada West and Ontario – Kathryn Lamb

The Postal Operations of the Foreign Exchange Control Board of Canada – Jeff Switt

Canadian Flag Cancels 1896-1919 – Doug Lingard (Literature)

SILVER

Northern Gold – Bill Robinson

The Canadian Expeditionary Force 1914-19 (CDN Army Medical Corps) – John Frith

Canadian Military Post Offices to 1993 – William J. Bailey (Literature)

USED TWICE

The Yellow Peril

During my rehabilitation, a visiting collector showed me his find – a small suitcase of covers which he had purchased from a demolition foreman. Although my visitor had already creamed the covers, he assured me that it would still be worth my while to buy the remnants. Wanting something (besides girlie magazines) to help pass the time, I bought the pig-in-a-poke and was not too disappointed.

Amongst the Small Queens were (for me) three 'first time seen' items that are worth sharing with our readers. The first is a number 10 yellowish envelope addressed to Messrs Gordon & Jacobs, Barristers – Solicitors at Drayton PO, Ont. The cover is franked by a late printing 3¢ SQ and tied by a 'HARRISTON OC 12 92 ONT' cds. While this seemingly mundane cover was being tossed on the 'slough' pile, it was illuminated from behind and I caught a lucky glimpse of some printing on the inside of the envelope.

Photos by Kimo

The printed side was, in fact, the original front of 'THE HURON & MIDDLESEX MUTUAL FIRE INSURANCE COMPANY OF LONDON' policy mailing envelope. It was sent by agent Sinclair to James McGuire at Palmerston, Ont. A 'HARRISTON AP 2 92 ONT' cds ties a 1¢ SQ to this side of the envelope backstamped 'PALMERSTON AP 4 92 ONT'.

Some six months later, on 12 Oct, some frugal soul, if not the addressee, turned the envelope inside out, resealed the seams and used it to send a first class letter to the barrister at Drayton.

The reversed or turned 'covers' that I have had have all been folded letters on which the recipients wrote their replies, refolded them, wrote the return (or new) address on the blank portion of the cover, stamped and posted them back to the sender. Such 'covers' are either (i) stampless (Paid or Unpaid), (ii) franked

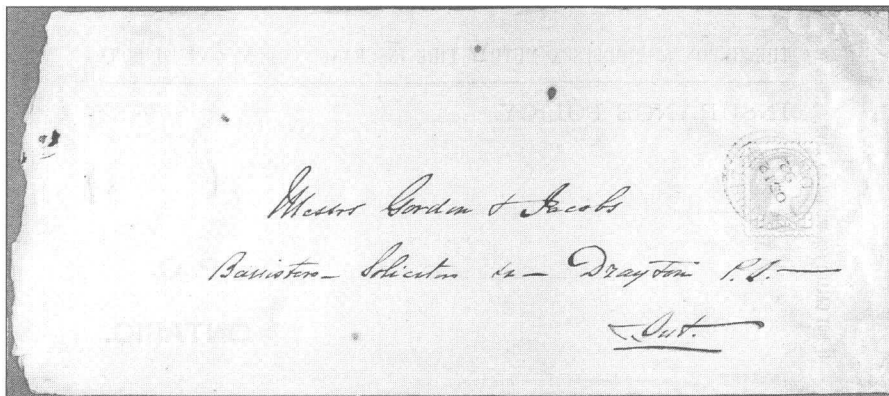


Fig. 1. At first glance, a homely 3¢ SQ envelope that was completely recycled and sent from Harriston to Drayton.

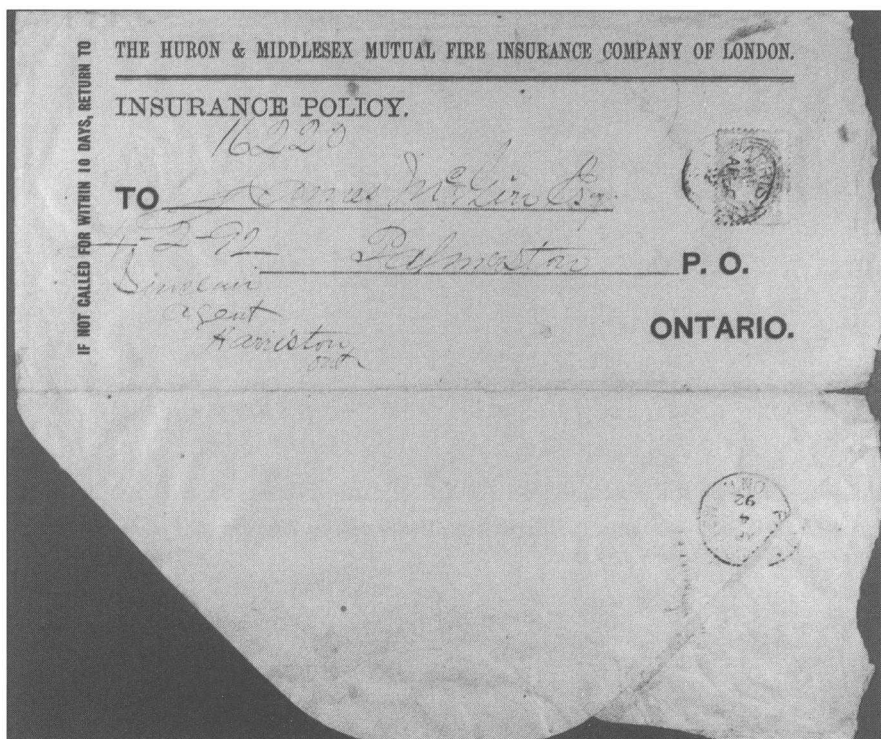


Fig. 2. Original front of cover (Fig. 1) turned inside out and franked with a 1¢ SQ to prepay the printed matter rate (insurance policy) from Harriston to Palmerston.

with two 1¢ stamps – 1¢ for each direction or (iii) a combination with a 1¢ stamp and an 'Unpaid 7'. This is the first turned envelope I have had.

The second piece is a 1¢ QV stationery post card initially postmarked 'WALKERTON JY 7 93 ONT'. Placed over the stationery stamp is a 1¢ SQ stamp tied by a 'WALKERTON JY 13 93 ONT' cds. It is addressed to Messrs Jacobs & Gordon, Wiarton, Ont.

The card is backstamped 8 July and 14 July. The reverse of the post card has two, unfortunately, under-inked rubber handstamps. The three line heading at

the top reads:

MEMO REGISTRY OFFICE
County of BRUCE
WALKERTON 18

Below this address is a written invoice for purchases made on 28 June totalling \$5.59 and a signed receipt for payment on 13 July. The feint six lines of instruction at the bottom reads:

Please forward above per
return mail to invoice memo
and enclose this card to be re-
ceipted and returned to you
and oblige

DEP. REG'R

The two purple date stamps on front were obviously applied when the addressee received the invoice (10 July) and the acknowledgement of payment (14 July). The Bruce County Registrar must have been a very efficient clerk to use this time-saving method of invoicing despite the fact that postal regulations of the era stipulated that "a post card may not be used a second time, even though prepaid by an additional stamp".

An almost identical card is illustrated on page 19 of Allan L. Steinhart's 'The Postal History of the Post Card in Canada 1871-1911'. This, plus the above and two other such cards in the find, suggests that the Post Office consistently let pass the cards of a municipal official who may have been a big fish in a small pond.

Also included in this report, almost as a footnote since it is not truly 'used' but rather 'cancelled' twice, is a third item of great interest. I refer to the cover with its 3¢ SQ tied by a type II 'GUELPH AP 21 96 PM' squared circle, that travelled from Guelph to London. At the London destination, someone, most likely a registry clerk of the HURON & ERIE L & S Co., crossed out the address, annotated the cover "Return to" and reposted it. The stamp on the return letter was again tied by a squared circle, this time a type 1 'LONDON PM AP 22 96 ONT'. Backstamps of 'London AP 21 PM 96' and 'Guelph PM AP 22 96' cds's reveal the complete itinerary of the cover's speedy, one day journey. The trains must have been running on time in both west and eastbound directions!

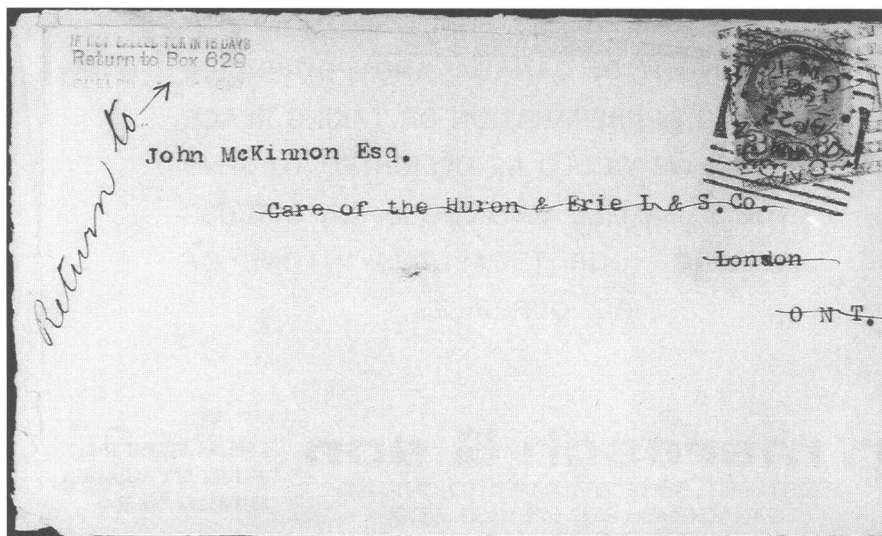


Fig. 5. Two different (type and town) squared circles cancel the same dispatching stamp on this 'aller-retour' cover.

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WHERE IS OUR HOBBY HEADED?

J. L. Brown and R. B. Winmill

In a previous article, the matter of so-called 'ambulance covers' was briefly touched upon (1). A second style of the same item recently surfaced. Were it not for the fact that the return address was very close to a house owned by one of the authors until only 75 days prior to the date of this cover, it would probably have been ignored. It was that fact that caused the authors to take a second glance at the item in question.

The 'ambulance cover' (Fig. 1) is nothing out of the ordinary, being but one of numerous similar items regularly observed in the Canadian mails. At first sight the original cover appears simply to have been delivered to the post office and, for whatever reason, been hand cancelled by a rubber stamp (Fig. 2). But why the special treatment? Such a cover should normally have been processed by machine. Moreover, it is apparent that, at the time the cancellation was applied, there was an adhesive on the cover. This suggests that the cover was then probably in good condition. Yet two of the handstamps on

the reverse (Fig. 3) indicate that all was not well. Moreover, the condition of the envelope and the missing stamp suggests that, at some point, the cover received a severe soaking (2). The handstamp on the reverse is dated 11 November, 1985, a holiday for the post office, with no postal service or mail pick up. So why was it processed on that day? Was it really received in damaged condition or was it mishandled and permitted to become soaked later?

The truth is that while one can speculate endlessly on such questions, it is not possible to provide a definitive answer. But these are not earth-shattering, life and death questions either. Nor are these questions of any theoretical relevance. Why then be concerned with them? The answer: the nature of man. To the postal history enthusiast a cover, no matter how mundane, has a story to tell. The interpretation of such material is part of the challenge. Mere acquisition or mindless textbook application will no



Figure 1. Clear plastic 'ambulance' cover.

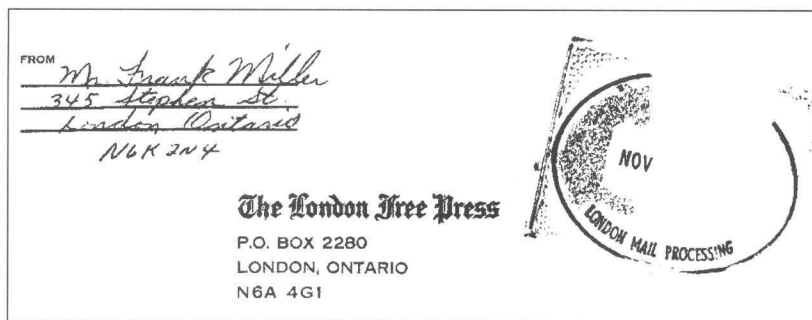
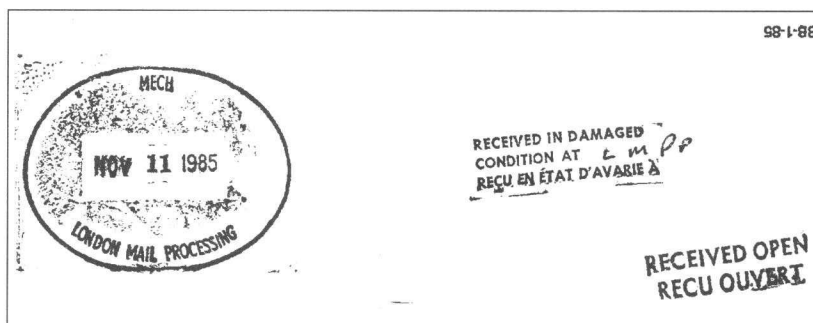


Figure 2 (above)

Figure 3 (below)



longer suffice. Problems must be recognised and studied in the context of original and contemporary documents.

In so doing, both philatelists and postal historians will breathe new, much needed, life into both hobbies. In recent years, great strides have been taken in postal history research. Such a strong case can not be made for the study of stamps. Many collectors lack the patience, knowledge and discipline to undertake the sustained research necessary to develop fully their own interests; much less to contribute to the literature and hence the general body of knowledge. There are contemporary students who do conduct such research but studious and academic approaches tend to be grossly undervalued at

international exhibitions, while studies incorporating the spectacular tend to be overvalued. Frequently they incorporate no original research but rather an unthinking replication of previous studies. Yet who has provided the greater contribution to our knowledge?

There have been numerous complaints that ours is a rich man's hobby. To some extent this is a valid criticism. However, one of the authors developed and successfully exhibited an award-winning collection while in his twenties and thirties for a relatively modest sum. Similarly literature is another avenue to pursue. Both authors have contributed in this area, one being successful at international level. It is not expensive, but like all else worthwhile,

it does require effort.

In the 'Canadian Philatelist', Michael Millar bemoans the decline of philately. Various authorities have attributed this to excessive specialisation and competing interests, often citing the ubiquitous computer. We must therefore ask ourselves, "What is the goal of philately?" Assuming Mr Millar's thesis to be valid and that a decline exists, what can be done to alter this course?

Increasing specialisation is a two-edged sword. On the one hand it fragments the hobby, because each specialist concentrates, to the detriment of overall philately, on his own ever-narrowing field. The broad perspective is lost. On the other hand, it opens broad new avenues, not involving great expenditure, thus enabling younger and less wealthy collectors to participate meaningfully. Consider the cover discussed at the beginning of this article. Inconsequential, definitely, yet still a subject deserving of study for personal gratification.

Many problems present themselves. For anyone bent on, or addicted to, the computer there are many avenues to explore, involving computer applications in statistical analysis. For those interested in more traditional methods, given fiche and film, it is possible to conduct most research anywhere in the world.

Finally, one other obstacle rears its ugly head within the hobby. Traditionally, for whatever reason, females tend to shun philately and resent the time and funds devoted to it by their partners. One female recently ascribed this to the alleged fact that they lack the intellectual capacity and interest to pursue an irrelevant pastime! If females

could be enticed into active participation with their partners, then perhaps rather than being a divisive component in a partnership, perhaps it could become a unifying force.

The collection and study of traditional material no longer holds the appeal it once did, for many. Two areas in philately, *Thematics* (*Topicals*) and *Postal History*, have probably maintained their positions but have failed to advance. Traditional philately has declined in appeal as has the hobby overall. Not only are the reasons cited above contributing to this decline, but so too are a plethora of others, not least shortage of funds.

The contemporary challenge is to ensure that the youth of today develop an early and sustained interest in the hobby. Let us not forget that if we, the senior students of today, fail to foster such interest among the youth of today, the hobby will wither and die. For those who feel that this is an alarmist position, just recall that at the turn of the century, sea shell collecting and, later, picture postcard collecting, were more widespread and popular than philately is today. The latter is no longer nearly as popular as it was prior to the first World War, while the former is virtually unknown today.

Let us do all in our power to preserve our hobby.

Footnotes:

1. 'The Fate of Misdirected Mail', J. L. Brown & R. B. Winmill. 'Maple Leaves' Vol. 23, No. 8, pp277/8.
2. The authors recall this month well. It was one of the wettest ever in the area.



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The field of military postal history is a wide and rich one but not too much attention has been paid to civilian activities during times of strife. Perhaps the following article will strike a spark.

CANADIAN WARTIME CONTROL BOARDS

Bill Pekonen

Virtually every phase of civilian and military activity in Canada was controlled by bureaucrats during World War II. Evidence of these activities can be found on old government envelopes. This article is intended as a background paper to help explain some of those envelopes. Obviously, there is much more to be told than can be summarized in one short article.

The occupation of Hainan Island by the Japanese military during February, 1939; the German destruction of Czechoslovakia during March; the agreement by Rumania to supply oil to Germany; the pressure during the same month on Poland by Britain and France to make a deal with Hitler; the attack on Albania by Italy during April; the introduction of military conscription in Britain during May; more fighting between USSR and Japan and other similar events during the first six months of 1939 caused concern around the world. While Chamberlain in Britain, McKenzie King in Canada and politicians in other countries were announcing peace plans, the bureaucrats in Canada (and around the world) were preparing contingency war plans.

A special Defence Purchasing Board was established in Canada during July 1939. This board can be considered as the first step in the war effort. It was supplanted in November 1939 by the War Supply Board. The Department of Munitions and Supply was created in May 1940 to replace the War Supply

Board. The Minister was empowered to examine and organize, mobilize and conserve the resources of Canada for the purpose of furnishing munitions of war and other supplies.

The War Measures Act of 1914 was invoked on 3 September, 1939, giving the Government of Canada the necessary powers to meet the emergency created by the declaration of war on Germany by Britain. War on Germany was declared by Canada on 10 September.

The Cabinet was advised by the Wartime Advisory Committee on Economic Policy and the 'War Committee'. The Advisory Committee was headed by the Prime Minister and included under statutory provisions the National Research Council (Trade and Commerce) and the Civil Service Commission (Secretary of State). The personnel of the War Committee consisted of the Prime Minister, Leader of Government in Senate, Minister of Justice, Minister of Finance, Minister of National Defence, Minister of Mines and Resources, Minister of Munitions and Supply, Minister of National Defence for Air, Minister of National Defence for Naval Affairs, Minister of National War Services.

The War Committee oversaw the activities of ten special committees: War Finance and Supply, Food Production and Marketing, Wheat, Fuel and Power, Shipping and Transportation, Price

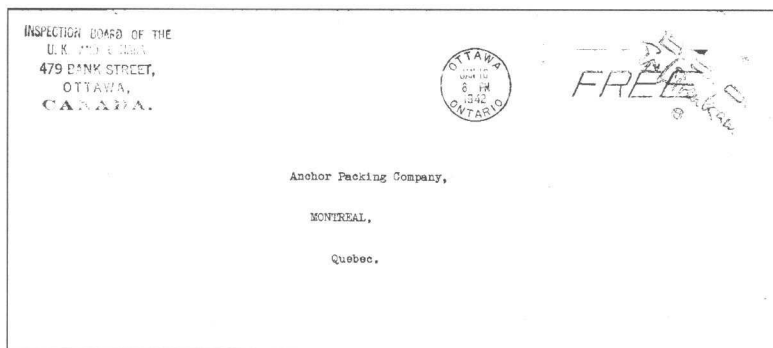


Figure 1

Control and Labour, Internal Security, Legislation, Public Information, Demobilization and Re-establishment. At the start, the special committees were also advised by twelve other statutory agencies (ministerial) and 28 wartime control boards and agencies. (Many more boards and agencies were formed later).

The initial 28 Boards and agencies are listed below⁽¹⁾ in no particular order. Research is in progress to establish the starting and closing dates of each.

Normal postal regulations applied to mail from each board or agency. If mailed under approved Departmental signature, the surface mail was 'FREE' (see figure 1). If special services were requested (such as air mail), then the appropriate postage had to be added (see figure 2 with six cent air mail stamp affixed). When special services were used without affixing a stamp, postage due was demanded. In some cases, there is no evidence that the amount due was in fact collected.

One collector has published information on the Foreign Exchange Control Board (which was formed to maintain sufficient reserves of gold and

US currency). All foreign currency was controlled from 3 September, 1939 until 14 December, 1951. Mail was subject to censorship to control mainly the transmission of cash for any purpose (including purchase of foreign postage stamps), and to prevent trading with the announced enemies of Canada. Evidence of various labels and other markings attached to envelopes has been the subject of the special study. However, very little information has been published on the entire government control process during the Second World War. This writer has conducted research into the topic. Enough material to publish a monograph is being sought to supplement the number of covers currently in my collection.

Correspondence is invited⁽²⁾ on the entire subject matter and I am especially interested in seeking at least one cover (or a clear photocopy that can be reproduced) from each of the special boards and agencies formed during WWII and the period immediately following.

Footnotes:

- (1) Wartime Prices and Trade Board
Wartime Requirements Board
Wartime Industries Control Board

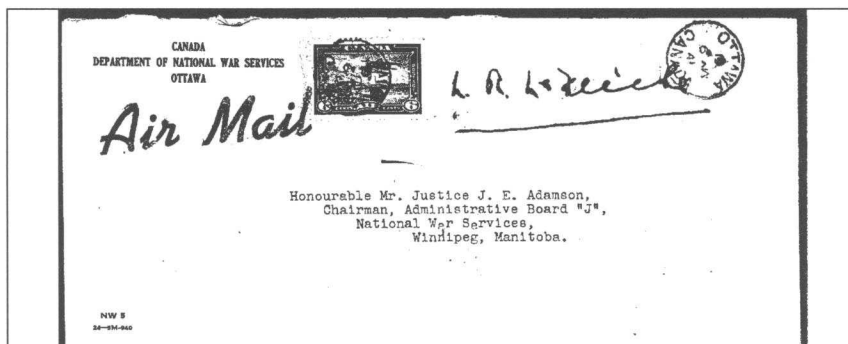


Figure 2

Foreign Exchange and Control Board
 National War Savings Committee
 War Contracts Depreciation Board
 Board of Referees Under Excess
 Profits Tax Act
 Agricultural Supplies Board
 Bacon Board
 Advisory Committee to Bacon Board
 Dairy Products Board
 Special Products Board
 Sub Committee on Fresh and Frozen
 Fish
 Lobster Controller and Advisory
 Board
 Advisory Committee to Wheat Board
 Canadian Shipping Board
 Transport Controller
 Canadian Temporary Great Lakes-

St Lawrence Basin Committee
 Industrial Disputes Inquiry
 Commission
 National Labour Supply Council
 Inter-Departmental Committee on
 Labour Co-ordination
 Custodian of Enemy Property
 Registrar General of Alien Enemies
 Director of Internment Operations
 Commission re Revocation of
 Certificates of Naturalization
 Dependents Allowance Board
 Censorship Co-ordination
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 Director of Public Information
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Members who have not paid the current year's subscription by 30 April
 will be removed from the *Maple Leaves* circulation list.

The indefatigable Horace Harrison reports a couple of recent 'finds' within the Registration field.

REGISTERED RPO AND OVAL

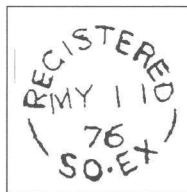
Horace W. Harrison, FCPS



The first is a newly discovered oval registered date stamp for Woodstock, Ont.; illustrated is a clear example dated NO 28, 85.

The second discovery in recent times is a new registered RPO mark for the Southern Extension of the Wellington, Grey & Bruce Railway.

Two examples can be seen on the



back of the cover, illustrated below, from Kincardine, Ont. to Stratford Ont., via Guelph on 11 May, 1876.

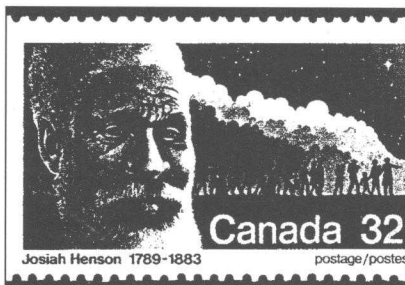


THE PEOPLE ON THE STAMPS – JOSIAH HENSON

Dr Alan Salmon

*Where is my home? Where is my home?
Where a man is as good as his neighbour
And we all take joy in our labour,
And the wife sings all day long
With the children bright and strong
And it seems like God's own country.
Where is my home? John Murray Gibbon.*

Josiah Henson was born to slave parents in the USA. He eventually escaped to Canada, to establish a community for fugitive slaves at Dawn near Dresden. Central to this working community was a school, for all ages, to "elicit the fairest and fullest development of the physical, intellectual and moral powers". He was the first Canadian black of national and international importance. He was reputed to be the model for Uncle Tom of *'Uncle Tom's Cabin'* by Harriet Beecher Stowe. The centenary of his death was commemorated by the issue of a 32¢ stamp in 1983 (SG 1104, SS 997).



The Slave Trade

Unfortunately slavery is probably as old as man; in our earliest recorded history prisoners of war were killed whilst the women were taken as slaves. Later the

men also were made slaves. It was widespread: Egypt, Greece, Britain before the Romans, Rome, India, China, Japan, the west coast of Canada. The first trading in black slaves by Europeans began, in 1444, when the Portuguese imported some into Europe; indeed the first black African in America seems to have arrived with Columbus in 1492, apparently he was a free man. In 1517 Spain and Portugal allowed the importation of African slaves to their American colonies as there were insufficient local Indian slaves for their needs. Eventually between 15,000,000 and 20,000,000 Africans were transported to America, 95% of them to the Caribbean and Latin America.


In North America the first slave imports were by the Dutch to Virginia, in 1619. The first black slave reported to be traded in Canada was an Oliver LeJeune, who had been sold by English traders to the French in Quebec in 1629; eventually he became a Christian and a freeman. In the beginning the slave-trade was not a flourishing business, by 1681 there were only 2,000 slaves in North America. Governor Denonville reversed the usual flow by exporting 40 Iroquois as slaves to France, in 1687.

However, further south, the cultivation of tobacco and rice led to an increase, to 59,000 in 1714, to 263,000 in 1754; then cotton led to an explosion, resulting in a peak of about 4,500,000 in 1860. About 500,000 were imported, the rest were born to the plantations of North America.


Bristol and London were the first significant slave-trading ports to the American colonies but by 1760 Liverpool had become the major port. The trade was based on a triangular system; ships left Liverpool loaded with goods for the west coast of Africa where the goods were traded for slaves taken by the local tribes. The wretched slaves were then transported, in disgusting conditions, to North America where they were sold, the ships returned with cotton and tobacco.

However there was widespread disapproval of the trade. In 1793 Lieutenant-Governor Simcoe forced through a law, in Upper Canada, so that no more slaves (Negro or Indian) could be brought into the province and those already there should be released after a specified time; a similar Bill was defeated in Lower Canada. The American Constitution allowed slavery, each state could deal with the matter in its own way; between 1777 and 1804 the American states north of Maryland abolished slavery; indeed the northern border of Maryland, the Mason-Dixon Line, is regarded as the traditional boundary between the North and the South in the USA.

In 1807 slave-trading to British colonies was abolished; the USA prohibited slave-trading the next year. In





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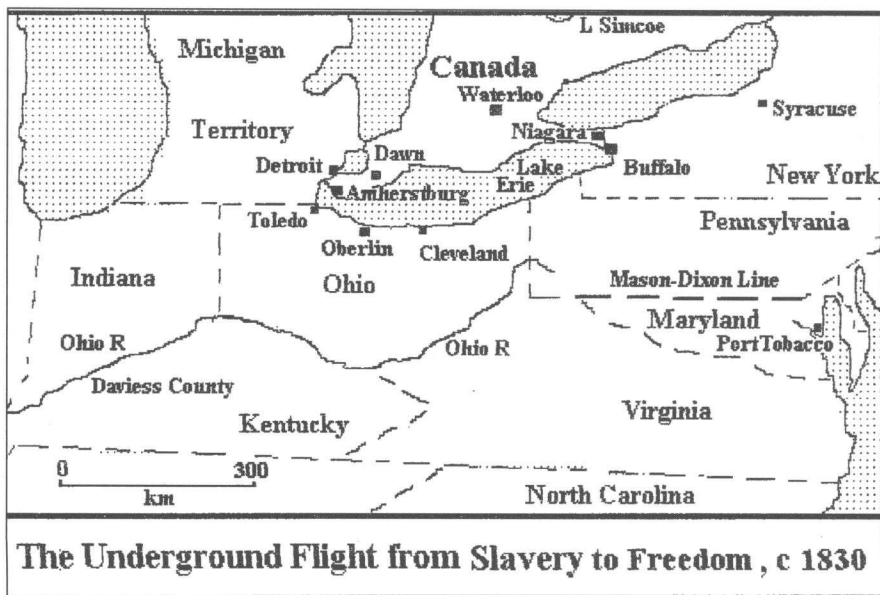
1833 slavery was abolished in British North America, only 50 needed to be freed in Canada. Efforts in the northern USA turned to emancipating the slaves on the plantations south of the Mason-Dixon Line. Slaves from those plantations, seeking freedom, fled either to the northern states or to Canada.

Early days

The story of Henson's early life is known only from his autobiography, of which there were eventually four editions; they were written by ghost-writers and published by abolitionists. He was born on a plantation at Port Tobacco in 1789, and given the Christian name of his master and the surname of his master's uncle. When a young man his arm and both shoulders were broken by an overseer, Henson wrote he was "maimed for life". His owner trusted him to travel widely on estate business; Henson married and

became a Christian. In 1825 he conducted 18 slaves to his master's brother in Daviess County, Kentucky; there Henson became a Methodist preacher and an unofficial overseer.

During a trip to Maryland he earned \$350, a considerable sum, to help pay for his freedom. In 1829 he arranged his purchase but was tricked by his master and sent to New Orleans to be sold. He was saved by the illness of his guard, the master's son, who asked Henson to take him back to Kentucky. Henson did so but decided to flee to safety, accompanied by his wife and four children. For six weeks they travelled through Kentucky, Indiana and Ohio, sailed along Lake Erie to Buffalo and eventually crossed into Canada in October 1830. Four years were spent as a farm labourer near Waterloo where he preached, learnt "to read a little" and eventually had 12 children. He then



formed a small black settlement, raising wheat and tobacco, on rent-free government land, it lasted for seven years. During this period Henson met Hiram Wilson, a member of the American Anti-Slavery Society, who was establishing schools for Canadian Negroes so that they could better integrate into their new nation. This was of direct interest to Henson who was pondering how fugitives, like himself, might best adjust to life in Canada.

Dawn

Aided by money from the USA and England, Wilson, urged on by Henson, established the British-American Institute at Dawn, near today's Dresden – a school to provide an education based "upon a full and practical system of discipline, which aims to cultivate the entire *being*, and elicit the fairest and fullest possible development of the physical, intellectual and moral powers". The school was a substantial endeavour, comprising, besides the formal classrooms, farms, a sawmill, a brickyard and rope works. Henson established a community for fugitive slaves around the Institute; he moved with his family to this haven in 1842. A settlement of about 500 people grew around the school; on 1,500 acres, owned by the settlers; they grew tobacco, wheat and oats.

Henson served on the executive committee of the Institute, its patriarch; apparently somewhat vain, but a forceful and determined leader, who believed the negroes needed land and education. The administrative head of the Institute was always a white man; unfortunately there was considerable conflict between Henson, as the spiritual leader, and the administration. These led to continuing doubts about the overall ability of the executive committee of the

Institute; several investigations did not fully clear Henson of responsibility for some of the short-comings of the project. He even became involved in lawsuits with the administrators. Henson travelled in the northern states of the USA to raise funds for Dawn between 1843 and 1847. In 1849 the first edition of his autobiography was published, consequently he visited Britain twice to raise funds for 'his community'. He even met Queen Victoria and President Hayes of the USA.

The Underground Railroad

The various channels of escape to the northern States and to Canada became known as the Underground Railroad. It consisted of many lines, some highly organised, some individual efforts, but all leading to freedom from the plantations. The main centres of activity were: Amherstburg and Niagara in Canada; Syracuse, Buffalo, Toledo, Oberlin, Cleveland and Detroit in the USA. It operated from about 1785 to the start of the American Civil War in 1861 – in 1786 George Washington complained about the Quakers attempting to liberate a slave. Estimates of how many fled by it vary, but probably about 40,000 escaped from the south. How many reached Canada is uncertain, however the *Toronto Globe* in 1852 reported some 3,000 fugitive slaves were in Canada West. This ties in with the 1851 Census which indicates about 5,500 negroes in Canada West, and with the 1861 Census indicating about 13,500 in that province. Most fugitives who stayed settled near either Niagara or Amherstburg, but some travelled as far as Lake Simcoe. Henson was helped in his flight by this Underground; later he made forays to the south to bring over a hundred fugitives out through Ohio.

Uncle Tom

In 1852 Harriet Beecher Stowe's *Uncle Tom's Cabin* was published, it was a tremendous, lasting success selling 2,000,000 copies in the USA in its first decade; and it was a great influence against slavery. Henson claimed to have met her and she may have read the first edition of his autobiography, true or false henceforward he was regarded as the original image of Uncle Tom. For some years he made lecture tours where he was introduced as the real-life Uncle Tom, although he never made the claim himself. This image greatly extended Henson's sphere of influence, far beyond that which would have accrued because of the founding of Dawn.

The Institute at Dawn closed in 1868, controversy about it still continues – is it best to form separate communities such as grew at Dawn, or is the best option to integrate new arrivals into the existing community? In 1876 Henson returned to England to raise funds, this time for himself, his lawsuits had been costly. His last years were spent quietly in Dresden, Ontario; he died aged 94. He was a natural leader, intelligent and forward-looking, who made a significant contribution to Canada's effort in the North American anti-slavery crusade and who, by his example, helped many slaves to find a far better home than the plantations.

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1937 KING GEORGE VI 'MUFTI' ISSUE –

Low Value Definitives

David Whiteley

The death of King George V in 1935 and the subsequent abdication of King Edward VIII in 1937 resulted in a two year lapse before the new low value definitives (Scott 231-236) could be produced. They were first released for sale on 1 April 1937 (1¢, 2¢, 3¢) and 10 May 1937 (4¢, 5¢, 8¢). Despite this unique situation and the long delay, this issue has received little attention from collectors of British North American material. Yet these six stamps which I shall describe in detail later were one of the last issues of Canadian stamps to be engraved in great detail and can still be obtained at very reasonable prices. This issue should also be attractive to the collector as examples can be found to enhance many particular areas of specialization, from the single copy collector to the most esoteric areas of postal history, varieties and errors. It is also an issue where the diligent specialist can make new discoveries. I should however caution would-be collectors that, despite the reasonable price of much of the material, the trick is to locate a supply. Over the last two years I have spoken with many dealers all of whom say the issue is undervalued in the catalogues and a good supply of material is a lot harder to find than material from earlier issues. Complete sets of the numerous Plate blocks and full sheets are particularly hard to locate. The scarcity of good material is reflected by the absence of representation in most auction catalogues, a phenomenon which has been remarked upon by many of my collecting colleagues.

Production and Design

The portrait used for the low values is produced from an engraving based on a photograph of the King taken by Bertram Park of London, England. The design was then engraved onto chromium coated steel plates then recess-printed on dry, pre-gummed, medium white wove paper by the Canadian Bank Note Company, Ottawa, and printed in sheets of 400 (20 x 20) divided into panes of 100 (10 x 10). An experimental printing was made of the 2¢ and 3¢ in sheets of 600 divided into six panes of 100 (10 x 10). Plates 9 and 10 were used for the 2¢, Plates 12 and 13 for the 3¢. The printer's imprint appears in the upper and lower sheet margins with plate numbers, except on the experimental sheets of 600 where the imprint appears over the 5th and 6th stamps of the upper middle pane and below the 95th and 96th stamps of the lower middle pane. The plate numbers, together with a printer's batch number, can also be found printed in the selvedge on the left side of the lower left corner of each pane, in the colour of the stamp, on the sheets of 400. The year, 1937, of preparation of the die can be found in the engraving on the lower left above the '3' and between the outer border and the framing of the portrait.

Paper & Gum

Robson Lowe describes the paper as medium white wove and pre-gummed, but all values can be found on a paper which is apparently very fine (close) laid. Holmes in his specialized 'Philatelic Catalogue of Canada and

British North America', describes this paper as a 'Laid Effect Paper.' This paper, he says, looks like a very fine laid paper which is most easily seen in the margins of the stamp or better still in the selvage of the sheets. It is due to the impression of the very fine wires used in making the paper. The laid paper used for the first issue of Canadian stamps shows the laid lines much coarser than those found in these later issues. 'Laid' paper has been described as a variety of wove paper showing the laid lines in its texture. The very fine (close) laid paper is found in all the values under discussion but is not common. Bridger & Kay in their 'Commonwealth King George VI Catalogue', state that various values exist on a paper with ribbed effect on the underside. The wire mesh on which the pulp is laid in the first instance is the cause, and this variety has no connection with laid paper. Some time during the life of this issue some printings appear to have been done on a thin wove paper. Like all issues that spanned the World War II era this one was printed on papers of varying colours and composition, thin paper varieties, although not listed in any catalogues, can be found used for all six values. As for the gum this can be found in a variety of shades from white to very deep yellowish brown.

Plate Proofs

The usual 200 illegitimate imperforate plate proofs of each value were produced and, as usual, many examples came on the market and are available. Except for the two cent and three cent all were printed from plate one. In the case of the two and three cent, plate two was used. There also exists a large progressive die proof of the three cent carmine with a dark background, with or without two different imprints, on card.

Until this issue was replaced on 1 July 1942 by the 'War Issue' many printings were made and a large number of plates used, as can be seen from the table below.

Booklets

Between 14 April and 28 May, 1937, four booklets were released containing panes of four or six. The top, bottom and right side of the panes were imperforate with the remaining sides of the individual stamps and labels being perforation 12. The booklets were issued in French and English as follows:

- a. 1¢ panes 4 x 6 in English 296,334, in French 51,500 (18 May)
- b. 2¢ panes 2 x 6 in English 196,900, in French 42,000 (3 May)
- c. 3¢ panes 2 x 4 in English 13,455,000 in French 1,703,640 (14 April)
- d. 1¢ + 2¢ + 3¢ 1 x 4 x 3 in English 1,703,640, in French 227,474 (14 April).

There are many varieties of booklets listed in the specialized catalogues. There are, for example, three different cover types, blank rate pages, air rate page and the composite booklet cover colours vary from blue to turquoise to ultramarine. The gum used on the booklet panes varies from white to yellow or brown.

Coils

The 1¢, 2¢ and 3¢ (Scott 238-240), were all issued in rolls of 500 imperf x perf 8 from a curved plate of 250 (25 x 10) used on a rotary press. As each sheet was printed the machine had to be adjusted by hand so that the distance between impressions from two sheets (pane) may vary between 1mm and 6mm vertically in a horizontal pair and by rather less horizontally. Paste-up strips and jump strips are fairly common in all three values.

Numbers printed

1¢ dark green 23,021,500 issued 15.6.37

2¢ brown 34,565,000 issued 18.6.37

3¢ red-rose 57,827,000 issued 15.4.37

Errors and Varieties

There are a number of reported errors, re-entries and varieties in this issue. The most striking and only generally listed constant variety occurs on the 3¢ red in position 85 of Plate 2, upper right, and consists of a line in the right side of the King's collar which is commonly known as the 'crease on collar' variety (Fig. 1). Other varieties have been found; on the 1¢ green (Sc 231) these include a 'dot in the left numeral one' at position 68 Plate 1, upper left. On the 2¢ brown (Sc 232) a 'cut in the left numeral two' has been observed. On the 3¢ red (Sc 233) Darnell is now reporting and listing a 'scratch on the forehead' variety. On the same value 'a dot in the curl of the frame' between 'Canada and postage'



Fig. 1. Block of four of 3¢ value showing crease on collar variety which occurs in Position 85 on Pl #2 U.R. pane.

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can be observed at Position 9 Plate 1, upper right. On the 5¢ blue (Sc 235) a 'dot in both fives' of value tablets and 'dot in 'A' of postage' have been observed. I have recently come across a number of stamps of the 3¢ value where, possibly, the ink has not adhered properly to the plate, particularly in the background outside the framing of the portrait. This phenomenon appears as irregular smudges of lighter inking where it appears that the inked plate has

partially dried before the run had been completed; or perhaps it has been caused by some sheets having been carelessly stored, causing the ink to come away from the design when the sheets have been separated. (A full list of known varieties, many of which are of the fly-speck variety, will be found in Hans Reiche's 'Canada Steel Engraved Constant Plate Varieties.' (Unitrade Press 1982). Notwithstanding the excellent work of Hans Reiche there are

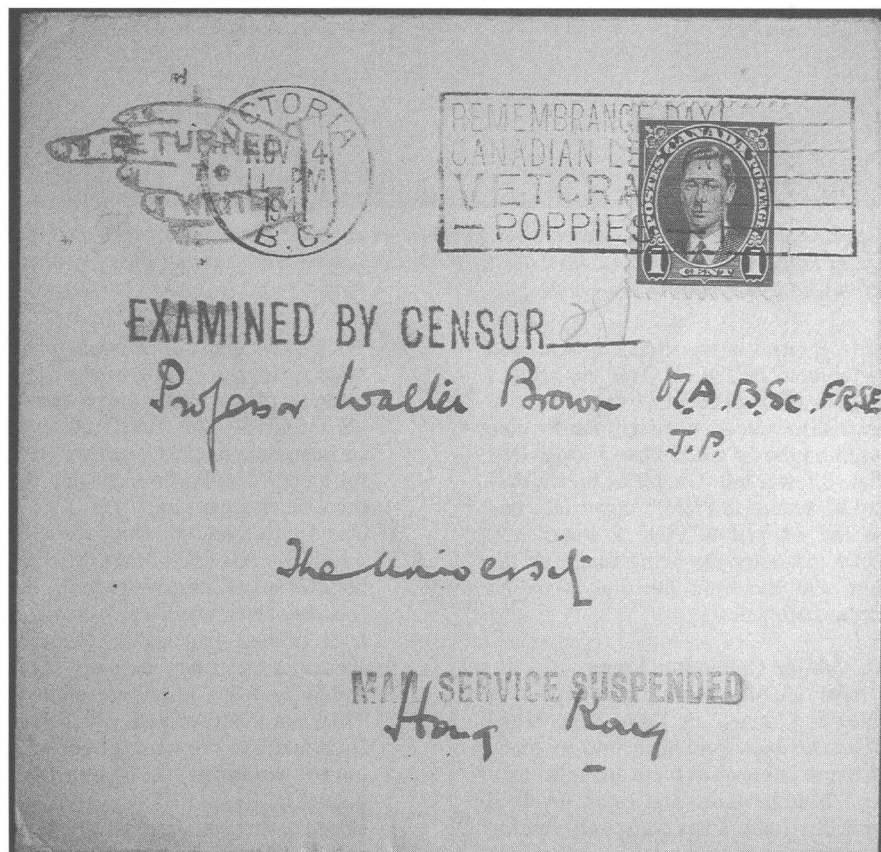


Fig. 2. One cent green on cover to Hong Kong paying the one cent printed matter Empire rate. Cancelled Victoria B.C. Nov.4/ 11 pm/1941, various censor stamps and directional markings including 'Mail Service suspended'.

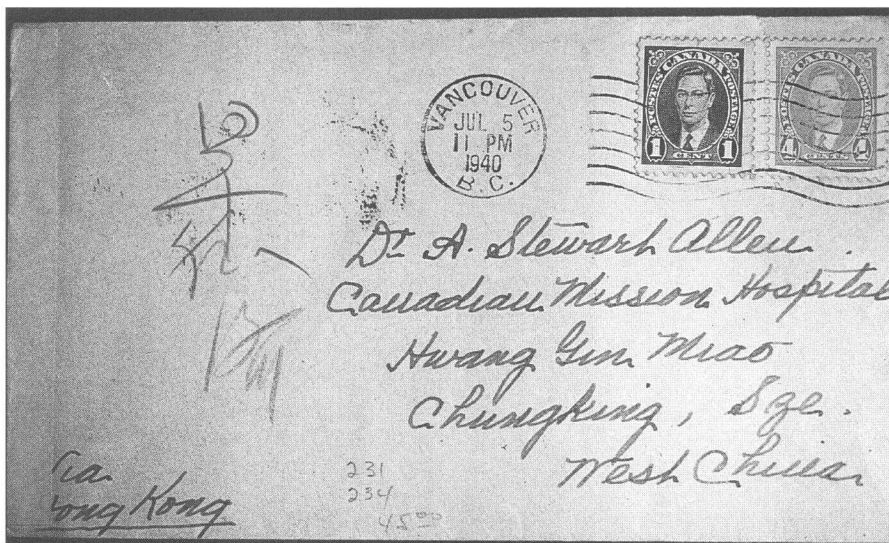


Fig. 3. One cent green and four cent yellow on overseas cover paying U.P.U. rate to West China dated Vancouver B.C. Jul 5 1940; three Chinese receivers dated Sept 19, black 'examined by Censor' C.193 label.

still many unreported errors and varieties to be found. Over the years a number of cracked plate varieties have been discovered, those known to date occur on the 1¢ green Plate 7 lower left; Plate 8 lower left. On the 2¢ brown they can be found on Plate 5 upper left, and on the 4¢ yellow Plate 2 lower left. More examples are being found all the time and therefore this list is by no means complete.

The Major Collecting Areas

I have identified ten major areas of collecting, many of these very broad areas can be sub-divided into as many different interests as there are collectors. As I become more and more involved with this issue I am constantly finding new areas of specialization especially in the field of postal history where the collector can find material to satisfy any craving.

- 1) With more than 50 different plate blocks, together with some five broken plates and more being identified all the time, there is sufficient material to keep one busy for a considerable time chasing the more elusive material.
- 2) The 1¢, 2¢ and 3¢ values were all issued as coils and in four different booklet pane combinations. The four booklets were also issued in both official languages. The coil specialist can find 'paste-up' strips and 'jump strips' in all three values. There are shades of gum which vary from white to brown, together with cover variations in design and colour.
- 3) Because these stamps were issued on two different dates there are a wide variety of First Day Covers both official and private.
- 4) For those interested in the

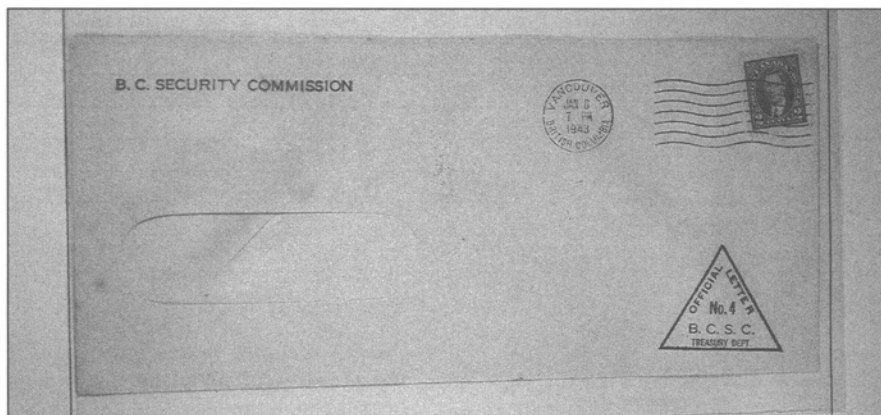


Fig. 4. Two cent brown on Japanese internment mail Letter #4 with B.C.S.C. Letter No. 1 cachet.

- development of aviation and air mail service there are numerous first flight covers from both within Canada and to overseas destinations. Also the rate structure for air mail letters changed several times during the life of this issue making this area of collecting a fascinating study for the aerophile.
- 5) There are a number of fairly common Perfin varieties of which the official 'O.H.M.S.', which occurs on all values, is the most common. There are also many other commercial and government agency perfins some of which have many varieties.
 - 6) There is a large number of pre-cancels associated with this issue which can be found on the 1¢, 2¢, 3¢, 5¢ and 1¢ coil.
 - 7) The collector of used material has a number of areas available to him as there is a wide variety of circular town cancels, roller cancels, machine cancels and slogan cancels, together with a number of special informative hand stamp endorsements and cancellations.
- Within this genre there is, for the cover collector, a wide variety of rate covers, advertising covers and post cards. For those collectors interested in Paquebot and Sea Post Office cancellations a considerable amount of material exists.
- 8) Because this issue was not replaced until 1942 the Military specialist can find a considerable amount of material including M.P.O.s, internment camp cachets and some very scarce Japanese internment mail cachets* covered by this issue (Fig. 4). A wide variety of both domestic and foreign censor markings and inspection markings can also be found.
 - 9) For the railway buff there is a plethora of R.P.O. cancellations.
 - 10) For the more specialized collector interested in papers and gums there appears to have been a wide variety of papers used to produce this issue and a wide range of different coloured gums used from a pale yellow to very deep yellowish brown or ochre.

Description of numbers issued with Plate numbers & Die numbers

Value	# Issued	Die Nos.	Plates
1¢ dark green	1,393,677,000	X-G 631	1-11
2¢ brown	1,163,103,500	X-G 651	1-14
3¢ rose-red	2,633,940,000	X-G 649	1-23
4¢ yellow	24,074,000	X-G 633	1
5¢ dark blue	133,102,302	X-G 634	1-3
8¢ orange	14,035,353	X-G 635	1

Conclusion

It is hoped that this brief outline of a much neglected area of Canadian philately will whet the appetites of both the experienced and novice collector and will cause them to consider this issue as an interesting and rewarding area of specialization, similar to the

position occupied by the more popular classic issues that command a great deal of attention in the philatelic journals.

**Editor's note: Readers' attention is drawn to the detailed article by Bill Topping that appeared in the June 1995 issue of 'Maple Leaves' (pp 75-80).*



THE POSTAL HISTORY SOCIETY OF CANADA INVITES APPLICATIONS FOR MEMBERSHIP

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VERY LUCKY STRIKES

L. F. Gillam, FCPS

"No man can be more innocently employed than when he is 'playing' with his postmarks." (With apologies to Dr Samuel Johnson):

A Man of Music and Squared Circles

Most postmark collectors associate the name Whitehead with squared circles, and rightly so. His work on these ran to three editions and by 1965, when the third was published, it had long been the sole guide to those who collected them. It remained so until much later it was superseded by Hansen and Moffatt's 'The Squared Circle Postmarks of Canada', the authors of which have acknowledged their indebtedness to him for his earlier pioneer work.

Dr Alfred Whitehead was a professor of music and a renowned organist whose fame extended far beyond his native Nova Scotia. There are many musicians, both professional and amateur, still alive today who can testify to his inspired and enthusiastic teaching. He was also a talented amateur artist with a wide range of other interests; but Canadian philately was his first love, and remained so throughout his long life.

And Railway Postmarks

Together with Stanley Cohen, who collaborated closely with him in the production of his books, they built up what were probably the most comprehensive collections of squared circles then in existence. But this was by no means Whitehead's only interest. Precisely at the time when he was collaborating with Cohen he was very much involved with T. P. G. Shaw in the latter's work on Canadian railway

postmarks. In fact this partnership goes back much further to a period during the Second World War when Shaw was listing these postmarks in preparation for his 1944 'Catalogue of Railroad Cancellations'. This close co-operation, together with that of many others, led eventually, in 1963, to the publication of Shaw's second catalogue, a vastly more comprehensive work. Over the intervening years an ever-widening circle of railway postmark enthusiasts were constantly finding and reporting new discoveries, literally hundreds of them, so that in 1963 his second catalogue fulfilled a long-felt want.

Now, although I corresponded with Whitehead almost from the very first year that I joined our Society, there was very little that I learnt about him of a personal nature, apart from the fact that he was a very modest man, and a very generous one too. It was not only information about Canadian railway postmarks that we exchanged; we also 'traded' them. Needless to say, for then my collection was a rather modest one, I had a very adverse balance of 'trade', but I am sure that this did not bother him in the least. I was keenly interested, a comparative novice and willing to learn. It was typical of the man that this was sufficient motivation to help someone who was a complete stranger to him. That he helped many other collectors in the same way I learnt over the years; but in 1963 I learnt something else about him that will be positively mind-boggling.

Shaw Tells the Tale

My informant was none other than Shaw himself who, together with his wife, decided to visit Great Britain for the first and only time as things unfortunately turned out. Their first port of call was Rotherham! This, of course, was by prior arrangement, and only R.P.O. aficionados will appreciate how keenly I looked forward to their visit. They will also appreciate how long the hours seemed to drag before the ladies retired for the night. We both knew better than to talk very much 'shop' while R.P.O. widows were present! Apart from presenting me with his new catalogue, which he inscribed with a very flattering commendation, I do not recall any discussion about our mutual interest. But we made up for it when, at last, we were alone!

That Whitehead's name should figure prominently in our talk goes without saying. For one thing both he and Shaw knew the Reverend F. W. Gedye of Brome in the Eastern Township, and Gedye had been one of a little group of railway postmark collectors who, in the early 1920s used to meet occasionally, and informally, in Montreal in order to discuss a subject which most philatelists regarded with amused tolerance, or lofty disdain. As far as they were concerned the less a stamp was apparently 'used' the better. If a heavily used stamp was included in a collection it was so reluctantly, until something better turned up. It was not until Fred Jarrett published his renowned work on the stamps and postmarks of Canada in 1929 that this situation began to change; but it took a very long time to change some collectors' attitudes, and many were never converted at all.

Such was the nature of our

conversation, although I did more listening and learning than talking when suddenly Shaw said, "You're not going to believe this, but . . ." After 33 years I cannot swear that these were Shaw's exact words; but they certainly implied that what I was going to hear would sound incredible, but true.

Whitehead Gets the Sack(s)

Apparently during the war Whitehead had driven down from his home (then in Sackville, N.B.) to visit a dealer whom he knew in Halifax. Occasionally, while gazing through the dealer's Canadian stockbooks he had found a few items to add to his general collection, or possibly stamps with an 'interesting' postmark, who can tell? It was while he was doing so that he noticed three or four sacks, large sacks, full of something or other, bundled up and tied with string. They were piled in a heap in the corner of the shop. In response to Whitehead's casual enquiry it turned out that the dealer had bought the sacks for a few 'bucks' from a wholesaler. There had been no deception; as the wholesaler had said, the sacks were full of what might have been called 'kiloware' except that there was no great variety. They were just low value Canadian stamps on paper and too heavily postmarked anyway to make it worthwhile for the dealer to soak them off for packet material. Even if he had the time, who would buy them if he did? In actual fact he had done the wholesaler a good turn by taking them off his hands. It was at this point, no doubt, that Whitehead asked if the dealer would mind if he had a look at them. The dealer promptly heaved a sack on to the counter. The string was untied and Whitehead plunged his hand in the sack and took out a handful. As he let the 'trash', for that was the dealer's terminology, trickle through his fingers Whitehead confirmed his description.

They were indeed heavily postmarked: some late printings of the three cents Small Queens so much so that they were scarcely recognisable as such. Whether or not he paid much attention to the low value Maple Leaves, Numerals, Edwards and Admirals at that time cannot be said with certainty. What can be said is that Whitehead had seen enough.

Shaw could not remember what, if anything, was paid for the bags of 'trash'. All that needs to be said is that if Whitehead had been blessed with foresight, he would have paid a very great deal. But this only came to him when he began to sort the many, many thousands of despised 'pieces' out. Of course there was a lot of 'trash'; it would have been surprising, to say the least, had this not been so. But among those roughly torn pieces that Whitehead carefully cut into neat rectangles and squares were many hundreds of squared circles in their entirety, and literally thousands of railway postmarks. How long it took him to complete this enviable task can only be imagined; but what is certain is that in the end he had two collections of these postmarks that were probably unrivalled, supplementing, as they did, the two formidable ones that he had already previously built up.

Sweet Dreams

It was nearer two than one in the morning before Shaw and I retired, and it was nearer eleven than ten the following morning before I 'piloted' my guests back on to the A1 where they headed north on their journey to 'Bonnie Scotland'. As I drove back home I made a mental note to record this extraordinary instance of how much the truth can sometimes be stranger than fiction. What had happened to Whitehead was the realisation of an

impossible dream. In those days another impossible dream was to own a swimming pool and a pink Cadillac. If, before that fortuitous (and fortunate!) visit to Halifax, a jinni had popped out of a bottle and had offered him the choice, I know what it would have been. I know what mine would have been too.

YES, OF COURSE . . .

COCK-EYED KING – this example of lèse Majesté relates to a retouch on the 2¢ coil stamp of the 1930 'Arch' series. One impression on the plate was insufficiently rocked in and was retouched, two curved lines being added above and below the King's left eye. The result gives an impression of a squint. The variety occurs to the left of a joint line so is best collected as the left stamp of a 'line pair', or in a strip of four.

LINE PAIR – the 'Arch' series coils were printed by the British American Bank Note Co. on a Stickney (rotary) press which produced continuous strips and avoided the hitherto necessity of pasting up strips. A plate was in two semi-circular halves fitted round a drum; printing ink in the joint caused a line to appear between every 24th and 25th stamp, each half of the plate being configured 24 x 16 subjects. A full coil consisted of 500 stamps.

It will be seen that the 'cock-eyed King' variety would normally appear ten times (occasionally eleven) on one coil in 16. It can be found in all three colours of the 2¢ value.

Contributions to or suggestions for inclusion in this random guide to terminology will be welcomed.

LETTERS TO THE EDITOR

Ken Barlow

OHMS SPECIAL DELIVERY

The earlier Special Delivery stamps are all listed in the Unitrade Specialised Catalogue as existing with OHMS perfins and as having been used. I do not recall having seen an example of any issued between 1898 and 1935 (OAE1 – OAE6) genuinely used on cover. Have I just been unlucky, do such covers exist?

Richard Johnson

LADY MINTO'S FETE

Being a member of both the CPS and the India Study Circle, my attention was immediately drawn to the illustration and letter from Robert Lunn on Lady's Minto's Fete.

The stamp illustrated was one of three issued, but it was the other two that attracted a good deal of criticism as the following extract from Jal Cooper's 'Stamps of India' (3rd edn. 1968) indicates:

... prepared at the instance of the late Wilmot Corfield of Calcutta, and issued in connection with Lady Minto's Fete held at Calcutta in December, 1906, to January, 1907. They were prepared by the Survey of India Department at Calcutta, possibly with Lord Minto's permission. However, there was a furore amongst the British community in Calcutta when the stamps were issued, as two of them had portraits of Lord and Lady Minto! The denominations issued were 4 annas and

1 rupee; the four anna value was issued ... in sheets of 24 stamps, six blocks of 4 stamps each. The one rupee value ... was issued in sheets of 25 stamps, 5 rows of 5 stamps each. ...

Cooper, the doyen on India philatelists died many years ago. Parts of his collection still emerge in auctions and sales and his signature attracts attention – and higher prices!

Editor's Note: *These non-BNA emissions seem to have evoked more response than anything nearer to home!*

John Gatecliff

TEIGNMOUTH TO QUEBEC

With reference to Nicholas Lazenby's entire in the June 'ML', I have similar covers from Liverpool to Quebec with the same oval transit mark, which was used in Liverpool from 1846 to 1860.

The entire would have left Liverpool on 5 June 1847 on board the Cunard vessel CAMBRIA, which called at Halifax on 15 June and Boston on 17 June, where the closed mail for Canada was landed before proceeding to New York.

The 1/4 currency mark was used at Quebec from November 1844 to March 1849.

References:

'Maritime Postal History of the British Isles: Ship Letters' – Alan Robertson
'Transatlantic Mails' – J. C. Arnell
'Transatlantic Mail to and from B.N.A.' – J. C. Arnell

SOCIETY NEWS

FROM THE PRESIDENT

This month I must thank Jim McLaren for all his work as Auditor, he now feels that five years is enough and he must make way for someone else.

One small correction to the philatelic programme at Convention – John Hannah's presentation relates to 'Mail by *Rail* and Sea' not 'road and sea' as shown in the June issue.

You will all have seen from the catalogue that the auction will start at 1.30pm prompt as we have over 1,000 lots. This makes an early start essential; I hope our auctioneers are not too tired to enjoy the evening festivities! My thanks go to both of them in advance.

Recently I wrote to our longest living Fellow, A. Bruce Auckland, inviting him and his wife to the Banquet. However, having reached the remarkable age of 101, he feels that travelling out of Edinburgh is too difficult. He sends his regrets and wishes the Society well.

Finally, I am looking forward to seeing you all and hope we can give you an interesting and happy time.

ADDITIONAL AUCTION LOTS

Lot 1045 – 1938 20¢ Special Delivery. Mint unmounted. vf+ £7
 Lot 1046 – Flag cancellations type 7. Montreal die 6. 2 fine examples on cover. Sep 15 '97 and Mar 3 '98. £4
 Lot 1047 – Flag cancellation type 7. Toronto die E (Dec 27 1897) on small cover. Superb impression. £4
 Lot 1048 – Prince Edward Island. 4d genuine with faked postmark. 1 cent forgery Pugh's type 1, thinned under hinge

and 6d cut out from 'Bartlett' letterhead.

£14
 Lot 1049 – Nova Scotia. 3 Spiro forgeries 3d blue (Pugh type 1) 3d blue (Pugh type 2) both thinned and sound example of 6d green (Pugh type 1). £9

Lot 1050 – Nova Scotia/New Brunswick. NS 5 cent and 8½ cent with Senf/Fournier curved "SPECIMEN" overprint. NB 17 cent black forgery by Spiro thinned (Pugh type 1). £4

Lot 1051 – Canada UN Forces in Lebanon. 1961 UN Emergency Force envelope re-used with OHMS Department of National Defence label, franked Lebanon 2 x 20p to UK from member of Canadian Peacekeeping Force. £10

Lot 1052 – Registered Express using Skeleton FPO. 1941 GB 5½d Reg. env. with added 6d for Express from Dundee to Field Ambulance unit c/o Base PO, England. Violet REGISTRATION BRANCH/31 Dec 1941/CND POSTAL CORPS. HQ and large Skeleton FPO TC2 on rev. Neither mark recorded by Proud. £24

Lot 1053 – 3 WW2 censored covers to UK. 2 airmail, Toronto, Brandon and Montreal. £10

Lot 1054 – Poste Restante. 1944 env. from Cambridge to 48th Highlanders C.M.F. with boxed Undelivered/Return to Sender, boxed Addressee Reported Deceased and on rev. rare single ring POSTE RESTANTE/HQ CPS O/S dated handstamp. £24

Lot 1055 – World War 2 env. to UK franked 4 cents with h/s Signature/ASSISTANT SECRETARY TO THE GOVERNOR GENERAL and further censored on arrival in UK. £12

Lot 1056 – 1942 POW Airmail. Base APO Canada to UK. Opened by censor. CANADA INT. OP CENSORED censor mark. £21

SOUTH & CENTRAL SCOTLAND GROUP

Members met at Crawford on the afternoon of Saturday 18 May to see displays from Alfred Thorp, who showed what could be done with the low value KGV1 definitives of 1949-51; Norman Reilly, who showed the KGV and KGV1 commemoratives, mainly in plate blocks and first day covers, and John Hillson who brought Large Queens and the 2¢ Small Queen.

Due to Convention, to be held in September, the next local Scottish meeting is scheduled later, on 9 November, at Crawford as before.

FORTHCOMING EVENTS

1996

Aug 30-Sep 1 BNAPS Convention, Fort Worth, Texas, USA

Sep 11-14 CPS of GB Convention, Station Hotel, Perth

Sep 18-22 Autumn STAMPEX, Business Design Centre, Islington, 52 Upper Street, London

Nov 9 S&C Scotland Group, Crawford Arms Hotel, Crawford

Nov 22-24 STAMP '96 – Autumn, NEC, Birmingham

1997

Jan 22-26 STAMPEX, Business Design Centre, Islington, 52 Upper St., London

Aug 28-30 BNAPEX '97, St John's, Newfoundland

Sep 10-13 CPS of GB Convention, Crown Hotel, Harrogate

International Exhibitions

1996

Sep 27-Oct 6 ISTANBUL '96, Istanbul

Oct 25-Nov 5 ATHINA '96, Athens, Greece

1997

Apr 16-21 NORWEX '97, Oslo, Norway

May 29-Jun 8 PACIFIC '97, San Francisco, USA

Oct 17-26 MOSCOW '97, Moscow, Russia

Dec 5-14 INDIA '97, New Delhi, India

Details of London Group can be obtained from Colin Banfield 0181 281 0442 (home) or 0171 407 3693 (office); Wessex Group details from Dr Dorothy Sanderson 01794 523 924; S & C Scotland from John Hillson, 01461 205656.

AMENDMENTS TO MEMBERSHIP to 30 May 1996

New Members

2730 Stafford, Robert, 77 Kemple View, Clitheroe, Lancs, BB7 2QJ
2731 Andison, Kenneth, 10 Coruisk Drive, Clarkston, Glasgow, G76 7NG
2732 Michaud, J. C., PO Box 31248, Halifax, NS, Canada, B3K 5Y1
2733 Morowitz, Arthur, 98 Hartshorn Drive, Short Hills, N.J. 07078, USA
2734 McLean, Gary N., PO Box 8142, Saint Paul, MN 55108, USA

CR-CQ
C
PH

O, R, NWT

Change of Address

2706 Link, David, Box 1 Site 300 RR3, Stony Plain, Alberta, Canada T7Z 1X3

AB, AD, BC, NWT, PH, PL, PPC, RPO, SK

0819 Mackie, A. S., amend postcode to AB10 6PQ

2426 Skrepnek, Raymond J., Box 2226, Fairview AB, Canada T0H 1L0

Revised Total 461

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 1995/6

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Maple Leaves

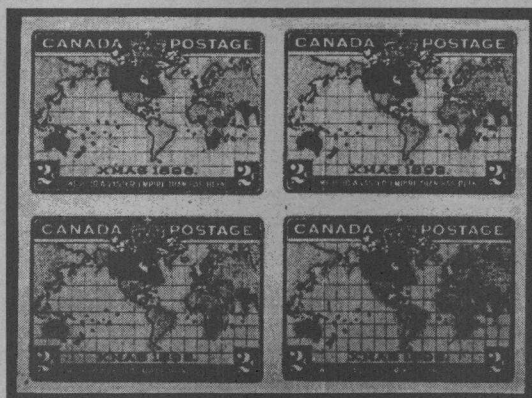
Jubilee Issue
1946-1996

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MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

Founder:

A. E. Stephenson, FCPS

Edited by: David Sessions, FRPSL, FCPS.

31 Eastergate Green, Rustington, Littlehampton, W. Sussex, BN16 3EN

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EDITORIAL

Well, here we are, 50 years old and by the time you read this we shall have held our 50th annual Convention, at the Station Hotel in Perth, where the first Convention, a two-day affair, was held in 1947.

Much thought was given to a suitable means of marking the occasion. Any sort of special gathering, such as an anniversary dinner, would of necessity not embrace the whole membership; the only way that everyone could benefit was felt to be through the pages of 'Maple Leaves'. A decision was therefore taken to publish a double length issue of 'Maple Leaves' – it was then left to the Editor to fill it!

This seemed an ideal opportunity to publish one or two longer articles that would have caused imbalance in a

normal issue or been serialised over two or three issues. We have been blessed over the years by a willing, indeed erudite, band of contributors and it seemed almost impertinent to approach prominent names with a request for 'something a bit meatier'. It could have been a long job working down the list in no particular order. But no, the first batch of potential contributors approached all agreed to produce something and they were as good as their promise. As Editor, I was extremely grateful and I know the membership at large, if they think about it, will be grateful too.

If one or two names are missing it is not because their contributions in the past have been less valuable, just the fact that the first names approached on a random basis all came up trumps.

This, our 50th Anniversary issue, seems an appropriate vehicle for a very short history of the Society for the benefit of our newer members.

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

In the 1930s a small band of enthusiasts in Scotland met in a Glasgow coffee house or at their homes, to discuss their mutual love of Canadian philately. In May, 1939, the loose-knit group moved towards formality when they became the Scottish Canadian Study Circle, with A. E. Stephenson as the first president. Then came the War.



A. E. (Stevie) Stephenson, the Society's founder.

After World War II, letters went out to previous members. Inevitably some came back marked 'no trace'. Nevertheless a nucleus was there and new members were recruited from south of

the border. This brought about a change of name, in 1946, to 'The Canadian Philatelic Society of Great Britain', still under A. E. Stephenson's leadership. A. Bruce Auckland was appointed journal editor and, in September 1946, the first, cyclostyled, issue of 'Maple Leaves' appeared. After only four issues the bulletin was upgraded to a printed magazine, the first of which appeared in October 1947. Publication has continued, unbroken, ever since.

In 1947 the new Society held its first Convention, a two-day affair at Perth. The following year, in Edinburgh, the Convention was a four-day show and has been so ever since. This year the Society returned to the Station Hotel, Perth, for its 50th Convention.

Despite being a British Society, the CPS of GB spread its net worldwide at a very early stage and today more than half the members are based overseas; those who are able to attend Convention are always very welcome. The founding fathers always stressed that Conventions should be social as well as philatelic occasions and this tradition has been maintained in that members' partners are actively welcomed and enjoy their own social programme. Members are actually encouraged to forego philatelic pleasures on occasion and fraternise with the non-believers!

* * * * *

THE 12d BLACK A PROBLEM FOR THE FORGERS

David Sessions FRPSL, FCPS

Canada's best known and most expensive stamp is undoubtedly the 12d black. No less than 51,000 copies were printed but only 1,510 were issued to postmasters, of which 60 were returned, so only 1,450 were made available to the public. It is likely that little more than 100 copies have survived the passage of some 145 years.

Too Dear for the Forgers

It has always been regarded as a considerable rarity, genuine copies sold for \$5 in 1865, a substantial price to pay for a postage stamp in those far off days. One might wonder then why forgers have not gone to town on this stamp over the years. After all, many of the early

practitioners of this black art were quite open about their 'facsimiles'; they were advertised as high class copies and made for collectors who were otherwise unable to fill those ugly gaps in their collections. A scarce classic like the 12d seems an obvious target for such philatelic 'benefactors'.

The prime reason seems to have been its scarcity; forgers could not afford or obtain examples from which to make their careful copies. This is borne out by the notorious Jean de Sperati who, thankfully, did not copy any of the Canadian Pence issue. He did, on at least one occasion, remove the word 'SPECIMEN' from a proof for a client, to whom he wrote, "... their price is for me an impediment to reproduce the almost totality of the scarce of the issues 1851-1864."⁽¹⁾

The Oneglia forgery

This scarcity, even in early times, is almost certainly the reason why Erasmus Oneglia made such a mess of his forgeries of the 3d, 6d and 12d values; he worked from the equivalent design of 1859 issue (5¢, 10¢ and 12½¢) so the four corners of his products had a cross-hatched background instead of a sheaf-like design (fig. 2). However, his engraved copy of the 12d is in itself a rarity, for it is almost certainly scarcer than the genuine article! In fact this can probably be said about all his engraved forgeries of the Pence and 1859 issues. Despite its greater rarity, Oneglia's 12d forgery does not command quite the high price of the original, but it can be said that his copies of the 5¢ Beaver



Fig. 1. Proof of the 12d black with 'SPECIMEN' overprint (in green).



Fig. 2. Engraved forgery of the 12d black by Oneglia: note lack of ornamentation in the corners and the long neck.

(1859), for instance, are more expensive than the genuine article.

While we have talked here of Oneglia as the forger, it is almost certain that he did not do the actual engravings, the quality varies so much that it is likely he used different engravers to do the work, which varies from fair to very good. His copy of the 12d black is not of the highest quality; apart from the aforementioned howler over the background to the four corners, the portrait is not flattering. It is the same portrait as seen on his 7½d and 12½¢; the Chalon portrait seems to have acquired a giraffe-like appearance which, once seen, is not easily forgotten.

The Oneglia forgery was probably made in the late 1890s; it featured in his 1899 catalogue, along with 17 other

Canadian items. While the run-of-the-mill forgeries were priced at only a few francs each the 12d was listed at 25 francs, more expensive than any other item. Much of Oneglia's stock was handled by other dealers, in fact Angelo Panelli, who was still selling such material 20 years later, was for many years credited with the creation of Oneglia's Canadian forgeries.

A scarce item

Perhaps at that price there was not a thriving market and this would account for the scarcity of this particular forgery today. The Revd. R. B. Earee, in his monumental 'Album Weeds' (1906)⁽²⁾, makes no reference to any Canadian forgeries (a few fakes but no forgeries); Jarrett (1929)⁽³⁾ and Boggs (1945)⁽⁴⁾ between them record only eight forgeries of the Pence values (five engraved and three lithographed) but no 12d is included. Peter Hurst (1953)⁽⁵⁾ specifically claimed that no engraved forgery had turned up and Smythies (1972)⁽⁶⁾ saw no reason to disagree. Robson Lowe, in his *Encyclopaedia of the British Empire Stamps*, vol. V (1973)⁽⁷⁾, specifically refers to engraved forgeries of the ½d, 3d, 6d, 7½d and 10d values but not the 12d.

However, a letter following Hurst's article draws attention to G. P. Bainbridge's find of a 12d forgery in Paris in 1951. He apparently showed it to Sir John Wilson, then Keeper of the Royal Collection, who said he had never seen one before. The letter writer apparently found a second copy in Toronto the same year, cancelled with blue bars.

A detailed cull of auction catalogues has not been attempted but an example turned up in the important forgery sale held by Jim Hennok in October, 1990,

with a light 12-bar cancellation. In Hennok's December, 1990, sale a further copy with a light blue 8-bar cancel appeared; was this the one referred to in the previous paragraph as found in Toronto in 1951? Ken Pugh illustrates an example from the Cohen collection, with a cancel consisting of 12 bars in a circle, in his BNA Reference Manual of Fakes & Forgeries⁽⁸⁾.

So, a few examples of this elusive forgery have surfaced and there must be a few more tucked away in reference collections, but it is a fair assumption that there are somewhat less than the c100 copies of the genuine stamp.

Dangerous forgery

When all is said and done, scarce though it is, the Oneglia forgery is unlikely to trouble any panel of experts. A much more dangerous forgery is that shown in



Fig. 3. Dangerous forgery, compare the pattern of dots in the face with that of the genuine (proof) example.

figure 3, which has not been noted in the literature. The design is remarkably well drawn but the pattern of dots on the Queen's face appears to be random whereas, on the genuine stamp, they form a distinctive curved pattern. On close examination there are slight differences in the lettering and the background thereto is not so solid as it should be. If this were a relatively common stamp then one could be easily fooled but it is unlikely that a collector today would fork out a five figure sum without very careful inspection or, better still, a valid certificate of authenticity. This is the only example I have seen of this particular forgery and I should welcome reports of similar items.

Recent forgery

A more recent forgery is that produced by Peter Winter, who offered reproductions of classic stamps, on and off cover, through 'Pro Phil Forum' in Bremen, Germany, in the mid-1980s. Following legal action by the British Library c1986 for breach of copyright in reproducing items from their collections, a number of items were withdrawn. The operation moved to Switzerland as 'The House of Stamps' and is believed to have ceased in the early 1990s. In addition to the reproductions, a repair service was also offered.

Only one BNA stamp came under Winter's purview, the 12d black. It was printed in blocks of four on white or cream paper and was the first of his British Commonwealth forgeries to be engraved (fig. 4). No genuine block of four exists today. Winter also produced covers bearing a forged pair and addressed to Dr Edwin D. Newton at the Hospital, Richmond, Va. Shading behind the head is wrong and delicate shading under the Queen's lip appears here as a tuft of hair.



Fig. 4. Peter Winter's forgery, note the beginning of a beard!

Lithograph

Apart from the engraved forgeries of the 12d there exists an execrable lithograph which would not cause any collector sleepless nights, other than for the sheer horror of its appearance. This is Ken Pugh's type 2⁽⁸⁾. Some copies of these bizarre creations are further 'enhanced' with a London, Ont. type II squared circle cancellation. The cancellation was not in use until 1895, 36 years after Canada converted to decimal currency. Just to confuse the issue, the cancellation, which bears no date, is genuine, the hammer having fallen into private hands!

Facsimiles

Another class of 'non-genuine' 12d black is the facsimile or similitude. Such items are reproductions made for legitimate purposes but, on occasion, attempts have been made to misrepresent them. Ken Pugh illustrates

four different subjects in this class; his type 3 is taken from a French language publication and carries the word 'FACSIMILE' diagonally in red; type 4 is an embossed similitude taken from the headed notepaper of W. E. Lea Ltd.; type 5 is taken from a souvenir sheet published in 1973 to mark the first edition of the Canadian Specialised Postage Stamp Catalogue; type 6 is another souvenir sheet example, from the Winnipeg Philatelic Society's Second Annual Stamp Exhibition of 1967⁽⁸⁾. These items should not deceive a serious collector and one would need to be serious to contemplate the purchase of a genuine 12d!

Fakes

Having considered the various types of forgery of the 12d that are known, we must also consider the work of the faker who often presents a more serious problem. The 12d is unusual in that rather more proofs than genuine stamps are available; this situation has arisen because proofs of the Pence issues were pulled after issue. Proofs of the 12d exist with the word 'SPECIMEN' vertically or diagonally in red and vertically in green, the latter is the scarcest of the three varieties. Fakers have succeeded in removing the overprint without leaving signs visible to the naked eye; application of a suitably positioned 'postmark' helps to disguise any slight imperfections. 'Specimens' are usually found on soft, India paper, quite unlike the genuine, but the deficiency is sometimes overcome by skilful backing with a more realistic paper. It's not everyone who is prepared to boil their 12d black to see whether a backing sheet comes away! It is the fakes rather than the forgeries that are likely to trap the unwary. However, most of the surviving genuine 12d blacks have, by now, been seen by expert committees and acquired

certificates of authenticity.

'Essays'

An unusual aspect of fraudulent philately is found among the Pence issue, a series of artist's drawings purporting to be essays for the stamps. I have seen illustrations of, or a reference to, two versions of the 12d (one is in my collection) as well as four versions of the 10d, three of the 1/3d and one of the 7 1/2d, though others may exist. The drawings, mostly in ink but at least two in pencil, are by 'Clinton Wright' and are said to have graced the Burrus collection before being sold via the infamous Dr Paul Singer of Shanahan Auctions in February, 1959. A statement to this effect appears on the items in question and is 'signed' by Singer and Maurice Burrus. Two other signatures are appended, presumably to add authenticity; one has not been translated, the other seems to be Wilhelm Hofiger of Munich.

The background story is that these drawings were made in Paris in the late 20s or early 30s and were used to separate Burrus from a little of his wealth. The earliest reference I have found to these fabrications is in 1980⁽⁹⁾ when some were offered to Harmers for sale by auction and were turned down by the auction house; some were offered in the same year by David Feldman in their Zurich sale of 3-8 November, 1980, but were withdrawn when the auctioneers were appraised of their spurious nature.

There is no doubt that they are not true essays, but merely artistic renderings, albeit very attractive ones. In my own mind there is also considerable doubt over the cover story. It is difficult to accept that Burrus would have been taken in by the 'essay' story, though he

may have fancied one or two examples to decorate his collection (but surely not all of them). I have not yet traced a catalogue for the Shanahan auction of 1959 and have doubts as to whether it took place. This in turn places a large question mark over the authenticity of the statement and signatures on the pieces. One of the problems with studying forgeries and fakes is that one develops a nasty, suspicious, mind! Anyone with further information on these drawings, or the Shanahan auction, is urged to contact the Editor.

Despite the implications of the foregoing, the 12d black has not been heavily forged but, if the proceeds of your win on the National Lottery or its equivalent are burning a hole in your pocket and a copy comes your way without a certificate then the advice is to obtain one and, if it's good, buy the stamp, it's a beauty.

References:

1. 'BNA Topics'. Jan. 1963.
2. 'Album Weeds' third edition (1906). Revd. R. B. Earee.
3. 'Stamps of British North America' (1929). Fred Jarrett.
4. 'The Postage Stamps and Postal History of Canada' (1945). Winthrop S. Boggs.
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6. 'BNA Fakes and Forgeries' (1972). E. A. Smythies FRPSL, FCPS.
7. 'The Encyclopaedia of British Empire Postage Stamps' Vol. V – 'North America' (1973). Robson Lowe.
8. 'BNA Reference Manual of Forgeries'. Ken Pugh.
9. 'Essays Which Are Not What They Seem'. Barbara R. Mueller. Essay-Proof Journal Nos. 147/9 (1981).



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'TEN AND TEN'

The Yellow Peril

Photos by Super 'B'

In most Canadian stamp auctions 'Ten and Ten' is a term of sale where the buyer pays the auctioneer a ten per cent premium on the hammer price and the consignor pays the seller a ten per cent commission. Insofar as this cover (fig. 1) is concerned the 'Ten and Ten' ditty is a bit of a puzzle.

The cover, with neither a return address nor a backstamp, was sent to a relative of the former owner. It is franked with an American 2¢ carmine Washington stamp and a 10¢ special delivery stamp – each tied with a 'SARANACLAKE JUN 11 NY 1912' duplex '1' style postmark. It is allocated number 1894, annotated 'due' and handstamped '10'. A Canadian special

delivery adhesive at lower left is cancelled with the same '10' with the split '0', presumably a Toronto marking.

The manuscript 'due' on this cover is thought provoking! If it were a domestic letter, insufficiently prepaid the special delivery fee and franked with the correct postage, it would be specially delivered. Double the deficient fee, however, would have to be collected from the addressee. This conclusion is based on an illustration of a cover featured on page 74 of the book by the 'Big Wheel' (member Allan Steinhart) on 1912 – 1928 rates⁽¹⁾. The cover illustrated is annotated 'special delivery' and franked with one 3¢ and five 2¢ Admiral stamps (totalling 13¢). The stamps are tied with

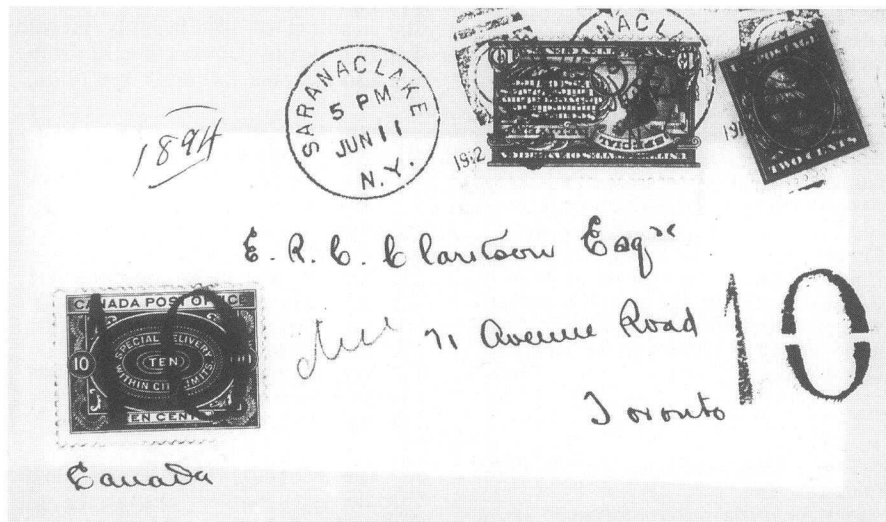


Fig. 1. The original caption with this cover reads: "Two American stamps purchased and cancelled at Saranac Lake but because the US 10¢ special delivery stamp was not acceptable for special delivery, the 10¢ Canadian special delivery was added and paid for by the recipient."

several strikes of the 'BROCKVILLE JUL 15 25 ONT' cds. The letter, addressed to Toronto, is handstamped '20' twice. Its description reads, "20¢ special delivery fee plus 2¢ forward letter rate plus 1¢ War Tax – 1925, short paid 10¢ and charged 20¢ postage due." Likewise a letter fully prepaid the special delivery fee but short paid the postage would be treated as an insufficiently prepaid letter. It would be specially delivered but double the deficient postage must be collected from the recipient.

This cover originated in the United States and a fascinating set of regulations applies to special delivery service between the two countries. The following are excerpts from pages 73 and 75 of the aforementioned 'bible':

"At this time (1912 – Editor) there was really no interchange of special delivery between Canada and other countries where special delivery could be prepaid with the stamps of the country of origin. As an example let us take the United States and Canada. If a letter from Canada was sent to the United States and special delivery was required, the letter had to be franked by a U.S. 10¢ special delivery stamp or ten cents equivalent postage, in addition to the normal Canadian postage. Conversely, if a letter was mailed in the United States for special delivery in Canada, a Canadian 10¢ special delivery stamp or equivalent Canadian postage had to be affixed in addition to the normal U.S. postage.

* * *

The situation vis a vis the use of Canadian and U.S. special delivery stamps for special delivery service in the other country was changed in 1923. The January, 1923 Postal Guide Supplement gave note of a change in the former method of prepaying special delivery on letters to the U.S.A. and from the U.S.A.

to Canada. This was as a result of a Postal Convention between Canada and the United States effective 1 January, 1923.

Letters bearing in addition to ordinary postage, a Canadian special delivery stamp or bearing Canadian postage stamps to the value of twenty cents additional to the ordinary postage, and the words "Special Delivery" legibly written across the upper left hand corner of the address, will be accepted for special delivery at places in the United States.'

It is assumed the same in the reverse was also true although Canadian special delivery stamps could still be found used in the USA for special delivery service in Canada and vice versa. Prior to this time US and foreign special delivery stamps could not prepay special delivery in Canada."

Not only is the prepayment of special delivery fee on correspondence to and from United States interesting but the handling of insufficiently prepaid letters is just as unusual. The following are also from the 'rate book' (pp 147/8):

CORRESPONDENCE WITH THE UNITED STATES

76. '... No letter will be forwarded that is not prepaid one full rate. The deficiency in prepayment in the case of over weight letters prepaid one rate only will be collected on delivery in the United States; and in like manner any deficiency in prepayment of a letter coming from the United States will be collected on delivery in Canada, according to United States rate, which is also 2 cents per ounce.'

The February, 1919 Postal Guide Supplement gave a change in the treatment of shortpaid letters and post cards.

'Postmasters are informed that in future short-paid letters and post cards, whether

it is the war tax or postage that is lacking, are to be rated up and sent forward subject to the collection of double the deficiency from the addressees.

Letters for the United States must be prepaid at least 3¢. If prepaid at least 3¢, but still short-paid, they are to be forwarded taxed with the deficiency. Post Cards for the United States must be prepaid 2¢.'

As a result of the 1920 Madrid Universal Postal Union Congress, the December, 1921 Postal Guide announced changes in the treatment of unpaid and short paid mail matter.

'Should a registered letter addressed to the United States or Mexico be inadvertently accepted at any office and forwarded therefrom without sufficient prepayment, it may, if prepaid one rate (3 cents) be sent on to destination, subject to the collection on delivery of the total deficiency (not double the deficiency, in this case) as regards postage and registration charge'.

Although these regulations do not mention 'special delivery', they nevertheless provide a clue to solving the puzzle. Just as long as one full rate is paid, a letter, whether over weight, registered or special delivery, will be forwarded and the deficient amount collected on delivery. In this instance the full rate was paid by the US 2¢ stamp; the amount deficient being the incorrect country's stamp (American instead of Canadian), and the amount collected in Toronto was paid by the Canadian 10¢ adhesive. The use of a Canadian special delivery stamp to pay the postage due produced a possibly unique item – a Canadian special delivery stamp paying the postage due on a US to Canada special delivery cover!

The cover in figure 2 is franked with a US 10¢ special delivery and a pair of 2¢ (double weight) Washington stamps that are tied by two strikes of the Philadelphia Nov 12 1925 '3' postmarks. It is also annotated '21', handstamped.



Fig. 2. A companion to the Saranaclake Cover.

'Special Delivery Mail' (in purple) and '10', the amount by which the letter is underpaid. The deficiency collected is paid by two Canadian 1906 5¢ postage due stamps tied by a blue 'OTTAWA ONT NOV 14 1925 Letter Carrier Branch' double oval.

The two special delivery letters are similar. Both were sent from USA to Canada with one full rate paid but deficient the special delivery fee by 10¢ which was collected at destination. Seemingly, the addressees had to collect their mail and pay the dues at the post offices as evidenced by the postmarks cancelling the due stamps. The letter from Philadelphia, however, was mailed (a) after 1 August, 1921, when the special delivery fee was raised from 10¢ to 20¢ and (b) after 1 January, 1923, when a United States special delivery stamp was accepted for delivery in Canada.

The interpretation of the regulations is that a domestic double (or triple) weight letter prepaid only one rate will be taxed two times the deficiency. A similar letter sent from the United States or Mexico, will attract only the total, not double, deficiency; a precursory principle to 'Free Trade' perhaps!


Members who have a different understanding of the rules are requested to send their comments to the editor.

Reference:




- (1) Steinhart, Allan L., *The Admiral Era: A Rate Study 1912-1928*. Toronto, Jim A. Hennok Ltd.

Editor's note:

This report deals only with short paid incoming letters from the United States and Mexico.





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When Stanley Cohen and Horace Harrison presented their findings back in 1961 there seemed little more to be said concerning numeral cancels on Large Queens, not so . . .

NUMERAL OBLITERATORS ON THE LARGE QUEENS

H. E. and H. W. Duckworth

The Large Queen stamps of Canada were issued in the spring of 1868 and were largely superseded by the Small Queens by 1872, although the ½, 12½ and 15¢ values continued in use for varying times thereafter. What follows refers to the period 1868-1872.

Postal regulations called for the stamp itself to be obliterated with a special hammer and the town date stamp to be applied elsewhere on the postal item. This regulation was not followed to the letter. Some postmasters may never have received obliterators, but did their best by pen-cancelling the stamps or using their town date stamps as the obliterator. Meanwhile, other postal clerks, although their offices were equipped with the necessary paraphernalia, brazenly used the town date stamps for both purposes.

But most postal employees followed the rule, with the result that obliterators form a popular collecting interest. Of special interest are the numeral obliterators, both those issued to the pre-Confederation colonies (and which continued in use in many offices) and those issued after Confederation (1867). These obliterators were described by Stanley Cohen and Horace Harrison in *Maple Leaves* in 1961 (Whole Numbers 69-72) in a monumental series of four articles, on which much subsequent study has been based. New information has emerged in the intervening 35 years

and is included in this status report.

PRE-CONFEDERATION NUMERAL OBLITERATORS

Obliterators in numbered series were issued by the Imperial Post Office to the pre-Confederation postal agencies of New Brunswick, Canada and British Columbia and are commonly found on the stamps of that period. Many of these obliterators continued in use into the Large Queen period and some of their impressions are also found on later issues. Examples of these three types of cancellation are shown in figures 1A, 1B and 1C, respectively. Although Nova Scotia was issued with distinctive grid obliterator, none had a numeral incorporated in it.

No official records survive of the post offices to which these distinctive cancelling devices were assigned, but most have since been identified by stamp collectors using covers bearing both obliterator impressions and town date stamps.

New Brunswick

The New Brunswick series was numbered 1-39. Number 1 was assigned to the principal town, St. John, whilst numbers 2-34 were assigned to other post offices in alphabetical order. Subsequently, several of these numbers were re-assigned to less important post offices. Numbers 35-39 may have been assigned on an *ad hoc* basis. All but '36'

have been identified. Probably the best list of post offices and their obliterator numerals is found in 'THE LARGE QUEEN STAMPS OF CANADA' and is based mostly on the work of Argenti, Chadbourne, Brassler and Carr.

Impressions of obl iterators 2 (Andover), 3 (Baie Verte), 5 (Moncton – originally called 'Bend of the Peticodiac'), 6 (Campbellton), 8 (Chatham), 9 (Grand Falls), 10 (Dalhousie), 11 (Dorchester), 13 (Fredericton), 16 (Harvey), 18 (Kingston), 19 (Memramcook), 21 (Newcastle, reassigned to W.O. Victoria), 22 (Oromocto), 26 (Shediac), 33 (Upper Mills), 35 (Sheffield) and 39 (Indiantown) have been reported on Large Queens. Undoubtedly, others are hiding in the bushes. The cover shown in figure 2, originally in the Cohen collection, shows that hammer 21, originally assigned to Newcastle, was in use at Way Office, Victoria in December, 1870.

Canada

The Canadian obl iterators ran from 1-52 (with the exceptions of '6' and '9', which could be confused with one another), plus '516' and '627'. Thus, numbers 1-50 were assigned alphabetically, except that the post offices that would have qualified for '6' and '9' were given '51' (Brockville) and '52' (Clifton). No rationale has been given for '516' (Montreal) or '627' (Ottawa and Prescott RPO). As with New Brunswick, no official list of post offices and their respective numerals has been discovered, but Jarrett and others have pieced together a list which may now be complete. It can be found in the 'SCOTT SPECIALISED CATALOGUE OF CANADIAN STAMPS', although we question the identification of '627' with Ottawa (Legislative Senate) and have

not seen the evidence for '48' (Thorold). The cover in figure 3 identifies '29' with Perth.

Most of these obl iterators continued in use into 1868, and some for many years thereafter. Thus, four-ring numeral strikes have been seen on Large Queens for all of the hammers except 3 (Berlin), 5 (Brantford), 14 (Goderich), 16 (Hamilton), 18 (Kingston), 30 (Peterborough), 32 (Port Dover), 33 (Port Hope), 37 (Quebec), 38 (St Catherines), 43 (Simcoe) and 48 (Thorold).

Certain of the four-ring numerals are found in other surrounds, as shown in figure 1. Thus, numerals 4, 17, 19 and 42 are found within heavy single rings (fig. 1D): numerals 17 and possibly 42 are new hammers, but 4 and 19 simply clogged-up four-ring ones. Montreal's 21 can be found in a roller obl iterator, (fig. 1E) whilst Quebec's 37 exists in an oval of bars and in a diamond of bars (fig. 1F). As George Manley has shown ('Maple Leaves', No. 76, 1962), the Montreal roller has three impressions of the '21', only two of which are shown in figure 1E.

British Columbia

The British Columbia series (illustrated in fig. 1B) runs from 1-36 and, as for the others, the identification of numerals with post offices has been done philatelically, in this case mostly by Welburn. The material is very scarce and the list is less than half complete (see 'THE LARGE QUEEN STAMPS OF CANADA').

Large Queens have been reported with British Columbia obl iterators 1 (New Westminster), 4 (Yale), 5 (Similkameen), 8 (Clinton), 9 (Seymour), 13 (Quesnelmouth), 28

NEW BRUNSWICK

BRITISH COLUMBIA

A



N.B. "13"
FREDERICTON



N.B. "16"
HARVEY

B



B.C. "28"
BURRARD
INLET



B.C. "33"
LADNERS
LANDING

CANADA

C



4-RING "44"
WHITBY



4-RING "27"
OTTAWA

D



1-RING "17"
INGERSOLL



E



ROLLER "21"
MONTREAL



F



"37" IN DIAMONDS
QUEBEC



Figure 1. Pre-Confederation numeral obliterators and their derivatives.

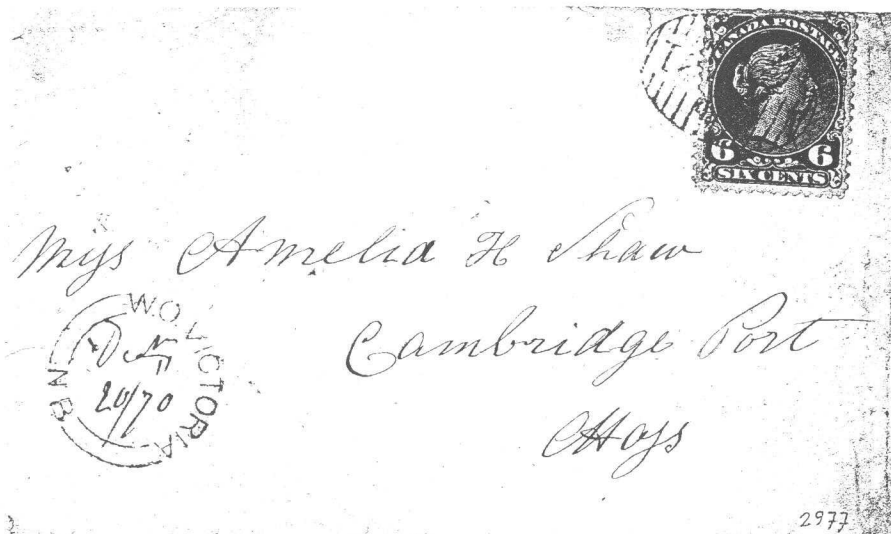


Figure 2. Cover posted W.O. VICTORIA/DEC 20/70/NB identifying New Brunswick obliterator #21. The back-stamp, WOODSTOCK/DE 21/1870/N.B., was applied as the letter left Canada for the United States.

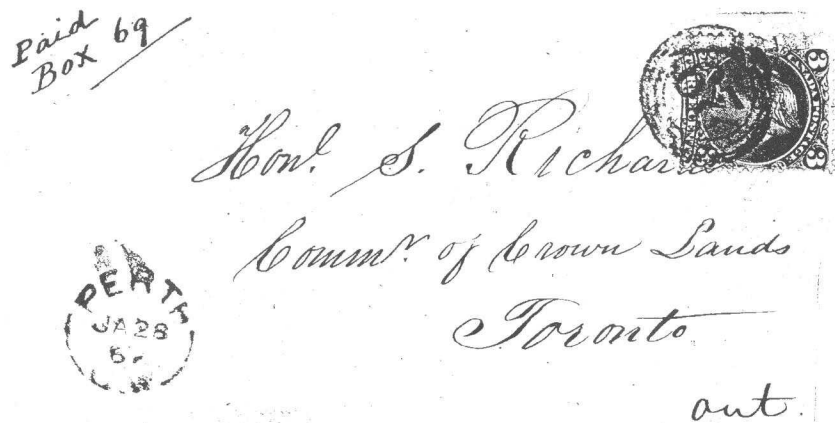


Figure 3. Cover posted PERTH/JA 28/69/C.W. identifying four-ring obliterator #29. Back-stamp is HOUSE OF ASSEMBLY/JAN 30/1869/ONTARIO (in red).



Figure 4. Piece dated VICTORIA/MY 27/72/BRIT-COL identifies obliterator #35.

(Burrard Inlet), 33 (Ladner's Landing), 35 (Victoria) and 36 (Nanaimo). The piece in figure 4 identifies '35' with Victoria, the principal post office.

POST CONFEDERATION NUMERAL OBLITERATORS

Two Ring Numerals

This series of 60 obliterators, illustrated in figure 5A, was issued in the spring of 1869, approximately a year after the Large Queens themselves were introduced. They were assigned to post offices in rough order of importance, but with some precedence given to low-volume offices in Nova Scotia and New Brunswick. Any confusion between '6' and '9' was removed by cutting a gouge out of the rings at the base of the numeral, as shown for the Kingston '9'. As with earlier numerical obliterators, the task of identifying the respective post offices has fallen to stamp collectors, who have yet to identify numerals 17 and 20. Further, only one cover has been reported for each of numerals 8 and 42: that for 8 is shown in figure 6 which, incidentally, illustrates the 6 cent rate to the Red River Settlement prior to the entry of

Manitoba into Confederation on 15 July, 1870. A list of post offices and their numerals can be found in the 'SCOTT SPECIALISED CATALOGUE OF CANADIAN STAMPS' and 'THE LARGE QUEEN STAMPS OF CANADA', along with indications of the relative rarity of individual hammers.

The two-ring numerals are a handsome feature of the Large Queens, as are the more elaborate hammers which embodied the numerals themselves, and which are now described.

Duplexes derived from two-ring numerals

In March/April 1870, Hamilton and London incorporated their two-ring numerals (5 and 6, respectively) into duplex hammers, as shown in figures 5B and 5C. The '5' was later mutilated, but continued in use.

Fancy Toronto, Ottawa, Kingston & Oshawa Obliterators

In the late summer and early fall of 1869, the post offices of Toronto and Kingston began replacing their two-ring hammers with obliterators carved from cork or wood and incorporating their official two-ring numerals. This outburst of artistry may have been inspired by incoming mail from the United States where many post offices were devising elaborate and imaginative hammers involving geometric and other designs. Jarrett was the first to illustrate the Canadian versions, but most of our knowledge of different types comes from Cohen and Harrison.

Toronto 2's

The first fancy Toronto '2' appeared in mid-August and, during the next five

Text continued on p. 348



Figure 5. Post-Confederation numeral obliterators, as described in the text.

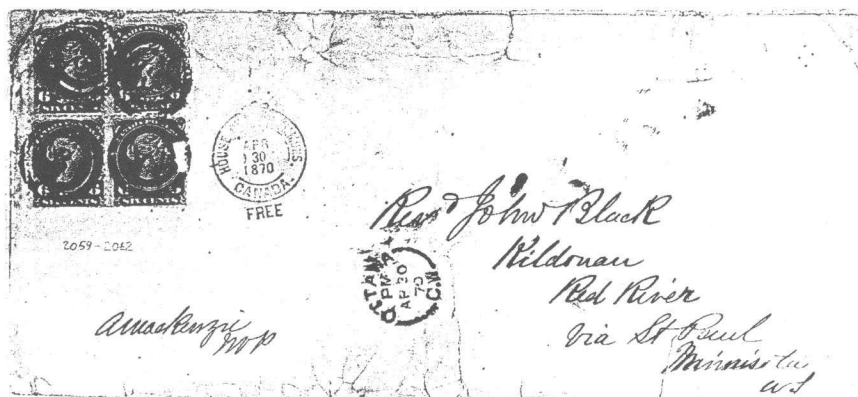


Figure 6. Cover posted OTTAWA/PM/AP 30/70/C.W. identifying two-ring '8'. The 'HOUSE OF COMMONS/AP/30/1870/CANADA' handstamp may suggest use on government mail.



Figure 7. Prices Current dated TORONTO/SEPTEMBER 22/1869 and back-stamped LONDON/PM/SP 25/69/C.W. showing fancy Toronto '2' as a Roman numeral.

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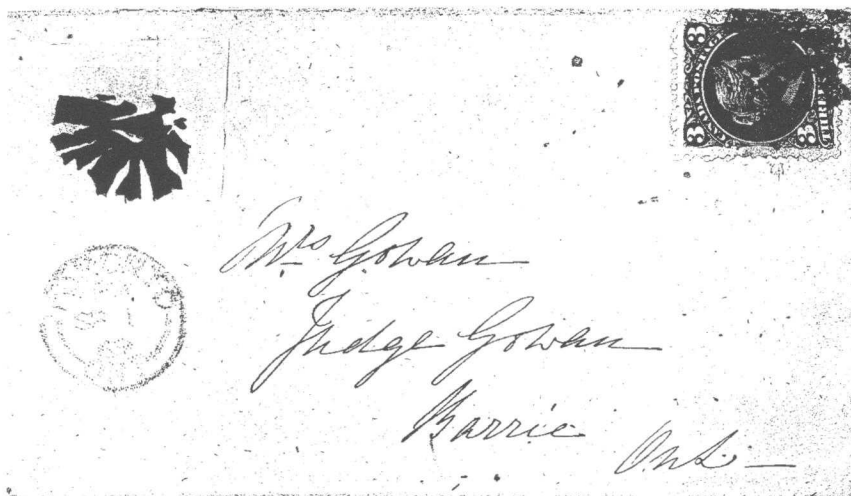


Figure 8. Cover dated TORONTO/PM/SP 1/69/ONT showing unreported intaglio '2'. Superimposed at upper left is a drawing of the cancellation.

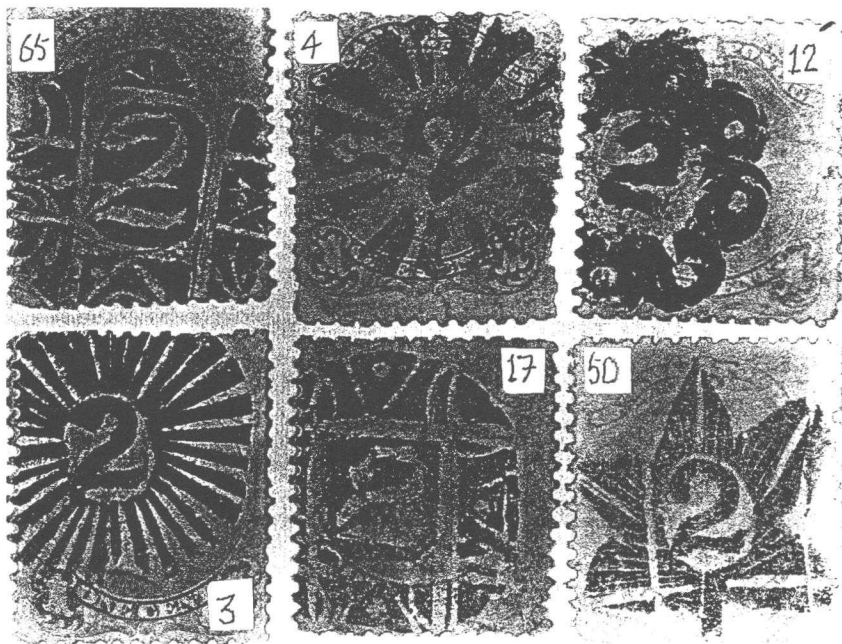


Figure 9. Toronto Fancy '2's on the 1¢ Large Queen. Numbers shown are Day & Smythies types.

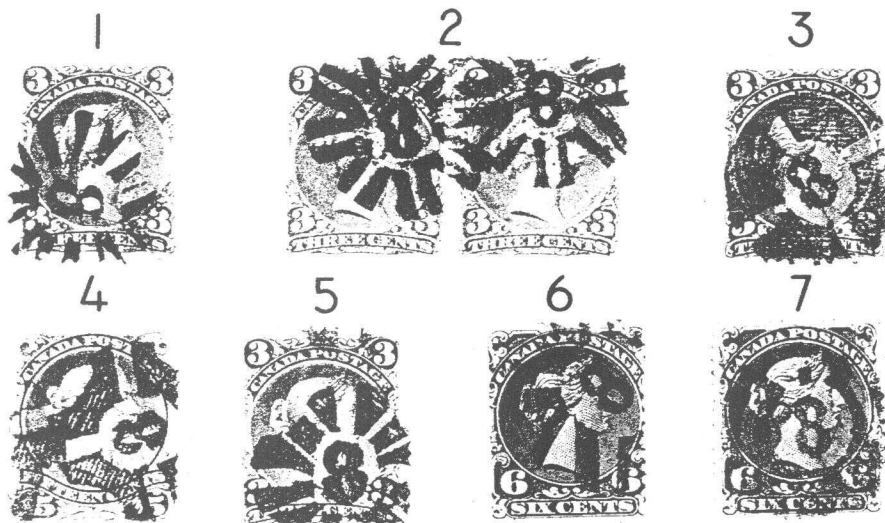


Figure 12. Ottawa fancy '8's with their Day and Smythies type numbers. All known varieties are shown.

Text continued from p. 348

months, almost 60 different cork hammers had seen use. These were fragile devices and were employed with little or no overlap; it has been an ongoing challenge to collectors to establish the period of use of each.

Although we possess some fifty varieties, we are unable to illustrate the complete series: instead we refer the interested reader to the second edition of Day and Smythies 'CANADIAN FANCY CANCELLATIONS OF THE 19TH CENTURY'. This listing, however, may contain some duplication. Thus we believe type 6 is a worn version of Type 4, 7 a worn version of 17, 8 an early version of 5, 16 an unclear drawing of 50, 33 is the same as 12, 35 may be the same as 9, 39 is not a fancy 2, 40 is a fake, 43 is not a fancy 2, 51 may be a worn version of 41, 56 may be the same as 55 and 62 may be the same

as 45. We also illustrate in figures 7 and 8 two varieties not shown in Day and Smythies, and in figures 9, 10 and 11 magnified examples of certain other

types in which the '2' appears in both direct and intaglio forms. A couple of varieties in which the '2' is a metallic insert appeared in the fall of 1870 (fig. 11 – types 14 and 38).

Ottawa 8's

Ottawa's contribution to fancy numerals was less flamboyant than that of Toronto and appears to have been delayed until early 1870. All known varieties are shown in figure 12, in which the assigned numbers are those of Day and Smythies.

Kingston 9's

Kingston entered the competition in early September, 1869, by segmenting its two-ring hammer (figs. 13-18) and

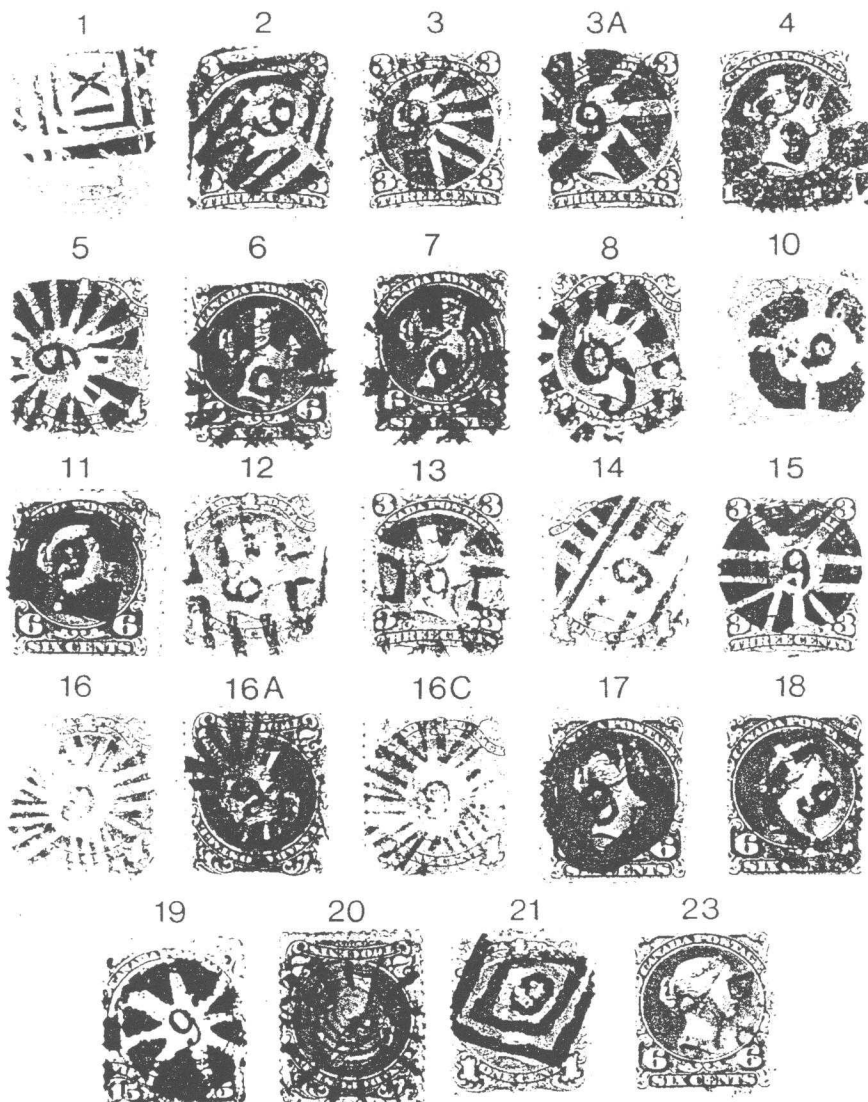


Figure 13. Kingston fancy '9's with their Day and Smythies numbers. All known varieties are shown.

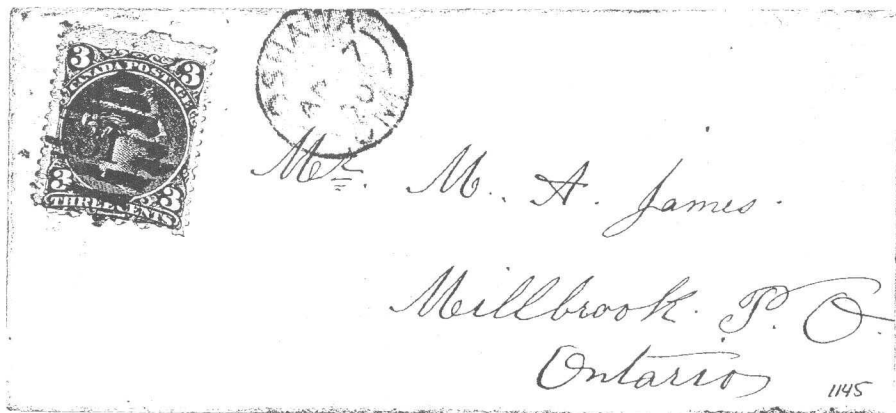


Figure 14. Cover posted OSHAWA/AP7/70/ONT showing '31' in diamond grid.

then moving on to the other varieties shown in figure 13, which illustrates all varieties known. The type numbers are those assigned by Day and Smythies.

Oshawa 31s

As shown in figure 5A, Oshawa was assigned the two-ring numeral '31'. In 1870, however, it employed two quite different metallic hammers which incorporated its two-ring number, one in a circular grid and one in a diamond grid (fig. 14). A third version, '31' in a six-point star, was probably also used at Oshawa.

OTHER HAMMERS INCORPORATING TWO-RING NUMERALS

Fredericton used its '11' in a bar grid (fig. 5D), Belleville contrived a modest '13' in a single ring (fig. 5E) and three crudely carved '57's presumably emanated from Paris.

Port Hope, Walkerton & Watson's Corners

These post offices were not assigned

numerals in the two-ring series, but took remedial action to correct that oversight. Thus, Port Hope appropriated Guelph's '14' in May, 1870 and enclosed it in a grid (fig. 5F), whilst Walkerton, which was a post office of little consequence, did the same in the spring of 1871 with Goderich's '21' (fig. 5G). Watson's Corners, also an insignificant place, is reported to have introduced in 1872 a slender version of Halifax's two-ring '4'. No documentation has emerged for these unilateral actions.

CONCLUSION

Collectors wishing to justify to themselves or to their significant others the purchase of additional Large Queens may find the answer in the numerical obliterators described above. Much documentation regarding types and periods of use has yet to be recorded, whilst the examples themselves represent an outburst of creativity which is philatelically the equivalent of the Italian Renaissance.

Many newer collectors of Canadian stamps find that the earlier issues have already been heavily researched and are too expensive to handle in quantity. The Centennial issue presents a formidable challenge and the basic material is still available. The following brief overview highlights the possibilities of this fascinating series.

CANADA'S CENTENNIAL DEFINITIVE ISSUE 1967-1973

Arthur Jones, CBE

The definitive set first issued on 8 February, 1967 has something to offer to any philatelist. The 16 basic stamps – nine small and seven large format, develop to 53 individual and different stamps apparent to the naked eye; 97 different items to the naked eye if one takes into account plate block numbers and booklet formats. Armed with an ultra-violet lamp and only recognising three different papers there are at least 230 different items without considering the known varieties, phosphor/tagging errors and postal stationery, both regular and special order. Initially the Canadian Bank Note Company's (CBNC) production of five small and seven large format stamps, two booklets and two cellopaqs appeared a somewhat boring continuation of what had gone before. Events, however, ensured that this issue exploded beyond all expectations.

During the sixties nearly all postal administrations had a common desire to produce better looking stamps – brighter, whiter paper. Automation was demanding the means of identifying stamps and the world's currencies were caught in an inflationary spiral of unfamiliar ferocity. No wonder that this brew, well-stirred, produced such a quantity of collectable items.

It was the postal rates change on 1 November, 1968 that started the rush.

The first class letter rate of six cents required a new stamp and the contract went to the British American Bank Note Co. (BABNC) as did the future production of booklets. Further rate changes on 1 July, 1971 and 1 January, 1972 required a seven cent and then an eight cent stamp. These new stamps, printed by the BABNC, carried two sizes of perforation, different from those used by the CBNC, consequently there is never a doubt about the printer of any Centennial stamp.

Both printers used off-white and hibrite paper with dextrine gum and white paper with PVA gum. Some enthusiasts can get carried away and identify 49 different one cent sheet stamps under ultra-violet light, but the three basic paper types will give most collectors enough variety.



The Centennial issue – 6¢ value.

Initial tagging was by Winnipeg phosphor as used on the Cameo series and this was superseded by 'General Tagging' – one or two fluorescent bars. The initial type of fluorescence used, known as OP-4 was highly migratory and great care must be taken that other items are not contaminated. Its successor OP-2 presents few, if any problems. The two types are easily identified under ultra-violet light OP-4 having a greenish tinge and blurred bars caused by migration; OP-2 has no greenish tinge and the bars are clean-cut.

The six cent value is of particular interest and, although the BABNC had the contract for the sheet stamps and booklets. The CBNC continued to produce the six cent coils. In the original orange stamp there is a striking variety; some sheet stamps perf. 10 and some booklet stamps were printed with fluorescent ink – uncommon but not rare. When the colour was changed to black in 1970 the two companies continued to produce the stamps in the same form. The BABNC stamp displayed weak and defective shading lines such that a modified die was produced. In 1972 the CBNC produced sheet stamps of the six cent black. The three dies – one CBNC and two BABNC – are easily discernible with the right information. Many catalogues and some handbooks turn the subject into a nightmare, but any enthusiast should consult 'Canada, The 1967-73 Definitive Issue' – Second Edition, edited by Douglas C. Irwin & Murray H. Freedman. This book is, as far as I am concerned, a 'must' for anyone interested in this issue and I acknowledge its invaluable assistance in preparing this introduction to 'Centennials'.

Precancelled stamps are found in the

two to six cents of both colours and there are three types – thin horizontal lines, thick horizontal lines and thick vertical lines. The two cent is by far the scarcest and I have yet to see one genuinely used on cover.

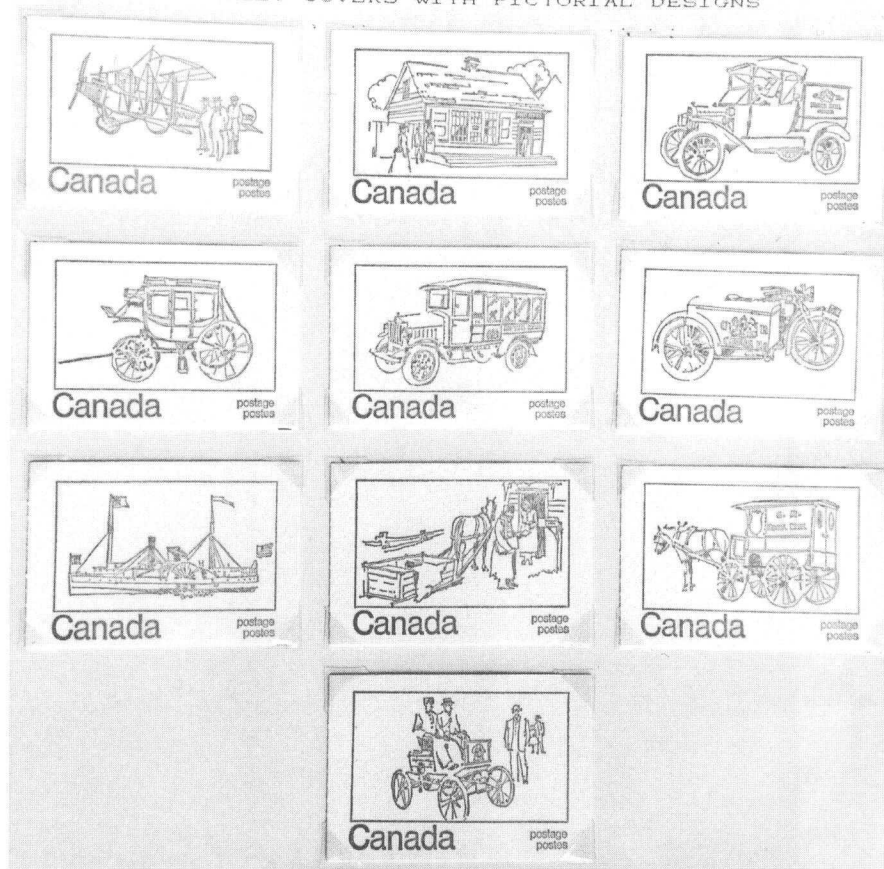
Booklets, in similar fashion to the stamps, made a modest beginning with two printed by CBNC. The number increased rapidly once the BABNC took over the contract. They introduced folded card covers and se-tenant formats that provided many new items to collect. A tendency for the booklets to 'spring' open in vending machines necessitated sealing strips presenting even more variations with either a clear or black sealing strip. Some 35 different booklets can be found of which eight types can be found with ten different pictorial covers.

The regular postal stationery has its own interest. The initial three values of envelope issued in 1967 (3¢, 4¢ and 5¢) were produced with a plain interior and in two sizes. Later in 1967 the four and five cent values were produced with a grey security printing inside, 'POSTESCANADAPOST' in a repeated fashion. In 1971 there was a change in the security printing when a message panel regarding apartment numbers was included on the inside of the flap. Precancelled envelopes were produced and the changes of rate produced further collectable items as a result of surcharging existing stock.

Postcards followed a similar pattern to the envelopes. Two types of card stock were used – white and ivory and the cards were produced in three formats – individual cards; sheets of ten for commercial undertakings to print up as they wished or, in the case of third class rate precancelled cards, in sheets of three, rouletted between.

APRIL 1972

BOOKLET COVERS WITH PICTORIAL DESIGNS



Booklet covers April 1972 – ten different designs.

In 1968 post offices were requested to return stock for surcharging; envelopes were surcharged by Gasparo Printing (GP) of Hull, Quebec and The International Envelope Co. Ltd. (IEC). Stock returned from post offices was dealt with by GP, whilst the IEC only surcharged three different envelopes that had yet to be turned over to Canada Post after production. The dies used by the

two companies are easily identified – the GP surcharge has the vertical line through the 'c' whilst the IEC surcharge does not. Postcards were similarly surcharged by two companies. GP used the same dies as those used on the envelopes, whilst the BABNC used dies slightly finer in appearance and with the 'R' of 'VALEUR' having a rounded right leg.

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Special order stationery – the scarce Sony multiple form.

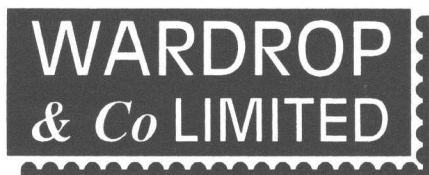
Philatelists will not be surprised that pre-centennial material was returned and duly surcharged; both Karsh and Cameo items can be found. The surcharging and issue happened from late 1968 and these items are therefore

regarded as part of the 'centennial' scene. There are difficult items to find – some surcharges on envelopes with plain interior, surcharges on Karsh and Cameo impressions and items from particular card formats.

Special order stationery falls into five categories – envelopes, letter sheets, flimsy multiple forms, postal card types and election envelopes. Regulations at the time required a minimum of 1,000 items for the application of a printed stamp impression. Because these did not have to be of the same denomination, figures for special order items vary between 500 and 1.5 million with the average around 5,000. Information from Canada Post is that 267 special order printings were made using centennial stamp impressions and most of these have not been seen and are not recorded! Of the known items a few are known to exist in a thousand or so. A multiple form used by General Distributors Ltd. Winnipeg (i.e. Sony) has 45-60 surviving copies, whilst for many items

a typical figure is 15-20 copies. Other items have only one known copy and that discovered almost 30 years after its use.

The Centennial issue has many other facets to offer. There are varieties, perfins, fakes and forgeries, covers using the rates that evolved from the various changes, an aerogramme, postcards of the EXPO '67 exhibition, slogans used during the period and an official facsimile printed on an official form. Modern stamps have gained a bad reputation as outpourings of greedy postal administrations eager to fleece the collector. Here is a seemingly plain definitive set with the fullest possible range of interest to anyone who wishes to take up the challenge.



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MAJOR CANADIAN LETTER RATES 1851 TO 1900

A SUMMARY

G. Whitworth FRPSL FCPS

At recent Conventions early Canadian postal rates have been a central topic of displays and competitive entries. It has been requested that a simple, concise, chart be prepared for recording in 'Maple Leaves'.

Before the Post Office Act of 1867, which was effective from 1 April, 1868, there were many confusing letter rates. This Act produced more uniformity of rates within the Dominion and with the westward spread of the railways this became a fact as the years went by.

All mail for the west coast of both Canada and America had to pass through the United States or the Panama isthmus with rates that were not always known at the office of posting. The published rates were:

- 1851 - 9d per 1/2 oz.
- 1859 - 15 cents per 1/2 oz.
- 1863 - 25 cents.
- 1864 - 10 cents.
- 1868 - 10 cents.

To Newfoundland:

- 1851 - 1/-.
- 1859 - 20 cents.
- 1868 - 12 1/2 cents.

All mail carried through the United States had to be surcharged to cover the cost of transport. The one exception was that the Canadian Allan Line was permitted to use Portland as their terminal during the winter months when the St. Lawrence river was frozen over. Mail was carried through America in sealed bags and letters carried the Canadian rates of postage.

Transatlantic mail ships also carried mail for reshipment through London to Europe and the Commonwealth. Before 1854 the letter rate was per 1/2 oz. although some places in Europe had to pay one rate per 1/4 oz.

From 1 March, 1854 a new system was announced as follows:

- up to 1/2 oz. = 1 rate
- 1/2 to 1 oz. = 2 rates
- 1 to 2 oz. = 4 rates
- 2 to 3 oz. = 6 rates.

This was repealed on 1 February, 1866 when all United Kingdom mail was rated per 1/2 oz.

Table of rates follows on next page.

CLASSIFIED ADVERTISEMENTS

Announcement: The CALTAPEX show is to be held in Calgary, Alberta 18-20 October, 1996, at the Chinese Cultural Centre. Details from Hugh Delaney, PO Box 1478, Calgary, AB, T2P 2L6.

Wanted: Back issues of 'Maple Leaves', whole numbers 194, 215, 225, 228, 229, 230 & 233, any or all seven. Please state number(s) available and price. R. Thompson, 540 Buckland Avenue, #216, Kelowna, BC, Canada, V1Y 5Z4.

Exchange: Canadian resident wishes to exchange Canadian stamps for British on a 50 to 100 different basis. Ernie Ward, 404 Valade Cr., Orleans, ON, Canada, K4A 2W2. We suggest members make contact in the first instance.

	Domestic, N.B. N.S.		U.S.A.		U.K.			
	Letter	Reg.	Letter	Reg.	Direct from Canada	via U.S.A.	Reg.	
Apr. 6 1851	3d Cy	—	6d Cy		1/1 1/2 Cy 1/- Stg	1/4 Cy 1/2 Stg	—	Apr./May issue of 3, 6, 12d stamps PAID in RED ink UNPAID in black
Mar. 1 1854					7 1/2d Cy	10d Cy		
Jan. 1 1855								10d stamps issued
Mar. 31 1855		1d cash		1d cash			1d cash †6d Stg	Registration within Canada collected in U.K.
Jul./Aug. 1857								1/2 & 7 1/2d stamps issued
Jan. 31 1858		cash or stamps		cash or stamps			7 1/2d Cy	prepaid*
Jul. 1 1859	5¢	2¢	10¢	5¢	12 1/2¢	17¢	12 1/2¢	stamps in cents issued
Feb. 1 1866							8¢	cash or stamps
Jan. 16 1868							15¢	
Apr. 1 1868	3¢		6¢					L. Q's head stamps issued
Jan. 1 1870					6¢	8¢		S. Q's head introduced
Oct. 1 1875			3¢		5¢	5¢		5¢ L. Q's head issued Registration prepaid by stamps only
Nov. 15 1875		R.L. 2¢		R.L. 5¢			R.L. 8¢	2, 5, 8¢ Reg. letter stamps issued
Jan. 7 1876								obligatory use of R.L. stamps. Not to be used for postage†
Jan. 1 1878							R.L. 5¢	
May 8 1889		5¢						2¢ R.L. stamp MAY be used with other stamps to make up the 5¢
Aug. 1 1893								8¢ S. Q's head stamp issued. R.L. stamps ceased to be issued; no longer obligatory
Jan 1. 1899	2¢	5¢	2¢	5¢	2¢	2¢	5¢	Imperial Penny Postage

* British PO circular of 29 January, 1858 gave effect to this rate but the circular was not received in Canada. Following protracted correspondence the rate became effective on 1 April, 1859 following Canadian POD circular No. 43 issued on 1 March 1859.

† It was never intended that the RLS should be used for ordinary postage; Dept. Order of 7 Jan, 1876 clarified the point to Postmasters.

THE PEOPLE ON THE STAMPS – JOHN FRANKLIN

Alan Salmon

*Lands that loom like spectres, whited regions of winter;
Wastes of desolate woods, deserts of water and shore;
A world of winter and death, within these regions who enter,
Lost to summer and life, go to return no more
The Winter Lakes*

Wilfred Campbell.

Sir John Franklin was the foremost British explorer of the first half of the 19th century. He was on four expeditions to the Arctic; three of those he led, two of the latter ended in tragedies, nevertheless his work mapping the northern coast of Canada was outstanding. It was celebrated by the issue, in 1989, of the 38¢ stamp (SG 1320, SS 1234) in the Exploration of Canada series.



He was born in 1786, the twelfth and youngest son of his parents. Like another famous leader, Mrs Thatcher, he was the offspring of a Lincolnshire shopkeeper. His father tried to dissuade him from going to sea, without success; he joined the Royal Navy as a midshipman at the age of fourteen. He fought in the battles of Copenhagen (1801), Trafalgar (1805) and New Orleans (1814). After Copenhagen he went to Australia with a surveying expedition, during which he learnt navigation and distinguished

himself by his ability at astronomical observations. He returned home in 1804, via China after being shipwrecked off Australia. By the summer of 1815 the War of 1812 in the west and Napoleon in Europe were both finished, peace prevailed at long last. The Navy had to slim, Lieutenant Franklin was discharged on half-pay.

The Northwest Passage Again

The Admiralty now revived the idea of finding that elusive passage they had sought for three centuries. In 1818 Franklin was recalled to command the *Trent*, it was the second ship of an expedition to sail between Spitzbergen and Greenland, to attempt to reach the North Pole and then to sail, if possible, to the Bering Strait. The ships were stopped by the ice, the lead ship was badly damaged and had to return to England accompanied by the *Trent*. They were only away six months but they proved the pack-ice was impenetrable; Franklin enhanced his reputation and gained some Arctic experience.

On his return Franklin was appointed to command a land expedition to improve knowledge of the northern coast of British North America, especially from the Coppermine River eastwards. He was to start from York Factory, then the route was at his discretion. He had little to guide him; that coast had been visited by only two explorers before, Hearne (SG 682, SS 540) and

Mackenzie (SG 658, SS 516), and it was hundreds of kilometres north of the fur traders' domains. Both the Hudson's Bay Company (HBC) and the North West Company (NWC) agreed to give considerable assistance; but they knew little of the region and they were still fighting each other. Franklin, Dr Richardson a surgeon, and two midshipmen, Hood and Back, both map-makers and artists, with six seamen reached York Factory in August 1819. The HBC could provide only one man and one boat, so much of the supplies were left to follow later – the expedition was always beset by shortages of the promised supplies and experienced men.

The party collected Canadian voyageurs and interpreters en route. It arrived at Fort Providence, a NWC post, in July 1820, where Indian guides and hunters awaited them. That winter was early and they could get no further than a spot where they built, and named, Fort Enterprise. No progress was possible until the next June, then they launched their canoes on the way to the Coppermine; short of food and ammunition. Five weeks later they reached the sea, and saw Eskimos who fled. Franklin reported: "... from Fort Enterprise to the north of the Copper-Mine River, is about 334 miles. The canoes and baggage were dragged over snow and ice for 117 miles of this distance".

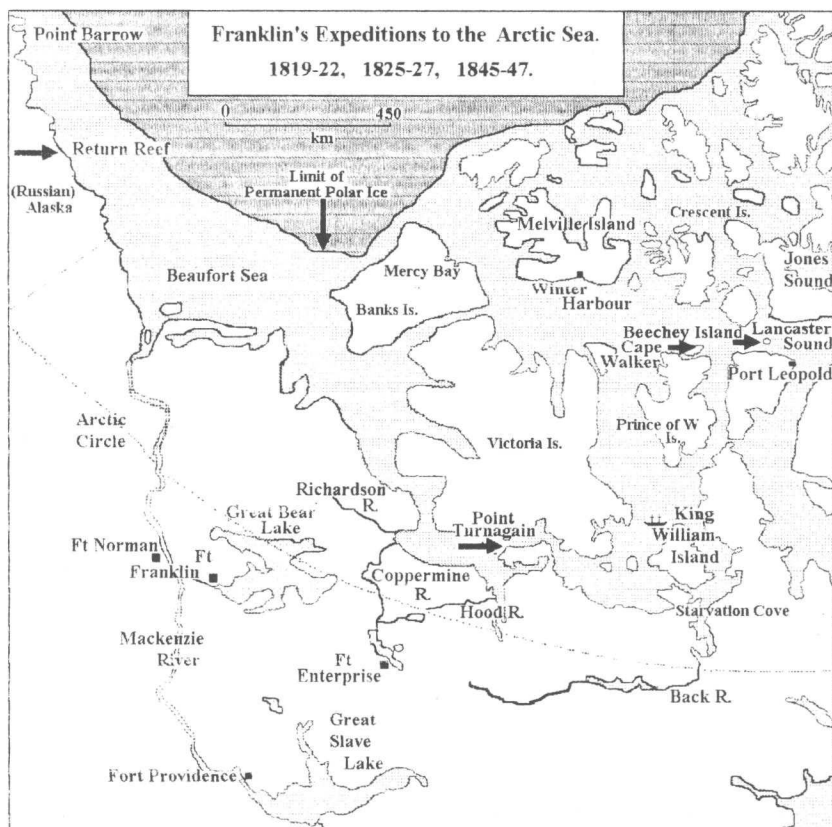
Twenty men in two canoes then paddled along the inlets and islands of the coast, over 900 km, to Point Turnagain. Hunting had been poor, the day's ration was a small portion of soup and a handful of pemmican. Also the weather was deteriorating, the voyageurs wanted to go home; Franklin records: "The Canadians now had the opportunity of witnessing the effect of a storm upon the sea; and the sight

increased their desire of quitting it". He also recorded their courage in these unusual circumstances. He set out for Fort Enterprise on 22 August; after three days they left the sea, not having enough provisions to retrace their route; they went up the Hood River, named later after their midshipman. Before, they had been cold and hungry, now disaster struck. Hood, who was now very ill, was murdered by an Indian canoe-man, for meat! Nine men died of exposure or starvation; the Indian was executed by Dr Richardson for the murder of Hood, and for fear he was going to kill again. When the survivors reached Fort Enterprise they found the Indians had not stocked it with food as planned; they had to exist on bones, skin and lichen for another three weeks. They reached York Factory in June 1822. "Thus terminated" wrote Franklin "our long, fatiguing, and disastrous travels in North America, having journeyed by water and land 5,500 miles (8,870 km)".

On his return he was appointed to the rank of Captain and elected a Fellow of the Royal Society. His Journal of the expedition became a best-seller, he was a national hero.

Back to the Arctic

Franklin now proposed an expedition to explore east and west from the Mackenzie delta, he was to lead it; this was accepted by the Admiralty in 1823. His plans incorporated the lessons he had learnt; especially not to rely on others for men and provisions. The party now relied on naval equipment, naval seamen and copious supplies. Each member of the party had two of the new water-proof suits made by a Mr Macintosh of Glasgow. Franklin, again with Richardson and Back, sailed from Liverpool in February 1825; by July the expedition was assembled on the



Mackenzie. After a comfortable winter, at a base they built and called Fort Franklin, the expedition was at the mouth of the Mackenzie by July 1826.

Two parties were formed, one going west under Franklin and the other east under Richardson. The latter explored the coast as far as the Coppermine, Franklin's group reached Return Reef; as winter was approaching and as his men were beginning to suffer from exposure he decided enough had been accomplished. He was back at Fort Franklin on 21 September, winter was again spent at the Fort. The expedition

arrived back in Liverpool in September 1827; 2,500 km of unexplored country had been mapped, it was an unblemished success.

He published his account of the expedition and was knighted; he was described at this time as a square, strong man of 5'6", dark complexion and hair, his head very round and balding. He spent the next three years in command of a frigate, mainly peace-keeping off the coast of Greece. In 1836 he was appointed Lieutenant-governor of Van Dieman's Land (Tasmania); his efforts ensured that the colony developed and

prospered. He encouraged education and stopped corruption but he was often in conflict with his civil servants who regarded it as essentially a penal colony. He arrived back in England in 1844.

The Final Return to the Arctic

The northern coast of America had now been almost completely traced by the Royal Navy and the HBC, it was believed that a northwest passage was possible. The Admiralty decided on a further effort to break through; Franklin claimed the leadership of the expedition. The First Lord of the Admiralty pointed out to him he was 60 years old, "No, no, my lord", retorted Franklin, "only fifty-nine". He was appointed and allocated *HMS Erebus* and *HMS Terror*. Both ships had served in Antarctica and were well-suited for their purpose; but the names were unfortunate and prophetic, Erebus being the ancient god of Darkness whose father was Chaos, and there was to be Terror in plenty.

The ships sailed from the Thames in May 1845, with a Captain Crozier in command of the *Terror*; there were provisions for three years. The food in cans, some 30 tons of it, was ordered only seven weeks before departure; it was delivered late. An inexorable tragedy had begun. Franklin's instructions were to proceed to Cape Walker and then go south and west to the Bering Strait. In July the ships parted company from an Aberdeen whaler at the entrance to Lancaster Sound, then they vanished. In the spring of 1848 a tremendous series of searches began; by 1859 there had been 50. Throughout Lady Franklin sustained the authorities' and the public's interest in finding the explorers. Probably the first use of a balloon post in BNA occurred in 1853 when Captain Sir Edward Belcher despatched a balloon, hoping the

expedition would find it, with a note giving the locations of provisions, search teams and ships.

Slowly the horrible puzzle was resolved; in 1850 it was discovered the expedition had spent the winter of 1845/6 at Beechey Island, there were three dated graves. Also found were many empty food cans. In 1854 Dr Rae, an HBC surveyor, met Eskimos who told of white men on the mainland. The Eskimos had articles from the ships, including a silver plate engraved 'Sir John Franklin'; they also told of cannibalism by the dying men. In 1859 a Captain McClintock found a boat and skeletons on King William Island; there were also records which related that after sailing from Beechey Island the ships had been trapped, in 1846, by the ice off north-western King William Island. Franklin had died, whilst beset by the ice, in June 1847; his last resting place has never been found. By April 1848 24 had died; Captain Crozier abandoned the ships and led the 105 survivors towards the Back River. The written record ended; but the Eskimos had said that about 40 reached the mainland. The skeleton found farthest from the ship was at a place now called Starvation Cove.

One outcome of all the activity was that one RN search crew, led by a Commander McClure, got through the Passage. They went from the Bering Strait by sea, got trapped in the ice at Mercy Bay on Banks Island, abandoned their ship, then went on foot to Winter Harbour. They had spent four winters in the Arctic; almost all were half-dead from scurvy.

In 1981 Dr Beattie, a forensic scientist from the University of Alberta, examined the skeleton of a seaman

found on King William Island, there were clear signs of scurvy and probable signs of cannibalism. The remains of the skeleton were examined in Alberta, they contained ten times the expected level of lead. In 1984 Beattie led a team to conduct autopsies on the bodies in the graves on Beechey Island. They exhumed a John Torrington, the intense cold had preserved his body; he appeared as if he had just died. Beattie noted that the solder (90% of it lead) on the empty food cans was poorly applied and had oozed down the inside of the cans, further examination showed that some of the side seals were incomplete, the food in these would have gone bad. In 1986 the other two bodies were exhumed, the autopsies revealed lead levels 20 times normal in the hair of all three seamen. This indicated acute lead poisoning and that the poison had been accumulating during the expedition. One body had been autopsied, obviously the ships' surgeon had been concerned

that the death was unusual and was seeking answers.

Franklin did not have as much good food as was planned. Also, the entire expedition, from the day it left the Thames, was being contaminated by lead in the food they thought to be good. Lead poisoning would have led to a decline in energy, sharp pains in the abdomen and damage to the nervous system. Their situation, locked in the ice, starving and dying from an unknown cause affecting them all, especially their will to survive, must have been horrible. All died, probably from a mixture of scurvy, lead poisoning and starvation. Perhaps the most fortunate was Franklin, who died before he fully appreciated the terrible fate that was about to befall his men. He was a brave man, not a perfect explorer, but one who accomplished much, and paid a dreadful price.

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NINETEENTH CENTURY CANADIAN REGISTRATION TO THE U.K.

George B. Arfken and Horace W. Harrison, FCPS

Canadian Money letters to the UK

Canadian money letters date back at least to the early 1800s⁽¹⁾. The money letter shown in figure 1 is rather special; it was not domestic mail but was addressed to Scotland. From St. Mary's Blanchard, C.W., 27 Feb. 1849, this cover was paid the Cunard rate 1/2 stg, 1/4 cy. The cover missed the Cunard '*Europa*' that sailed from New York 7 March. It was carried by the Cunard '*America*' out of Boston 21 March and arrived at Liverpool 3 April. There is a Coldstream 4 April backstamp. In Liverpool, the cover was registered with a manuscript 'Registered' and a MORE to PAY 6. From Liverpool to Coldstream, the money letter went registered, collect.

Canadian Domestic Registration

Britain started registration 6 January, 1841 with a fee of one shilling⁽²⁾. This registry fee was reduced to 6d in March 1848. Nova Scotia introduced registration when it took over control of its postal system, 6 July, 1851. New Brunswick followed a year later. Canada Post moved more slowly. Finally Department Order No. 22, 10 April, 1855, announced that registration of domestic letters with a 1d registry fee would start 1 May, 1855. This Department Order has been reproduced by Harrison⁽³⁾.

Registered in Canada, Reregistered, Collect in the U.K.

With domestic registration available in Canada, a payment of 1d secured registration of a cover addressed to the

UK until the cover went into closed bag from the Canadian exchange office to the British exchange office. The cover was not registered while in transit. Upon arrival in the UK, the cover was *reregistered*, with a stamped red crown and curved REGISTERED and a written black 6 for due 6d. The cover went on to its UK destination registered, collect.

These registered in Canada, reregistered in Britain covers are rare. Firby lists only five going by Cunard steamer and two going by Allan packet⁽⁴⁾. Figure 2 shows a registered, double rate mourning cover to England. The two 7½d stamps and the two 3d Beavers paid the 20d double Cunard rate and the 1d Canadian registry fee. The cover was mailed in Barrie, C. W., 21 NOV 1857 and the stamps were cancelled with the Barrie 4-ring 1. The Cunard '*Arabia*' carried the cover to Liverpool, 6 Dec.

There is a LONDON DE 7 57 backstamp. The cover was reregistered in London with a red crown and curved REGISTERED and a black 6 for due 6d.

The UK-Canadian 'Misunderstanding'

There were two problems with this system of Canadian domestic registration plus British domestic registration. First, the Canadian writer could not prepay registration to destination. Second, it is not clear that the letter had any special protection after leaving Canada but before arriving in the UK. There was a need for

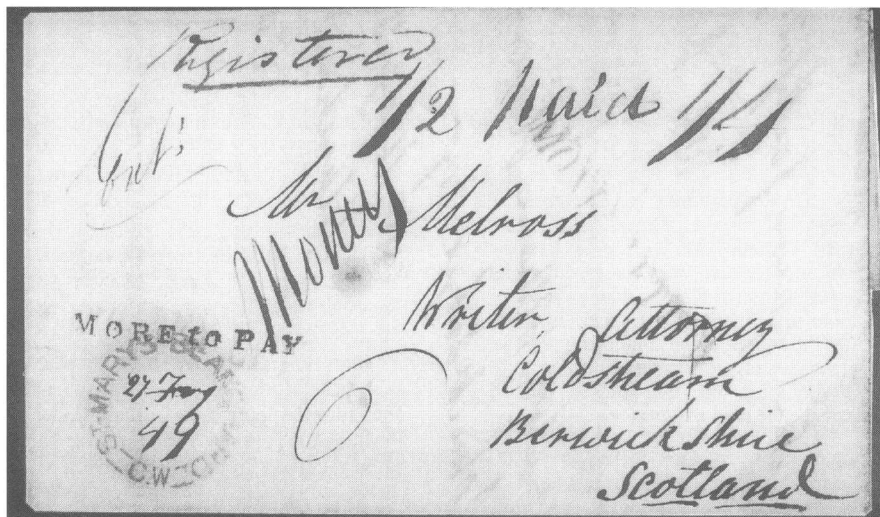


Figure 1. Posted in St. Mary's Blanchard, C.W., 27 Feb., 1849, this Money letter was addressed to Scotland. The postage paid was 1/2 stg. 1/4 cy. Carried by the Cunard 'America', the cover was registered in Liverpool and rated MORE to PAY 6.



Figure 2. A double rate mourning cover to England, registered in Canada, 1d. The cover was reregistered in England, due 6d. Posted in Barrie, C.W., 21 NOV 1857, the double Cunard rate and domestic registration were paid with two 7 1/2d and two 3d stamps. Carried on the Cunard 'Arabia' out of New York, 25 Nov.

the registry fee on letters to the UK would be reduced to 8¢ effective 1 February, 1866⁽⁷⁾, B#37. (The Order actually described the reduction as 'from six pence to four pence sterling, equal to eight cents.'). The Department Order also stated '*No Letter can be received for Registration unless both Postage and Registration fee are fully prepaid.*' The decimal era continued only 26 months after the introduction of this 8¢ registry fee, a relatively short time interval. So, decimal franked covers to the UK paying this 8¢ registration rate are rare.

The Firby Recording⁽⁴⁾ lists seven Canadian packet decimal stamp franked covers paying the 8¢ registry fee with stamps and an eighth cover paying the 8¢ registry fee in cash. Also paying this

8¢ registry fee was a block of 13 12½¢ decimal stamps on piece, offered in Christie's Nickle sale, 19 March, 1993. This is the largest known franking of the 12½¢ decimal stamp. Firby records only one Cunard 8¢ registry fee decimal stamp franked cover. This unique cover is illustrated as figure 5. The cover was posted in Montreal, OC 29 66, addressed to Edinburgh, Scotland. The double Cunard rate (for not over 1 oz.) was paid with two 17¢ stamps. The 8¢ registry fee was paid with a 5¢ and three 1¢ stamps. The cover was carried on the Cunard '*Scotia*' from New York; it received three straight line REGISTEREDs, stamped in red in Canada. There is also a crown and curved REGISTERED stamped in red in Scotland.

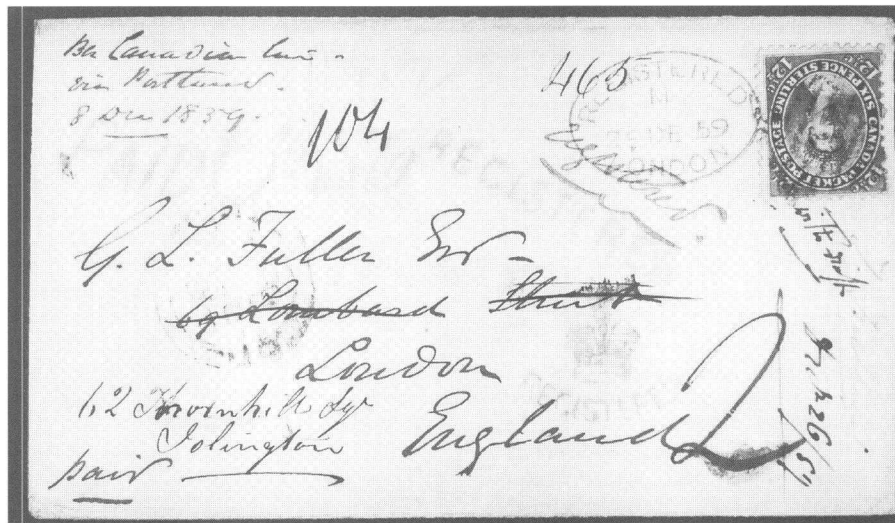


Figure 4. A registered cover from Toronto, U.C. to London, England. The 12½¢ registry fee was paid in cash (no adhesive stamp). A red PAID 6 stg served as notice of payment. The 12½¢ Decimal paid the Allan packet postage but the cover was sent on the Cunard '*Europa*' out of Boston, 14 December. The large '2' at lower right meant due 2d stg. There is a red crown and curved REGISTERED and a red REGISTERED LONDON 26 DE 59 oval.

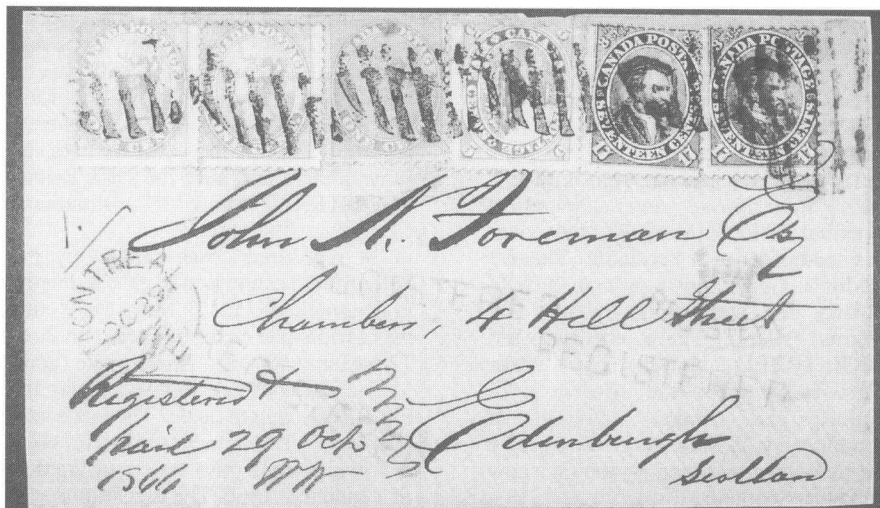


Figure 5. A registered double Cunard rate cover from Montreal, OC 29 66, addressed to Edinburgh, Scotland. The 8¢ registry fee was paid in stamps. The cover was carried on the Cunard 'Scotia' out of New York.

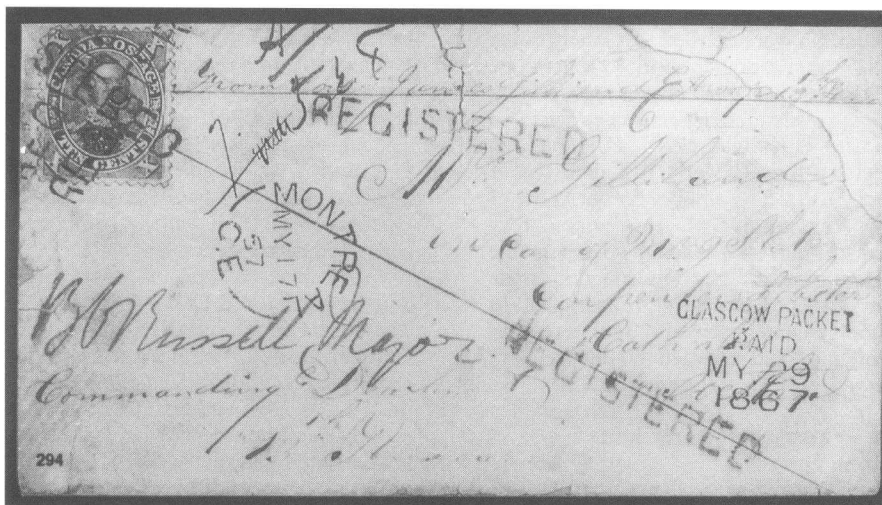


Figure 6. The unique registered Soldier's Letter. Mailed in Montreal, MY 17 67, this cover was registered with two red REGISTERED marks. The 2¢ postage and 8¢ registration were paid with a 10¢ decimal stamp. The cover was carried on the Allan 'Nestorian' out of Quebec, 18 May, and by the Glasgow Packet, 29 May. Courtesy of Charles G. Firby Auctions.

Soldiers' Letters were part of the English mail. According to the data given by the Duckworths⁽⁹⁾, Soldiers' Letters formed a significant part of the mail. Still, from the pence and decimal periods, only one registered Soldier's Letter to the UK has survived. Figure 6 shows this unique cover. Posted in Montreal, C.E., MY 17 67, the cover was addressed to Scotland. The 2¢ Soldier's Letter postage and the 8¢ registry fee were paid by the 10¢ decimal stamp. There are two red REGISTERED marks. The Allan 'Nestorian' carried the cover out of Quebec 18 May. Arriving at Londonderry 28 May, the cover went by rail to Belfast and then by the Glasgow Packet to Scotland.

Mandatory Registration

With a circular dated 24 Sept., 1867, the Postmasters of Quebec, Montreal, Ottawa, Kingston, Toronto and Hamilton were notified that letters to the UK containing coins must be registered⁽⁷⁾, C #102. If not registered in Canada, such letters would be registered in the U.K. and charged double the registry fee. The effective date was 1 Oct., 1867. The authors do not know of any examples of this mandatory registration of Canadian covers in the UK during the last few months of the decimal period. Several examples of Small Queen covers registered in England (and charged double registry fee) have been reported⁽¹⁰⁾, p.254.

8¢ Registry Fee, Large and Small Queens

Canada became a Dominion, 1 July, 1867. The first stamp issued by the new Dominion was the 15¢ Large Queen in March 1868. This stamp was intended to pay the reduced Cunard rate to the UK. Figure 7 shows a registered cover from Toronto, Ont., 15 March, 1869, to

London, England. A 15¢ Large Queen paid the Cunard rate postage. A 6¢ and two 1¢ Large Queens paid the 8¢ registration. Only one other 1868-1869 15¢ registered cover to the UK has been reported. Both of these covers bore the same address and have the same British REGISTERED, MR 27 69 postmarks.

A registered cover carried by the Allan Line is shown in Figure 8. Posted in Dunnville, U.C., 5 May, 1869, this was a triple rate cover franked with three 12½¢ Large Queens. A triple rate (up to 1½ oz.) was not recognised under the old British weight scale. The scale was changed by Department Order No. 66⁽⁷⁾, B #37 and triple rates were permitted as of 1 January, 1866. The registration was marked with a red REGISTERED and paid with a 6¢ and a 2¢ Large Queen.

Registration was not limited to letter mail. Book packets to the UK could also be registered – for 8¢. Figure 9 shows a rare example of a registered book packet wrapper. Sent by Allan packet, the postal rate was 7¢ for four ounces⁽¹¹⁾. The registration was 8¢ for a total of 15¢ paid with four 3¢ and three 1¢ Large Queens. The package was mailed in Quebec, C.E., 23 April, 1869, and addressed to Yorkshire, England.

The 8¢ Registered Letter Stamp

The Post Office Act 1875, effective 1 October, 1875, authorised special stamps to pay registry fees. For letters to the UK, the Act authorised an 8¢ blue stamp. The October 1875 Official Postal Guide stated that the 8¢ RLS should be affixed to a letter addressed to any place in the UK (to register that letter). Unfortunately the registered letter stamps were not available. The printer had been asked to print the 5¢ Large Queen and three registered letter stamps. The 5¢ Large Queen was ready



Figure 7. Posted in Toronto, Ont, MR 15 69, this cover was addressed to London, England. The Cunard postage was paid with a 15¢ Large Queen. The registry fee was paid with a 6¢ and two 1¢ Large Queens. The Cunard 'Russia' carried the cover out of New York, 17 March.

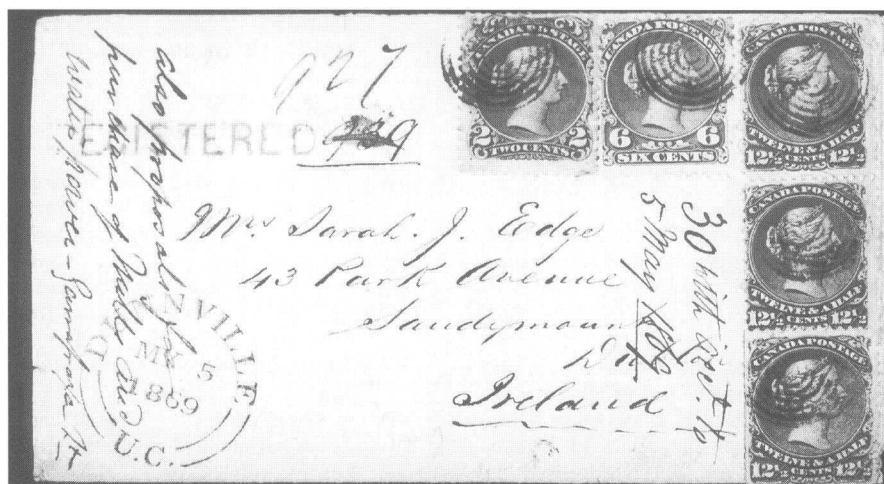


Figure 8. Registered from Dunnville, U.C., MY 5 1869, to Ireland. The 8¢ registry fee was paid with a 6¢ and a 2¢ Large Queen. Triple rate Allan postage was paid with three 12½¢ Large Queens. The Allan 'Nestorian' carried the cover out of Quebec, 8 May. There is a Dublin 18 May, 1869 receiving backstamp.

on time, the registered letter stamps were not. Some writers have given 15 November, 1875 as the date of issue of the registered letter stamps. This is a reasonable date but there is no documentary evidence. The philatelic evidence is consistent with a late November or early December date. The earliest registered covers appeared in December 1875 for the 2¢ RLS and January 1876 for the 5¢ RLS.

The earliest dated 8¢ RLS cover to the UK is shown in figure 10. This cover was mailed in London, C.W. on 2 March, 1876 and addressed to London, England. The double 5¢ preferred rate to the UK was paid with a 10¢ Small Queen. The 8¢ RLS paying registration was tied with a London, C.W. date stamp. Canada stamped the cover with a straight line REGISTERED. England added a REGISTERED LONDON oval. Only 17 8¢ RLS covers to the UK, during the period of required use, 1876-1877, have been reported⁽¹⁰⁾, p.258.

The 5¢ Registry Fee, 5¢ Registered Letter Stamp

The green 5¢ RLS had been issued to pay the 5¢ registry fee on letters to the US. On 1 January, 1878, the registry fee on letters to the UK was reduced to 5¢⁽¹²⁾. The blue 8¢ RLS became obsolete. The green 5¢ RLS became the stamp required on registered letters to the UK.

The earliest dated example of the required and proper use of the 5¢ RLS on a cover to the UK is shown in figure 11. From Brockville, Ont. 13 March, 1878, the cover was addressed to London, England. A 5¢ Small Queen paid the preferred rate to the UK. A green 5¢ RLS paid the new reduced registry fee. In Canada, the cover was stamped REGISTERED. In England, it

was stamped with a REGISTERED LONDON oval.

The requirement for a 5¢ RLS on a registered overseas letter was repeated annually in the Official Postal Guides through January 1893. Then on January 1894, the Official Postal Guide announced that the registered letter stamps were being withdrawn. Those outstanding could still be used to pay a registry fee (and only a registry fee) but they were no longer required. The registry fees could be paid with Small Queens. The 5¢ registry fee on letters to the UK lasted for 42 years. The end came on 15 July, 1920 when the registry fee was raised to 10¢⁽¹³⁾.

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- (2) **The Postage Rates of the North Atlantic Mails, 1635-1950**, Malcolm B. Montgomery, 1991.
- (3) 'Update on Canada's Registry System, 1826-1911'. Horace W. Harrison, Maple Leaves, vol. 17, pp.176-177, Oct. 1979.
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- (6) 'A Registered Trans-Atlantic Cover', Allan L. Steinhart, Maple Leaves, vol. 24, pp.123-125, Aug. 1995. (Griffin's letter to Hill is reproduced).
- (7) **The Postage Stamps and Postal History of Canada**, Volume 2, Winthrop S. Boggs, Chambers



Figure 9. Bookpost from Quebec, C.E., AP 23 69, to Yorkshire, England. The postal charge for 4 oz. via Allan Line was 7¢. registry added 8¢. Four 3¢ and three 1¢ Large Queens paid the 15¢ total. The stamps were cancelled with the Quebec 2-ring 3. The book post packet was carried out of Portland, 24 April, by the Allan 'North American'.



Figure 10. Registered, double rate letter from London, C.W., MR 27 76, to London, England. A 10¢ Small Queen paid the double 5¢ preferred rate to the UK. A blue 8¢ registered letter stamp paid the registry fee. The cover was carried by the Allan 'Prussian' from Portland, 4 March.

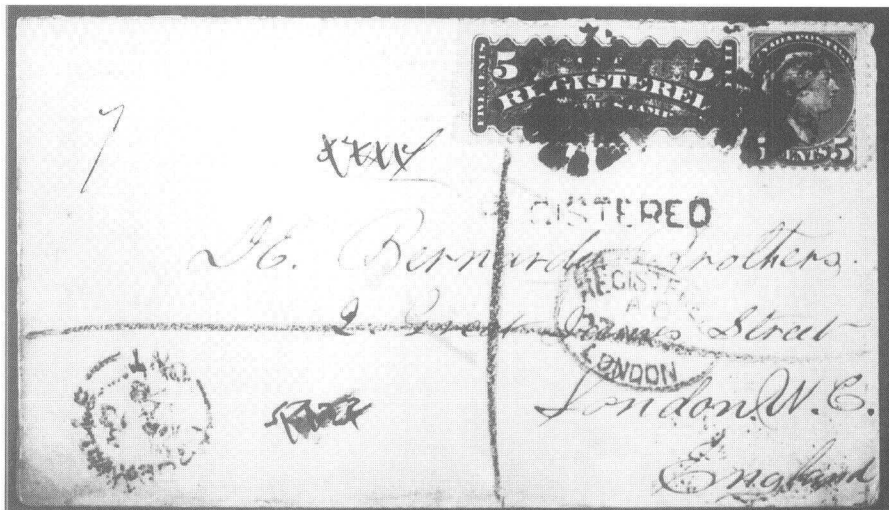


Figure 11. From Brockville, Ont., MR 13 78, this cover was registered to England with a green 5¢ RLS. Postage was paid with a 5¢ Small Queen. Courtesy of Harry W. Lussey

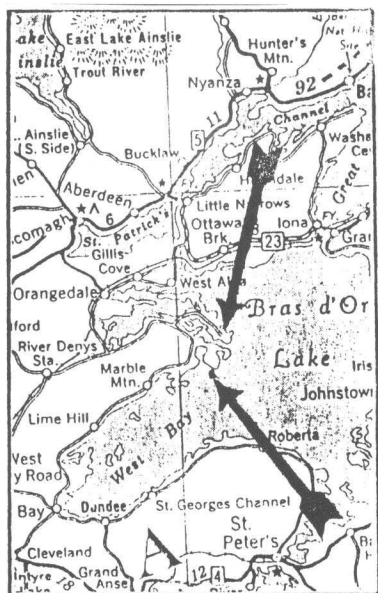
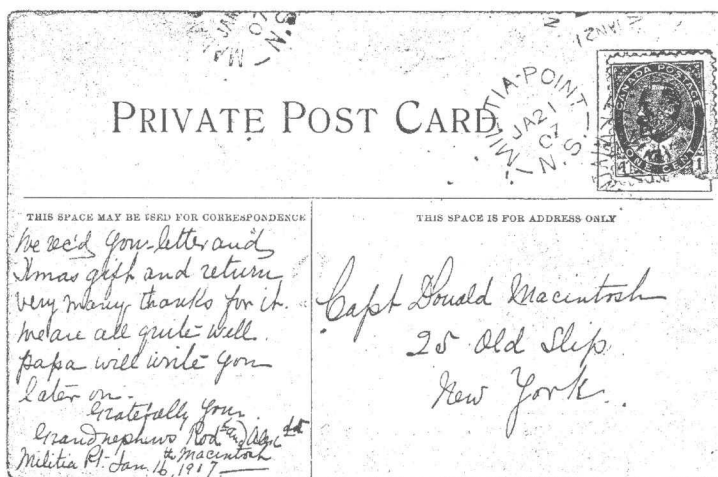
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**WHY KEEP ALL THAT JUNK IN YOUR STOCK BOOK?
TURN IT INTO SOMETHING USEFUL, EVEN IF IT'S ONLY MONEY.**

**WHETHER IT'S COVERS OR STAMPS YOUR PACKET MANAGERS
WOULD LOVE TO HEAR FROM YOU.**

MILITIA POINT, NOVA SCOTIA

J. Colin Campbell



Top arrow: Militia Point post office.

Bottom arrow: Militia Island.

A recent article in a Postal History Society of Canada Journal by Carl Munden, Dartmouth, N.S., provided the spark for this brief story.

Munden states that the origin of the name MILITIA POINT cannot be found in official journals. He records, however, that the older folk in the area, and the local historian, Mr. McKenzie of Christmas Island, say that the area in Inverness County, on Cape Breton Island, was used for training the militia during the 19th Century at the time of the Fenian Raids in the 1866-1871 period.

Records show that the 94th Victorian Battalion of Infantry (Argyle Highlanders), with the headquarters at Baddeck, was organised October 13, 1871 with the companies, at various times over the years, at Baddeck, Middle River, Grand Narrows, Forks

Continued on page 388

TREASURE TROVE

John Hillson, FCPS

At Stampex in spring 1992 I stopped at the stand of a Los Angeles dealer, whose pipe-smoking image will be familiar to most through his extensive advertising, to ask if he had any Canada Small Queens. I don't know if he mistook me for a man of means, or simply wanted to get rid of an importuning nuisance, but the only item he mentioned he had was the 6¢ perf 12 x 11½. Whether or not this was the copy that was once owned by the late Sir George Williamson I do not know, but on asking the price, to be told £3,000, reflected on the effect of inflation that had occurred since 1971 when Cavendish sold that item at auction. I muttered that I would no doubt come across one sooner or later and departed to try to find a dealer whose ideas on what my pocket would stand would be more in line with reality.

Our American friend may have been thinking 'in your dreams', or even something less complimentary as I removed myself, but the fact is that I have been extraordinarily lucky since 1965 when I bought back the remnant of the Small Queen section of the general BNA collection I started ten years earlier, from the dealer to whom it had been sold. I say 'BNA' because anything issued by any of the territories that now make up the Dominion of Canada from 1851 on was grist to my mill – apart from postmarks. You may feel that I was a trifle ambitious, and of course if one attempts too much eventually one becomes hopelessly bogged down, as I did. But it is part of the learning process.

I decided to collect Small Queens, rather than Admirals, which was the other field that was considered, because

quite a nice lot of Admirals had been in the sold collection; it doesn't do to go back, one always grieves over the irretrievable treasures that one parted with; secondly, looking at the listing in Gibbons, the 1870 issue did not seem too formidable pricewise – used anyway, nor too complicated.

Luck

The remainder of my Small Queens had been put into a house auction with an estimate of £3.10/- (£3.50 to the youngsters), so I said yes. I would give £3.10/- for them. 'You've got to put in a bid'. 'Oh, all right then, I'll bid £3.10/-', bemused not for the first time by the labyrinthine workings of the professional mind. Unluckily for him and luckily for me no one else wanted them. The lot included a fair number of 5¢ stamps, both Montreal and Ottawa printings, a 6¢ with a 'Gretna, Man' squared circle postmark dated earlier than that in Whitehead's book, the then bible – did I say I didn't collect postmarks? – well not much – and five 10¢ examples, and maybe a few examples of the lower values; I remember being disappointed most of the 2¢ from my first collection had gone. One of the 10¢ turned out to have the re-entry from Row 9/9. I only discovered this some years later when I borrowed the CPS file on Small Queens from the library. It was from the same file that I discovered what the 'Strand of Hair' on the 1¢ looked like so I thought it might be worth checking the 50 or so copies of that denomination I then had, in spite of the odds against. Sure enough there it was – an example of the medium 'Strand' sold me by the same dealer as my remnant. He'd wanted 2/6d (12½p)

for it to my amazement as the pair – it's in pair – was not exactly centred. "RPO" he said. "'B.C.' stands for 'British Columbia'" I said. "D--n, I read it as 'MC'" he said "I paid two bob for it, have it for sixpence." Which I did; eventually. Well, the pair is off-centre. To be honest I think the only reason I took it was the loss the dealer was taking.

I had no compunction about buying a 3¢ perf 12½ from Stanley Gibbons for 30/- however. In fact it was actually a strip of three. In the early '70s they had approval books of Small Queens in which was this horrible strip of three described as SG 83b, the pale rose-red shade in the old numbering before some clever clogs got them to revise the list. It really was horrible, both outer stamps being very badly damaged, but greenhorn though I was, I thought the stamps were Indian Reds, and the stamp in the middle was all right, fairly lightly cancelled in fact, so it was not much of a gamble if I were wrong, that stamp was at worst worth the asking price.

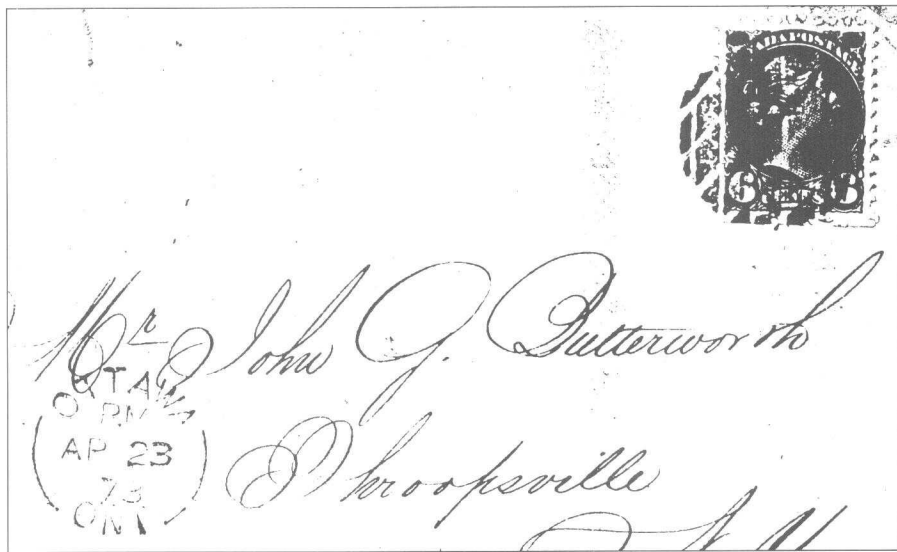
The middle stamp was quickly and carefully separated from its defective companions. It was not 'perfed' until some years later when after a visit to the late and very much lamented Matthew Carstairs at his home, he showed me a '12½' on cover which was in the exact same shade as this, and it seemed to be worthwhile checking it. Surprise, surprise.

Judgement

I think only twice have I actually spotted something before buying it, that looked as if it might bear further investigation. The first was in a Glasgow stamp shop (Aba for those who remember it) where, in a remainder lot of a Canadian collection, I noticed, the second time

around, a 2¢, on piece with a really awful 3¢, which had an interesting smudge of colour in the bottom margin. Thinking that either it was an ink smear, or a variety I had been looking for for twenty years the price was asked. The SG minimum handling charge at that time was 5p, which is all the stamp catalogued, so the dealer, who was a very nice man who not long after had to retire due to ill health said I could have it for nothing. Getting it under a good glass at home showed it to be as good an example of the unplated latent entry as one can get. There is an illustration of it on p.53 of my 'Small Queens' book (2nd edition – the first doesn't have 53 pages). I told Jimmy, the dealer, what it was; I think he was as pleased as I – as he said he would not have known what to charge for it if he had known about it, and I certainly didn't know at the time what it was worth – as at least one Canadian member can confirm. Nice man, but then he is a Scot, so one would expect no less.

The second time was an item in the CPS Auction at the Chesterfield Convention. In the postmark section was a pair of 6¢ adorned by what is perhaps the commonest of all Squared Circle postmarks – lot 628. The 6¢ is probably my favourite value so I tend to be interested in any lot comprised of it – and particularly a multiple as there is often a fair chance on Ottawa printings of at least one showing a re-entry (why am I telling you this?). It appeared that both stamps in this particular pair had re-entries, quite good ones too, so I was prepared to fight for it. It was estimated at £6 and my opening bid got it! One supposes that because of the commonplace postmark (Toronto) it was of no interest to either the previous owner or anyone else. When I eventually came to draw the varieties on stamp



Cover bearing 6¢ Small Queen perf. 12 x 11½, a rare variety. Editor's note: in order to reproduce the stamp 'actual size', the illustration has been cropped, no philatelic markings have been lost.

matts the left hand stamp turned out to be the position R9/1 major re-entry from the 'C' pane of the 'Montreal' plate. Major re-entries from this plate are as scarce, if not scarcer, than the full blooded 5¢ on 6¢'s.

The Big One

So what of the 6¢ perf 12 x 11½, one of the major Canadian varieties? Did I ever come across one? Well, yes. At the Bournemouth Convention last year. My favourite Canadian dealer, as those who were there will know, attended that convention, and had brought some things for me to look at which he thought might be of interest. Among them was a clean, slightly reduced cover used at Ottawa in April 1873, priced modestly as always with that gentleman, as a normal. Well it was obviously asking me to buy it so I did.

When I got it home I wondered whereabouts in my collection it should rest, it looked to me like an early Montreal printing though April 1873 is very early for an 11½ 6¢ – they don't normally come much before November. But it looked like 11½ up the side so I checked it – sure enough 11.6 as near as may be. I checked the top to make sure it was 12 – 11.8. At this point the penny dropped. First thing was to check the illustration of the Williamson copy – 11.8 x 11.6. Then the stamp was checked again – twice. Then photocopied and the photocopy checked. Then all four sides of the stamp again. The perfs hadn't moved. It is one supposes the Small Queen equivalent of buying a 2¢ Large Queen and on getting it home finding it is printed on laid paper – and I confidently expect to acquire one any day now!

Very little has been written in 'Maple Leaves' about this rarity. The only substantial reference that I could find was in an article on 'Canada and Compulsory Registration' by one of our Fellows, the late George Searles, in Vol. 10, No. 11, pp.273-278.

The cover he illustrates as an example of compulsory registration dated June 1873 has two single examples of the variety, and the following is what he had to say about the stamp and which is I think worth reprinting in full as not every member will have a complete run of back numbers:

"This cover is probably unique. Even if all the information it gives were not enough the two 6¢ Small Heads would make it so. They are an unrecorded variety. The perforation on the two single 6¢ stamps on the cover measure $12 \times 11\frac{1}{2}$ – not the catalogued $11\frac{1}{2} \times 12$. As to the rarity of this variety there is no doubt. In the 1930s Small Heads in bulk were easy to obtain. After going through many thousands only one copy was found measuring $12 \times 11\frac{1}{2}$. Many years later I found another copy so with those on the cover – just four copies in all. There are many more copies of the 3c Indian Red $12\frac{1}{2} \times 12\frac{1}{2}$ known than this 6¢ variety.

For this reason I think the cover illustrated is unique.

How did it happen that the perforation came $12 \times 11\frac{1}{2}$? I found no other Small Heads from the 1¢ to the 10¢ with this perforation variety. The earliest dated copies of the $11\frac{1}{2} \times 12$ perf are 1873.

Brig. M. A. Studd who made a

wonderful study of the Small Heads and recorded the results of his research in the *Philatelic Journal of G.B.* in 1932 gives the date for the earliest 6¢ $11\frac{1}{2} \times 12$ as 5 November, 1873. This cover was posted early in June 1873 so it could be from one of the first 6¢ sheets perforated which could account for it being $12 \times 11\frac{1}{2}$ instead of $11\frac{1}{2} \times 12$.*

As the illustrations of this cover are reproduced to the exact size of my photographs, members of the C.P.S. of G.B. can measure the perforations for themselves."

Measuring the perfs on the illustration confirms again the actual measurements on my 40 year old Instanta, the one that only goes up to perf 16, is 11.8×11.6 almost dead. A photocopy of my 'Treasure Trove' is reproduced with the same invitation as Mr Searles'. It should be of particular interest to its previous owner, one of our American members.

A question asked at Bournemouth was 'Do you actually LOOK at your stamps?' Do you? How much treasure is lying in your collection unnoticed? But if it is of Small Queens please do not trouble yourself, I ain't finished yet.

*Problem is the 3¢ p. $11\frac{1}{2} \times 12$ was in use as early as Jan. 1873 so why is this 6¢ the 'wrong way round' – another Small Queen enigma.

**WHEN DID YOU LAST
INTRODUCE
A NEW MEMBER?**

THE CANADIAN ARMY IN BRITAIN, 1939-45

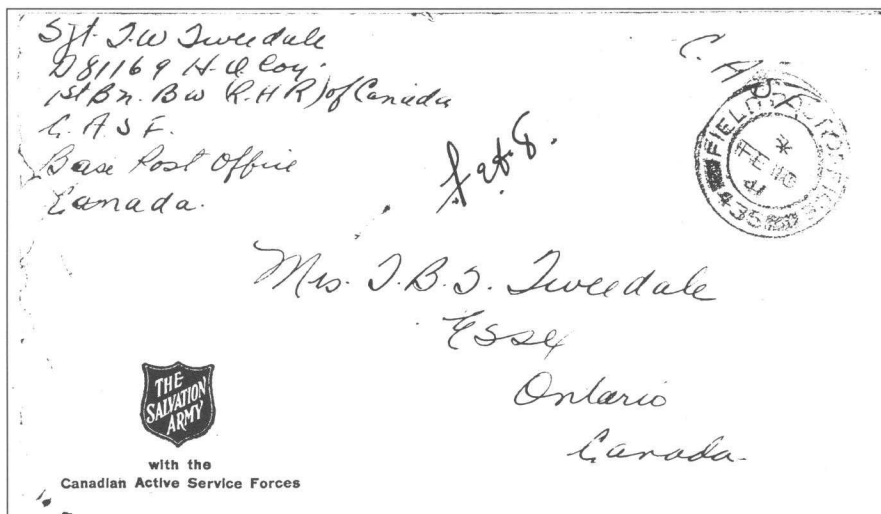
Kim Dodwell

I am sometimes asked by collectors of British postal history how they can find Canadian World War II forces material relating to their town or county collecting interests. In this article I will describe some of what is available, and how it can be recognised. It can be no more than a guide as lack of space precludes a complete list of what is potentially available and giving full dates to the innumerable moves made by Canadian FPOs and units. An invaluable book, 'The Canadian Military Posts, Volume 2' by W. J. Bailey & E. R. Toop (hereinafter 'B&T') is essential for a serious collector of this material, but although it gives much useful detail, it does not tell the whole story.

I must start with some explanation for the neophyte military postal historian. FPOs can be divided into 'Static' and 'Mobile' FPOs. The former served depots, hospitals, training centres, etc., that moved seldom, if ever. The latter served what may be termed 'the combat army'. The First Canadian Army consisted of its Headquarters (HQ) and the 1st and 2nd Corps. Each corps consisted of a HQ and two or three divisions. In turn, each division consisted of a HQ and two or three brigades. In addition to these divisional brigades there were two independent armoured brigades. Brigades and above were known as 'formations' and each formation had one, sometimes two, FPOs serving it. The brigades were subdivided into units, either infantry battalions or armoured (tank) regiments; each unit comprised about 600 men. Additionally there were smaller units made up of specialists, such as artillerymen, engineers, transport

drivers, etc., attached to formations. Units did not have their own FPOs, but were served by those of the parent formation; they did have, however, Postal Orderlies who, at their post office desk within the unit headquarters, applied the Unit Orderly Room handstamp to the back of outgoing mail, thus authenticating its eligibility for concession rate postage. This handstamp is vital to the historian as it shows the unit's name and the date. The same information was also on the handstamps of the RCAF's units – the Squadrons.

The manner in which the formations and units were organised was known as the 'Order of Battle' (ORBAT), and B&T give the ORBATs for all the Canadian divisions, together with somewhat sketchy details of the movements of formation FPOs. They do not cover unit movements or dates, and for these the collector must turn to either the War Diary maintained by each unit, or the unit's Regimental History, where it exists. The War Diaries, which are usually very dry, factual records, are lodged in the National Archives of Ottawa, but copies of most of them can be found (with some difficulty!) at the British Public Record Office in London. Regimental histories of most units, especially the infantry and armour, have been written, some under regimental arrangements, others published as normal books by professional authors. They vary greatly in quality and usefulness to the historian, but are often invaluable in establishing where a unit was at a given time. The Imperial War Museum library holds copies of many regimental histories; other copies



HQ Black Watch billeted in Roedean Girls School, Brighton 14 Jan-14 Feb 1941.

occasionally appear in second hand bookshops.

It is important to appreciate that while the Canadian datestamps used by Canadian FPOs are distinctive and logical in their lettering and numbering, they were in short supply when the FPOs arrived in Britain from Canada. To make good the shortage, British-type datestamps were made available and the numbers on these datestamps bear no relationship to the number of the office using them. B&T give illustrations of

most of the handstamps used in each office, and a useful table correlating the relationship between the British numbers and the FPO using it. Where appropriate in the list below the Canadian FPO number is shown first, with the British-type number in brackets after it. Static and mobile FPOs are shown as are a number of units, against the counties that 'hosted' them, whether in permanent camps and barracks, tented camps, or requisitioned civilian billets.

A County List of many of the Towns and Villages of Britain that hosted the Canadian Army in 1939-45

CID – Canadian Infantry Division; CAD – Canadian Armoured Division; CIB – Canadian Infantry Brigade; CAB – Canadian Armoured Brigade; CBPO – Canadian Base Post Office; CAR – Canadian Armoured Regt; Hldrs – Highlanders; R (prefix) – Royal; R (suffix) – Regt; Fd – Field.

Aberdeenshire

Aboyne. 2 Coy, Cdn Forestry Corps, 1941++?

Argyllshire

Acharacle. 2 CID's Calgary Hldrs. Oct 43. 3 CID's Stormont, Dundas & Glengarry Hldrs,

Jan 43, and others. Used SC1 (648).
Inverary. Combined Operations Training Camps. Aug 6-14. Princess Patricia's Canadian Light Infantry (PPCLI) and Edmontons, prior to Spitzbergen raid; 1 CID 2 CIB Feb 43, 3 CIB Mar 43, prior to Sicily landing; 3 CID Aug-Sept 43, training for Normandy landing.

Ayrshire

A staging area for 1 CID on its way North to embark for Sicily landings. Darvel. Hastings and PE Regt, May 43; Auchinleck Camp. 48th Hldrs, May 43.

Berkshire

Hungerford, Part of 5 CAD for six weeks on arrival from Canada, late 41.

Buckinghamshire

Slough. No. 2 Cdn Tobacco Depot.
Taplow. Nos. 7 & 11 General Hosps. SC28 (824).
Wootton Park. 2 CIB in anti-invasion role, 23-30 Jun 40.

Cambridgeshire

Chippingham. 4 CADs 22 CAR. 1 Oct-11 Nov 43.

Dumfriesshire

Annan. Staging area for 1 CAB, pre-Sicily (see Ayrshire).

Essex

Colchester. H.Q. A/A & A/Tank Gps., Cdn Troops. SC9 (115). Mar 41-Apr 44. Cdn Convalescent Hosp. SC36 (240). Apr 44-Mar 45. 18 Genl. Hosp. (Cherry Tree) SC37 (831) Jun 44-Jun 45.

Fife

Dunfermline/Rosyth. PPCLI & Edmontons 19-25 Apr 40 for aborted expedition to Trondheim, Norway.

Hampshire (1)

Static FPOs: Basingstoke. No. 1 Cdn Neurological Hosp. & 11 Repat Gp. SC29 (825). Bournemouth. CBPO No. 1 (also RCAF's SC14 (539). Borden. HQ Reinforcements. SC3 (320). Reinforcement Groups – B.Gp. SC5 (247). C.Gp. SC6 (321).

D.Gp. SC11 (4). Cove. E.Gp. Reinforcements, SC12 (496). (Note – most Reinforcement Groups became Repatriation Gps in 1945). Bramshot. Nos. 2 & 22 General Hosps. SC26 (822).

Hampshire (2)

Mobile FPOs. Mainland Hampshire had little to do with Mobile FPOs until the end of 1943, when elements of 2nd Cdn Corps began to move from Sussex to areas nearer to the South Coast ports in preparation for D-Day. In the spring of 1944, 3 CID was at Sway and the units were in tented camps. Some of these were established camps, such as Halnaker, Hiltingbury, Hursley and Barton Stacey, others, the 'Tent Towns', were temporary ad hoc sites.

From mid-April Orderly Room handstamps were replaced by Unit Censor handstamps, struck on the face of covers, bearing only serial numbers. The question of which units were allocated which numbers is still being researched, but many are known. Two Hampshire examples from the many will have to suffice:

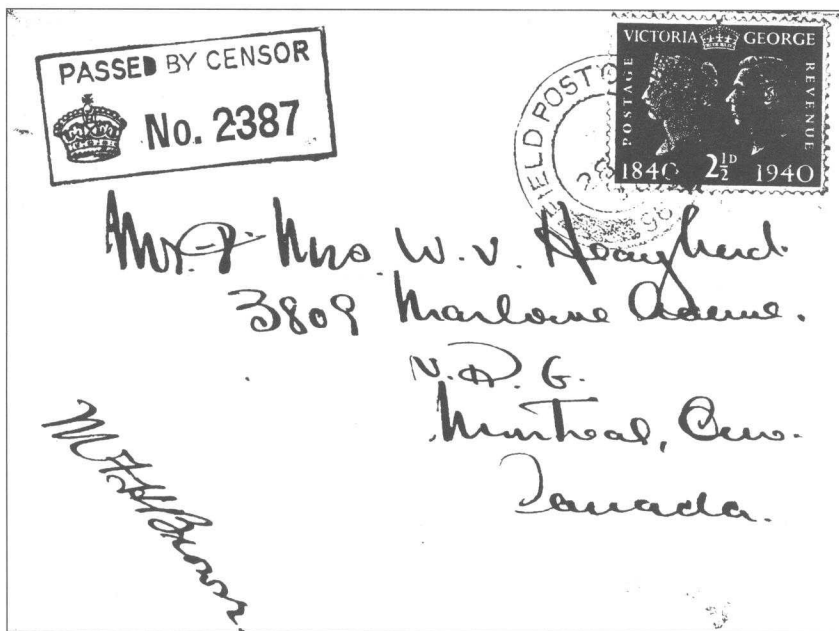
Horndean. Queens Own Rifles of Canada. Unit Censor no. 11867, with FPO 486. 15 Apr-5 Jun 44.

Lee-on-Solent. 1st Hussars (6 CAR). Unit Censor No. 11858 with FPO Ca.2. 15 Apr-5 Jun 44.

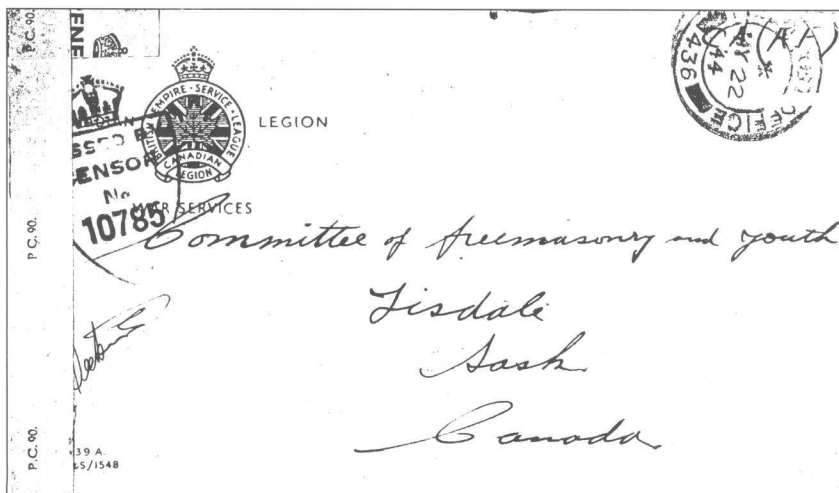
Hampshire (3)

The ISLE OF WIGHT saw the Canadian army in two different periods. As it could be sealed off from the mainland, it was ideal from the point of view of security, and was used for training before the Dieppe Raid, when 4 and 6 CIB of the 2nd Division were there. Examples:- Norris Castle – South Saskatchewan Regt; Ryde – 6 CIB HQ and Royal Rifles, later to Freshwater; Parkhurst – Royal Hamilton Light Infantry, then to North Court. Norton and Sway Camps – Essex Scottish Regt. all in the period 18 May to 4 July 42.

The Second period was from the first week in December, 1943, to the first week of April 1944, when 7 CIB of 3 CID were undergoing pre-invasion training. Examples:- Ryde – Canadian Scottish Regt; Ft. Goldenhill – part of Cameron Hldrs of



Cover from the Edmonton Regt; in Wootton Park, Bucks 23-30 Jun 1940.



The S. Sask. Regt; in Broome Park, near Folkestone, Kent, prior to D-Day.

Ottawa. Bramble Chines, Freshwater – 6 Fd. Coy, RCE.

Kent

Saw little of the Canadian army until 1944, when, as part of the brilliantly successful Allied deception plan, 'Operation Fortitude', 2nd Canadian Corps HQ [FPOHC2 (640) & THC2 (641)] with supporting troops, including 2 CID, moved into the Dover-Folkestone area to threaten the Pas de Calais with invasion. They remained there until the first week of July, although from 24 April to 21 May 2 CID were away in Scunthorpe. As with 3 CID units in Hampshire at this period, Orderly Room handstamps were replaced with Unit Censor numbers. Examples are:- Denton Park Camp: Essex Scottish Regt (10751) with FPO TC2 (433) or (434) Wooton Park Camp, Shepherd's Wall: Royal Hamilton Light Infantry (10784). FPO TC2 (433) or (434) Waldershore Park: 6 Fd Regt (10742) FPO TC2 (433) Folkestone: Black Watch (10759) & Calgary Hldrs (10746) TC2 (433) or (435)

Lancashire

Manchester. CBPO No. 1, 1941 to 1943 (then to London, q.v.) No. 2 Cdn tobacco Depot.

London

Cockspur St. Canadian Military HQ SC7 (465). Acton. Canadian Postal Corps HQ. SC1 (322), (200) & (471). CBPO No. 1 ('43 to '45).

Norfolk

Both the 5th Armoured Division in July, 1943, and the 4th Armoured Division in Sep-Oct 43 used the extensive Brecklands training areas for advanced manoeuvres and exercises. Units were stationed in nearby camps and towns, e.g.:

Hunstanton: Perth Regt (11 CIB), Argyll & Sutherland Hldrs (10 CIB)

Kings Lynn. Irish Regt (11 CIB) Algonquin Regt (10 CIB).

Thetford. Governor General's Foot Guards (4 CAB).

Yarmouth was used as a top-security training area for the secret tanks that 'swam' ashore in the van of the assault on D-day; 2 CAB's 1st

Hussars (11858) sent 2 squadrons there in December 43.

Northamptonshire

The only contact the county had with the army was a brief but hectic period, 29 May-6 Jun 40, when just after the fall of France, 'Canadian Force', of four brigades under Gen McNaughton, formed the main reserve for the British Army. It was rushed to Northampton, as a strategically central position, with 1 CIB in Wellingborough, 2 CIB in Kettering, 3 CIB in Northampton, with the Divisional Postal Unit occupying 'four small empty shops in the Westonia Estate, Weston Favell'. The hospitality of the citizens was so overwhelming that for the sake of the efficiency of the battalions they were moved to a camp under canvas at Boughton Park. 2 and 3 CIB remained there until 23 June. At this period 1 CID were using British-type FPO daters nos. 95, 96, 97, 98 & 99, but I have not yet been able to find out which brigades used which numbers.

Northumberland

The battle-training ranges in Redesdale were used by the artillery regiments of 4 CAD, in the first three weeks of December 43, and again 10-20 Apr 44.

Nottinghamshire

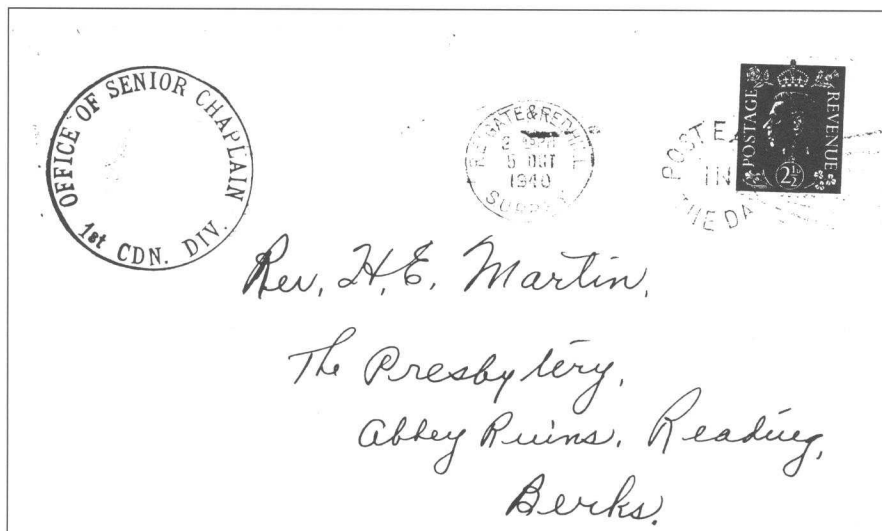
Nottingham. Army Distribution Office – Cdn Section SC8 (853). 2 May 44-end 45.

Retford. Cdn Reinforcement Unit 4 May 44-?? Dec 44. 9 Repat Depot 31 Aug 45-1946 SC38 (621).

Oxfordshire

'Canadian Force' left Northamptonshire (q.v.) on 23 June (less 1 CIB which was the only Cdn formation involved in the abortive attempt to reinforce the crumbling French, via Brest) and were in Oxfordshire until 2 July with 3 CIB in Blenheim Park.

Oxfordshire (and neighbouring counties) was traversed by many Canadian units during training exercises in 1941 – 3, particularly in the biggest of them all, 'Spartan', lasting from 16 Feb to 12 Mar 43 and involving more than four divisions, British and Canadian, which *The Times* described as "the greatest offensive exercise in the history of the British



1 CID at Reigate, Surrey, Jul 1940-Nov 1941. Use of the civilian P.O. was permitted as concessionary postal rate was not involved.

Isles". However, units were constantly on the move, and although the FPOs moved with their formations, it is almost impossible to ascribe mail to any one town or village.

Pembrokeshire

Castlemartin (Linney Head). The field firing ranges here were used by the armoured regiments of 5 CAD in the summers of 1942 and 1943. The Strathcona Regt, for instance was there throughout July 42 and again in the first half of June 43. Regiments of 2 CAB also went there in 1942.

Perthshire

Crieff. 3 CIB trained for mountain warfare, 23 Apr 43 and remained in that area (except for a short period at Inverary) until embarkation for Sicily operation in mid-June using FPO SC16 (648).

Somerset

Minehead. 4 CAD used the field firing range in June '43.

Suffolk

Minehead. The Brecklands training area

spills over from Norfolk (q.v.) into Suffolk, and was used by both Armoured Divisions in 1943. Higham Heath hosted the 22 CAR (Canadian Grenadier Guards), for example, 17 Sep 1-Oct 43.

Surrey

Farnham. Cdn Section, 2nd Echelon. SC10 (119). Apr 41-Feb 46.

Peper Harow. Royal Canadian Ordnance Corps Vehicle Depot.

Aldershot. 1st, 2nd, 3rd, 4th and 5th Cdn Divisions were all stationed in and around the town soon after their arrival in Britain. Although B&T ascribe them all to Hampshire, several units spilt over into Surrey, e.g. Ash, Elstead, Millford and Tilford.

Bookham. No. 10 Repat. Depot. SC18. 31 Aug 45 onwards.

1st Cdn Corps was in Surrey in a tactical (anti-invasion) role from Jul 40 to Nov 41, stationed as follows:-

Leatherhead. 1 Corps HQ. HC1 (452) & (454) & THC1 (453).

Reigate. 1 CID DC1 (314) & TC1 (313).
1 CIB C1 (310).

Oxted-Godstone. 2 CIB C2 (311).
Caterham 3 CIB C3 (312).

Sussex

Although Aldershot, with its concentration of peace-time barracks and camps remained the reinforcement and rear base for the army throughout the war, Sussex, from the end of 1941 onwards was the county that saw the most of the Canadian fighting army until they went overseas; Sussex collectors are really spoilt for choice.

The threat of a German invasion receded after the grim days of 1940, but thereafter there was always the possibility of raids from the sea. Beaches and cliff top defences were manned by Canadians from Rye west to Wittering, with reserves of the forward battalions in the hinterland of downs and valleys. Other brigades lay further back, around Horsham, while the armoured units trained in the Ashdown Forest from camps in the Crowborough area. There were few towns in Sussex whose streets did not sound with the tramp of Canadian boots on the innumerable training exercises, often by night, and whose pubs did not ring to the sound of Canadian off-duty revelry.

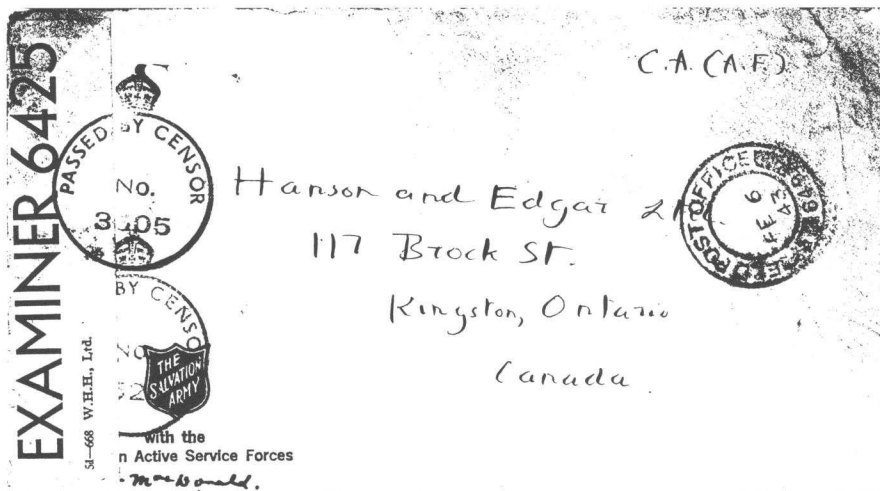
The problem for the philatelist is that a unit would seldom stay in the same area for more than a few months. Brigades changed places with brigades within the same division, and divisions with divisions. To record every move would fill a book (perhaps somebody will write it one day), and I can only list some of the places that saw significant Canadian occupation, and for each mention just one of the formations or units that were there. For some places that saw almost continuous Canadian presence in 1942-43 this could be only 10% of the entries possible, had space permitted.

Alfriston. 3 CIB & 51 Btn, 1 A/Tk Regt C3 (312) Aug 42-May 43.
Angmering. R22R 17 Nov 41-Jan 42.
Ardingly. 2 CID HQ in Brook Ho. DC2 (432) & TC2 (433) spring 42.
Arundel. RCR Apr-Aug 42
Bexhill. Calgary Hldrs. 3 Jul-12 Aug 42 & Mid Oct-19 Dec 43.
Billingshurst. 2 CID HQ. DC2 (432) & TC2 (433). Sep 42-winter 43.
Bognor Regis. RCR Jan 42-Apr 42.

Brighton. 7 Recce. R. 7 Oct 42-6 May 43.
Crowborough. British Columbia Regt. 19 Nov 43-mid Jul 44.
Denton. Carleton & York. 10 Aug 42-4 Mar 43.
Eastbourne. Black Watch. Mid Oct 41-mid Jan 42.
E. Wittering. Black Watch. Oct 42-Feb 43.
Hassocks. Q.O. Rifles. 9 Aug-18 Oct 42.
Hastings. West Nova Scotia Regt (WNSR). 8 May 42-early Jul 42.
Haywards Heath. Algonquin R. 24 Nov 43-mid-Jul 44.
Horsham. Slinfold Camp. Essex Scottish R. end Sep 43-mid Apr 44. Denne Park. Royal Regt of Canada (RRC). 29 Sep 43-mid Apr 44. Strood Park. R. Hamilton L.I. S29. Sep 43-mid Apr 44.
Hove. Black Watch. End Sep 43-Apr 44.
Lewes. 66 Fd. Regt. 8 Oct 41-15 May 42.
Littlehampton. 48th Hldrs. 19 Nov 41-4 Aug 42.
Maresfield. RRC. 18 Dec 41-4 Mar 42.
Middleton-on-Sea. Essex Scottish. 20 Aug 42-17 May 43.
Newhaven/Peacehaven. Q.O. Cameron Hldrs. Jul 41-15 May 42.
Petworth. 6 Fd. Regt. 6 Aug-9 Oct 42.
Pulborough. Black Watch. 15 May-end Jul 42.
Rustington. Stormont, Dundas & Glengarry Hldrs. 4 Aug-3 Sept 43.
Rye. Essex Scottish. 5 Jul-10 Aug 41 & 16 Oct-early Dec 41.
Shoreham. Edmonton R. 24 Nov 41-8 Aug 42.
Seaford. Seaforth Hldrs. 12 Apr-5 May 43.
Selsey Bill. RCR. Nov 41-Jan 42.
Steyning. Cameron Hldrs of Ottawa. 7 Aug-5 Oct 42.
St. Leonards. Essex Scottish. Early Dec 41-29 Apr 42.
Uckfield. Argyll & Sutherlands Hldrs. 6 Nov 43-14 Feb 44.
Worthing. WNSR. 22 Nov 41-8 May 42.
Walberton. 1 A/Tk Regt & HQ 1 CIB [C1 (310)]. 19 Nov 41-Apr 42.
Winchelsea. RRC. 5 Jul-11 Aug 41 & 17 Oct-18 Dec 41.
West Grinstead. 7 Recce R. 7 Aug-7 Oct 42.

Warwickshire

No. 16 RCAF Hospital, Marsdon Green



From 'A' Coy, Stormont; Dundas & Glengarry Hldrs at Barrowdale, Ardnamurchan, 27 Jan-15 Feb 1943. The double censoring is because the area was in the Scottish security zone.

SC34 (827). No. 1. Cdn General Hospital, Birmingham.

Wiltshire

Marlborough-Swindon-Hungerford. 5 CAD were in this area on arrival in England, 24 Oct to end 41. Larkhill. School of Artillery (British Army) – most Canadian gunner regiments spent varying periods here, e.g. 23rd (Self-Propelled) Royal Canadian Artillery (4 CAD) 23-30 Nov 43.

Yorkshire

Scunthorpe. Units of 4 CIB and 5 CIB – FPOs C4 (434) & C5 (435) respectively, underwent tidal river crossing practice on the Ouse. 25 Apr-21 May 44.

* * *

RCAF Squadrons. I have touched on the whereabouts of some RCAF static offices above, but space does not permit coverage of the RCAF Squadrons that moved from one airfield to another and (sometimes) back again with

considerable frequency. Among several books that give the information required by a collector, 'The Squadrons of the Royal Air Force and Commonwealth, 1918-1988' by James J. Halley, now available from the RAF Museum Shop, Hendon at £15 is among the cheapest. With the aid of the book and given the squadron number showing in the Orderly room handstamp on the back of RCAF covers from Britain, it is possible to find material from these counties:- Aberdeenshire, Anglesey, Banffshire, Cornwall, Devon, Durham, Caithness, Co. Fermanagh, East Lothian, Fife, Gloucestershire, Lincoln, Orkney, Ross & Cromarty, Shropshire, Shetland and, especially, Yorkshire. These are additional to the counties covered under Army occupation, almost all of which also saw RCAF squadrons.

RCN Fleet Mail offices. These are covered in B&T. Apart from the RCN's

British HQ in Leith House, London EC2, FMOs were in Glasgow, Greenock, Liverpool, Londonderry and Plymouth.

The GB collector who looks up his county in this list may next wonder where to find such material. Bulk lots of WWII FPO covers still sometimes come up at auction, but with decreasing frequency. The best course is to work through a specialist Military Postal History dealer, and those with the largest stocks are in Canada itself, where 90% of the covers we have discussed were consigned in the first place. Material from Sussex, Surrey and Hampshire is still easy to find, with basic covers costing a few pounds apiece, but even material from counties that only saw a few Canadians needs knowledge and patience to find rather than a deep purse. Good hunting!

MILITIA POINT *contd. from p. 375*

Bridge, Nyanza, Iona, Inverness, etc. It is important to note that much of the training took place on Militia Island, not at Militia Point. (See map) The Island is, and was, uninhabited with location at 45/50N 60/56W.

The post office was located at Militia Point and was designated as rural. In Inverness County at 45/51N 60/57W, it opened 1 June, 1896 and closed 14 February, 1948. There were four postmasters over its 52 year life.

A brief check of all Gazetteers of Canada failed to show any other use of the word MILITIA as a name. A close second was MILITIA POINT in Alberta at 53/28N 112/58W.



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From the earliest days of the Canadian postal service, theft by dishonest employees was a problem. Introduction of the Money Letter and, in 1855, the Registration System, failed to resolve these difficulties completely. This article examines a typical instance of such misbehaviour.

A DISHONEST POSTAL OFFICIAL

R. B. Winmill

During the mid-1880s, because of the disappearance of several unregistered and registered letters which originated in, passed through, or were destined for St. Thomas, it seemed something was seriously amiss in the 'Flower City'. This was credible because, even in its earlier days, this post office was under suspicion. However, on this occasion the Postal Inspector can scarcely be faulted for his apparently tardy response.

Investigations had been undertaken following the disappearance of several letters such as those posted by the Cochrane Manufacturing Company on 10 November 1884 to St. Thomas and containing \$200 and \$315 respectively⁽¹⁾, or that posted by Mrs J. P. Moore to Mrs J. Weyell of St. Thomas, dated 8 November, 1884, and containing £7⁽²⁾. The investigation centred on St. Thomas proved fruitless because it was determined that the losses were sustained between Winnipeg and Emerson, due to theft by a railway mail clerk, A. B. Campbell, who eluded justice by fleeing the country⁽³⁾.

Perhaps Inspector Barker and his assistant, Inspector Fisher, can be excused for not pursuing additional complaints promptly and with vigour, having already experienced a wild goose chase at St. Thomas.

Yet there were problems. A registered letter was allegedly posted by McDiarmid & Price, from Aylmer West

on 12 February, 1885. This letter, containing \$24, was never received. The entry in the PMG Report read, ". . . stated to have been contained in (a) mail package despatched from (the) loop line G.W. Railway⁽⁴⁾ passing west, (on the) postal car, to (the) C.S. Railway⁽⁵⁾ Post Office, but to have failed to reach the latter office."⁽⁶⁾

This incident was not followed immediately by further abstractions; however, a letter from I. T. Stevens, despatched from St. Thomas, 19 October, 1885, and containing \$54.35, was allegedly not received by the Merchants' Bank at London⁽⁷⁾. A letter from Brownsville, Manitoba, dated 28 October, 1885, disappeared at St. Thomas in transit to Dutton⁽⁸⁾. Finally, a registered letter from J. Stoliker of Highgate, containing \$50 and despatched to St. Thomas on 23 January, 1885, was allegedly not received.

St. Thomas Under Scrutiny

Given an obvious pattern of problems, careful scrutiny by the Post Office Inspector was instituted. Rumours were running rampant. For example, it was reported:

". . . Our Belmont correspondent says that the Post Office Inspector visited that village last week, and that there are rumours that his visit was connected with the reported disappearance of money from some registered letters." (St. Thomas Journal). Inspector Barker states that he has not been in Belmont

for years, and that there is absolutely no foundation for the above story.⁽¹⁰⁾

In an article of 18 March, 1886, it was stated "For some months past it has been apparent to Mr Barker, Post Office Inspector of the London District, that a dishonest person was operating in the St. Thomas post office, four registered letters passing through that office at different periods having mysteriously disappeared."⁽¹¹⁾ Thus it was that the report stated "Mr R. W. Barker, Post Office Inspector, has been investigating the disappearance of a letter at St. Thomas."⁽¹²⁾

Six days later, the efforts of Mr Fisher and Mr Barker paid off. There had been irregularities in signatures in the registered letter book⁽¹³⁾ but these had been insufficient to secure an adequate case against the guilty party. However, the guilty party threw caution to the wind. His cardinal error was to steal the letter of a young high school student, Mr Harley McConnell. Mr McConnell was a tenacious and persistent victim. He pursued the matter rigorously, demonstrating that his money order, allegedly paid to a commercial traveller of the same name, had in fact not been so paid, thus the money order bore a forged endorsement.⁽¹⁴⁾ Eventually the pressure brought to bear on the Assistant Postmaster antagonised him so that he dealt unwisely with the student. "Last week Mr McConnell went to the post office, and was ordered from the premises by Boggs. He thereupon wrote to Mr Barker, Post Office Inspector of this city, detailing all the circumstances connected with the case."⁽¹⁵⁾

An Arrest

This incident provided the impetus for action and the culprit was arrested and

charged on 17 March:

"Geo. W. Boggs, assistant postmaster at St. Thomas, where he has been employed for sixteen years past, was arrested yesterday at the instance of Inspector Barker on a charge of forgery in connection with the stealing of registered letters, four of which had disappeared within (sic) a recent date. One of these contained a money order for \$43 which was cashed upon the forged signature of Harley McConnell."⁽¹⁶⁾

The above report is clearly in error because, as will be seen later, this was the fourth (of five) counts against Mr Boggs and this charge was later dropped for technical reasons. During the interrogation by Inspector Barker, Mr Boggs confessed to five thefts⁽¹⁷⁾ so "Mr Barker caused a warrant for his arrest to be issued by Police Magistrate White, and he was taken into custody by Chief Fewings on Wednesday night".⁽¹⁸⁾ There were other complaints; however Mr Boggs declined to confess and action on these was suspended. The following day Mr Boggs was arraigned on charges involving theft and forgery, before Police Magistrate White. Mr D. J. Donahue prosecuted, while Mr J. H. Coyne acted for the defendant⁽¹⁹⁾. More specifically, the accused "was charged with embezzling, stealing or destroying the following letters":

1. Letter posted and registered at Aylmer West on the 12th of February, 1885, by Messrs McDiarmid & Price addressed to R. W. Hill, Kingsmill, contents, \$24.
2. Letter posted and registered at St. Thomas West, on the 19th October, 1885 by Ira P. Stevens, addressed to Merchants Bank, London, contents, \$54.35.
3. Letter posted and registered at Brownsville, on the 28th November,

1886 (sic) by Thomas R. Woods, addressed to E. McDiarmid, Dutton, contents \$60.

4. Letter (unregistered) posted at Birtle, Manitoba, on or about 26th November, 1885, by Oscar F. Orr, addressed to Harley McConnell, St. Thomas, containing post office money order for \$43.

5. Letter posted and registered at Highgate on the 23rd February, 1886, by James Stoliker, containing \$50.⁽²⁰⁾

Before considering these five charges, it is necessary to be familiar with the relevant sections of the Post Office Act:

79. Everyone who steals, embezzles, secretes or destroys any post letter is guilty of felony, and liable to imprisonment for a term not exceeding five years and not less than three years: unless such post letter contains any chattel, money or valuable security, in which case the offender shall be liable to imprisonment for life or for a term not less than five years.

80. Everyone who steals from or out of a post letter any chattel, money or valuable security, is guilty of felony and liable to imprisonment for life, or for a term not less than five years.

87. Everyone who forges, counterfeits or imitates any post office money order, or advice of such money order, or post office savings depositor's book, or authority of the Postmaster General for repayment of a post office savings bank deposit or of any part thereof with intent to defraud, is guilty of felony and liable to imprisonment for any term not exceeding seven years, and not less than two years.

101. Everyone who, being a postmaster, wilfully destroys, mutilates or obliterates or refuses to

produce or deliver up to any inspector or other proper officer of the Post Office Department on demand, any book containing or which ought to contain the record of account of the money orders issued or paid, or of the registered letters or other business of his office, is guilty of misdemeanour.⁽²¹⁾

Further, there had been an additional charge of forgery concerning Harley McConnell with respect to the endorsement of the money order and, despite confessing to the forgery of Heyden's name in the Crocker case, this charge was never proceeded with. These actions were abandoned because the charges, upon conviction, would yield no additional prison time.⁽²²⁾ The McConnell case was eventually totally abandoned.

Guilty

As each successive charge was read, Mr Boggs pleaded guilty. Rather than promptly sentence the accused on all charges, "... the (Police) Magistrate, said he would remand the accused until today, as he desired to give the case consideration".⁽²³⁾ The total sum involved in all cases proceeded with was only \$231.35.⁽²⁴⁾ "The Police Magistrate White has a very painful duty to perform today in sentencing the young man more especially so from the fact that the family has resided side by side with his own ... for upwards of a quarter of a century and the duty of the Inspector in arresting the prisoner was also a painful one".⁽²⁵⁾

While both the Magistrate's family and the Boggs family were neighbours, the Boggs family had resided in St. Thomas for about 50 years, with Mr Boggs having lived all his 32 years in that place.⁽²⁶⁾ He had always been of

good character and was well respected in the community. With a salary of \$900 per annum, a hefty sum, especially in a smaller community where an entry level employee in most concerns could anticipate \$300 per annum, and a simple cottage could be built for \$1,000 or so, what reason could Boggs have had to steal those relatively small sums? His only debt was \$112 he was responsible for as the consequence of co-signing a note.⁽²⁷⁾ He obviously possessed some assets. For example, the 'Advertiser' reported, ". . . George W. Boggs, the defaulting deputy postmaster at St. Thomas, has an insurance of \$11,000 on his life".⁽²⁸⁾

The Sentence

On the morning of 20 March, 1886, Boggs was hauled before the Magistrate who, despite repeated violations of the law, handed down the usual sentence in such cases: Boggs received a mere five years on each conviction, all running concurrently.⁽²⁹⁾ Was this because most postal crime at this time attracted minimal sentences?⁽³⁰⁾ However, one must ponder the family relationships and question possible motives for such a lenient sentence, given the seriousness and frequency of the felonies.

There are other peculiar elements to the case. For example, it was reported that ". . . there are numerous cases of losses of letters reported, a score or so being made known yesterday".⁽³¹⁾ Yet none of these 20 alleged cases of disappearing letters ever appeared in the Postmaster General's Report. Why?⁽³²⁾ Moreover, the McConnell case, to which Boggs confessed his guilt to Mr Barker, never appears, as it should.⁽³³⁾ Indeed the Postmaster General's Report sloughs off the entire series of criminal acts thus: "Stolen by G. W. Boggs, an assistant in the St. Thomas Post Office who was

brought to trial and sentenced to five years in the penitentiary. The loss in this case, as well as others noted below (see references to case no. 31) was made good by the Postmaster of St. Thomas."⁽³⁴⁾

Presumably the other 20 or more victims, including young Mr McConnell, were not reimbursed. At this time, postmasters were held financially responsible for the misdeeds of their subordinates. Yet in this instance, Mr Boggs had assets. Why were they not attached? No evidence can be located to show that the Postmaster undertook legal action to recover damages from the convicted felon.

The case demonstrates the intricacies of a reasonably representative instance of postal dishonesty. Such problems plagued the St. Thomas post office from its earliest days, with suspensions, accusations and the like. In most cases the guilty party was never apprehended.

References:

1. Canada, Post Office, 'Report of the Postmaster General for the Year Ended 30 June, 1885', Ottawa: MacLean, Roger & Co., 1886, Report Number 5, p.37, Cases 186/7.
2. Loc cit.
3. Loc cit.
4. Great Western Railway.
5. Canada Southern Railway.
6. P.M.G. report, op cit, p.49, case 233.
7. Canada, Post Office, 'Report of the Postmaster General for the Year ended 30 June, 1886', Ottawa: MacLean, Roger & Co., 1887, report number 5, p.29, case 31.
8. Ibid, p.31, case 68.
9. Ibid, p.37, case 166.

10. 'Last Minute Brevities' in the 'London Advertiser', 26 January, 1886, p.8, c3. It would have been better to tap a St. Thomas newspaper for a local point of view, however, there are no available files for papers of this era. Similarly, it would have been preferable to employ court records, but law libraries were unable to locate them.
11. 'A Dishonest P.O. Clerk' in the 'London Free Press', 18 March, 1886, p.3, c2.
12. 'A Lost Letter', op cit 9 March, 1886, p.8, c3.
13. 'Those Stolen Letters', op cit, 19 March, 1886, p.5, c5/6.
14. See 'A Lost Letter' and 'Those Stolen Letters', op cit.
15. 'Those Stolen letters', op cit.
16. 'Local' in the 'London Advertiser', 18 March, 1886, p.1, c5.
17. 'Those Stolen letters', op cit.
18. Loc cit.
19. 'Boggs' Bad Business' in the 'London Advertiser', 19 March, 1886, p.4, c5.
20. Loc cit.
21. Canada, Post Office Department, 'An Act Respecting the Postal Service', the Revised Statutes of Canada, 1886, Ottawa: Brown, Chamberlain, 1887.
22. 'Boggs' Bad Business' op cit.
23. Loc cit. See also 'Local and District' in the 'London Free Press', 19 March, 1886, p.3, c1.
24. 'Boggs' Bad Business', op cit.
25. 'Those Stolen Letters', op cit.
26. Loc cit.
27. Loc cit.
28. 'London and Precincts' in the 'London Advertiser', 20 March, 1886, p.4, c4.
29. 'From Post Office to Prison' in the 'London Advertiser', 20 March, 1886, p.5, c3. See also 'Boggs Sentence' in the 'London Free Press', 20 March, 1886, p.3, c2.
30. An examination of the PMG's Reports of this era reveal this to be the case.
31. 'Those Stolen Letters', op cit.
32. It was a local requirement that all cases of missing letters, registered or otherwise, containing valuables, be enumerated in this report, together with the disposition of each case.
33. See PMG Report 1886, report number 5, pp.44/5.
34. Ibid, p.29.

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BOOK REVIEW

SLOGAN POSTMARKS OF CANADA, Cecil C. Coutts. Published by Cecil C. Coutts. ISBN 0-9680225-0-2, 1996. Post-paid CAN \$33.95, USA \$29.50, UK £20.50 from the author.

Cecil Coutts has produced an excellent successor to David Proulx's **SLOGAN POSTAL CANCELS OF CANADA**. He has based his catalogue on the work carried out by the BNAPS Slogan Study Group over the previous seven years and has also referred to proof impressions, slogan die distribution lists and post office records.

The catalogue comprises 284 pages of 8½" x 11" in landscape format. The sturdy spiral binding produces an excellent working document which should be a pleasure to use and easy to update.

Proulx's work has been extended by the addition of more than 410 new slogans. In addition, the full text is spelt out for each slogan, Newfoundland pre-confederation slogans are listed separately, related slogans are cross-referenced in a thematic index, slogan dies are identified by machine type and Richardson's Flag numbers are used where appropriate. Unfortunately slogan dies are not illustrated and there is no detailed information on dates of use.

An attempt has been made to update prices in line with the current market. Flag and Newfoundland slogans have been priced according to the list produced by the BNAPS Flag Study Group and the BNAPS Newfoundland Study Group respectively. In general only one basic price is given for multi-office slogans which does not enable the

reader to determine valuations for individual towns.

The slogans are listed alphabetically throughout the catalogue. Whilst Proulx numbers are included, a new 'Coutts number' has also been assigned to each slogan. This key has no sub-numbers and it reflects the true alphabetical order of the slogans. It is the author's stated intention to dispense with Proulx numbers in subsequent editions of the catalogue.

The transition from Proulx numbers to Coutts numbers will be difficult for those who rely on Proulx to cross-reference their collections. Much of the existing research includes Proulx numbers and auction catalogues will no doubt refer to Proulx for some years to come. The impact of this would be reduced by the inclusion of a table showing each Proulx number and its Coutts equivalent in the next edition of the catalogue.

This new book is a must for keen slogan collectors. However they will need to refer to newsletters and other publications to obtain detailed information about the individual slogan dies.

Tom Almond

OTHER PUBLICATIONS

We learn of Bill Topping's new publication, due for release this month and entitled 'YUKON AIRWAYS & EXPLORATION CO. LTD – A Pioneer Air Mail Company'. The book contains over 60 pages and covers the 30-month history of the company from 1927 to 1929, its major flights and details of the semi-official air stamps. Based on Bill's CAPEX exhibit the book was listed at

Continued on p. 396

PHILATELIC PHABLES (4)

Anonymous!

In Baltimore, one of the premier collectors of Canada, and a real student of the stamps, was the late Henri Reinhard. He had a good friend whose name was Horace Harrison. One day, Horace was sitting in his stamp den and came across a damaged copy of the 2¢ thin paper with a dated cancel of Hamilton, August 1868. The stamp had a very small tear. Now Horace had seen the two known copies of the Canada Scott 32, at that time one was owned by Sol Kanee of Winnipeg and the other by Gerald Firth of Pittsburgh, and both had been used in Hamilton. He had some old blank notepaper from his grandmother's correspondence, found in an attic trunk. It was exactly the same type of paper used to print the Canada Laid Paper stamps in 1868. He spent quite a lot of time getting the paper to the right thickness, so that when it was used to back the thin paper stamp, it would have the right feel. Since there were only two known copies of the laid paper 2¢ and Henri had never seen either one of them, shade would not be a problem, but thickness would be since Henri owned a used copy of the 3¢ laid paper (Scott 33). Steel wool was used to thin the notepaper to a proper thickness, so that, when combined with an adhesive to the actual stamp, it would have the right 'feel'. Development of the proper adhesive was another problem. Most commercial paste was completely unsuitable for this nefarious task, so Horace eventually ended up developing a combination of flour and water combined with egg white which produced the proper 'feel' when sandwiched between the reduced laid notepaper and the thin paper stamp. The

experimental process took about a month, because he wasn't able to devote more than his usual recreational time to the project.

Having obtained the proper backing material and the adhesive to affix it, he proceeded to glue the two papers together, using two metal electrical box covers and three 'C' clamps to hold the pieces in place until the adhesive was firmly set. He left the two pieces clamped together for about a week. He then went to the local hobby store, where he bought a short piece of brass gas line for a model airplane engine. With a Swiss Pattern file, he filed down the end of the tube into a sharp 'o' and ended up with a satisfactory one stroke perforator. He then proceeded to remove the stamp from between the steel plates and go around the stamp with the one stroke perforator, and then tore the backed stamp from the laid paper sheet, so that the ends of the perforations looked perfectly natural. It was a magnificent job! It felt just like his 3¢ laid paper as far as the consistency of the paper was concerned. It was not too stiff, held to the light, it looked fine, and compared favourably with his 3¢ laid in watermark fluid. The stamp was ready for the test.

He took the stamp down into Baltimore to Rudy Martin, a new dealer in town, who specialised in the German area and said "Rudy, I want to play a trick on Henri Reinhard. Get out your note paper and take down this letter: *Dear Henri, A cabin boy off a Canadian freighter in port came into my shop last week with his grandfather's collection*

and wanted to get enough money to go visit the 'Block' where all the girlie shows are. He needed some money, and wanted to sell the collection. I bought it, and in going over the Canada, I saw this stamp and I wonder if it has any special value? It seems to be different in some way from most of the others". After writing this note and signing it, Rudy placed the 2¢ stamp in a stock card, and placed the card and the note in an envelope and addressed it to Henri Reinhard at his home on Calloway Avenue in Baltimore. Horace supplied the 4¢ postage stamp to mail the letter, took it out on Charles Street and dropped it in the corner mailbox; no special attention, registration or certification, just an ordinary letter in the regular mail.

The next day, in those days – circa 1961 – you get next day delivery in Baltimore, Horace stopped by Henri's house at about half past five. He knew Henri got home about five fifteen, and that gave him time to open the mail. Maybe he got there about quarter to six, anyhow he rang the bell and Sylvia, Henri's wife, came to the door and she said "Oh, Horace I'm so glad you're here, Henri's upstairs in his stamp den and he's very excited about something. Go right on up". So Horace went up and Henri said "Look at this, a third copy of the 2¢ laid paper!!!" And Horace said "Awh, Henri, it's got to be a fake". And he said "No it's not, I've dipped it, it's used in Hamilton like the other two, it feels right, it looks like my laid paper 3¢, everything about it is good". And Horace said "Awh Henri, it's got to be bad, have you soaked it!" and he said "No, why should I soak it?" and Horace said "Cause it gotta be backed"; and he said "No, it feels just right and look at the ends of the perfs, they only reback the early imperfs on account of the perf

problem. Besides, look at this letter from Rudy Martin. This is just how the next copy of 32 is going to be found and it's happened right here in Baltimore. This is the genuine *third known copy of the 2¢ laid*". And Horace said "Let's soak it"; so they went into this little bathroom and Horace put the stopper on a chain loosely into the drain and ran a very little water into the basin and Henri dropped the stamp into the water. They were talking while they were waiting, but Horace was watching the stamp like a hawk. When he saw that there was some indication of separation, he pointed out the window and said "What kind of bird is that, Henri?" catching his sleeve on the chain as he pointed out the window. This pulled the stopper out and the stamp went *whoosh*, down the drain!!! Henri was considerably exercised, as anyone can well imagine. Regrettably, Horace carried it a little too far. He let Henri go down in his basement and get his plumbing tools. Henri took the trap apart, getting water all over the floor, and retrieved two pieces of paper. Unfortunately, at that point Horace lost control and laughed. Henri didn't speak to Horace for over eleven months.

PUBLICATIONS *contd. from p. 394*
\$25 CAN, pre-publication, we have no note of the post publication price.

Making its bow at CAPEX was 'THE CANADIAN POSTED LETTER GUIDE 1851-1902', edited by Charles Firby and Vic Willson. This 136-page publication claims to be the first priced postal history catalogue for any major collecting area, it also serves as a reference for rates and frankings of the period. The book is listed at \$27.50 CAN, post paid, but we assume this to relate to purchase within Canada and USA.

LETTERS TO THE EDITOR

Allan Steinhart

TEIGNMOUTH TO QUEBEC

In response to Mr Lazenby's letter in the June issue regarding the transatlantic cover, the L MY26 H handstamp was used at the Liverpool Packet Office. The cover travelled by Cunard steamer CAMBRIA, leaving Liverpool 5 June, 1847, arriving Boston 17 June, 1847. The cover travelled by closed bag from Liverpool via Boston to Quebec. The rate at the time was 1/2 STG = 1/4 CY collect or prepaid, in this case collect. It was rated in Britain, probably at Liverpool, 1/2 STG collect.

As STG was not used in Canada the cover was re-rated 1/4 CY in Canada with the 1/4 CY handstamp Arnell A-4. The '2' would represent the 2d STG Colonial portion of the 1/2 STG postage if the cover was prepaid the 1/- STG British internal and ocean postage, but it was fully collect so that the '2' was crossed out.

I hope this helps, the references are taken from Jack Arnell's book 'ATLANTIC MAILS'.

Malcolm Montgomery

TEIGNMOUTH TO QUEBEC

Mr Lazenby's illustration on page 279 of 'Maple Leaves' is a particularly nice example of an unpaid single (1/2 ounce) letter from England to Canada in 1847: taking each point in turn:

The '2' (deleted) is almost certainly a British rate for an inland unpaid letter,

incorrectly applied in this case, and deleted.

The oval 'L MY 26 H' is the Liverpool transit mark.

The letter was carried on the Cunard Line 'Cambria', out of Liverpool on 4 June, 1847, making Boston on 17 June, 1847.

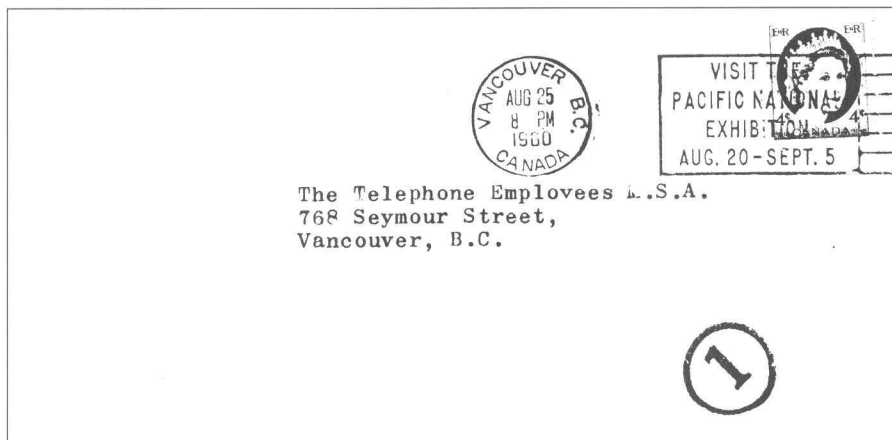
The rate was one shilling and twopence Sterling, of which one shilling was the Packet rate to North America; mail was carried in closed bags through the United States. The United States' transit was taken from this, and twopence was added for Colonial postage (except for Halifax, Nova Scotia); accountancy marks were not introduced until 1849, so the '2' was just an erroneous UK charge.

One shilling and twopence Sterling equated to one shilling and fourpence Currency. The charge mark was probably used at Quebec (there is a similar mark attributed by Jack Arnell to Montreal).

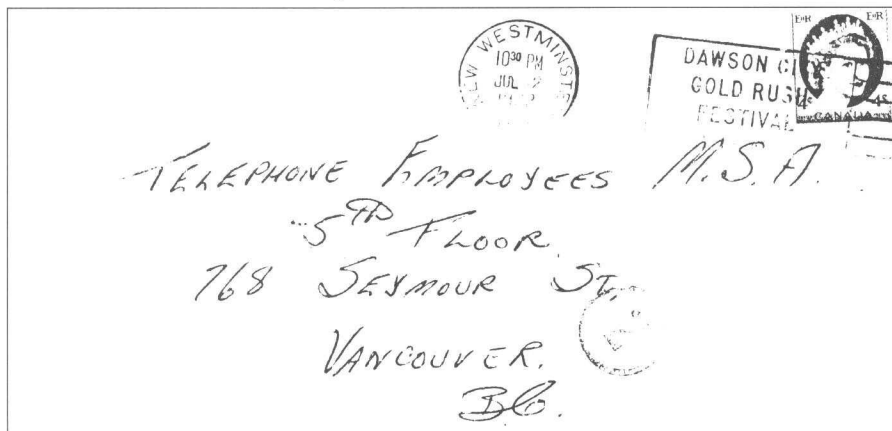
Tom Almond

A MODERN CARRIER'S MARK

Each of the envelopes illustrated is cancelled with an attractive slogan. However their interest to me is that each is also cancelled (?) with a blue number in a circle. I wonder what purpose these have and who applied them. Two possibilities spring to mind: could they be carrier marks, were they applied by the company to which they were addressed or is there another explanation?



The new one, two – what are they!



Perhaps one of our West Coast Canadian cousins could supply the answer.

Malcolm Montgomery

POSTAL HISTORY PUZZLES (1)

With reference to Horace Harrison's 'Postal History Puzzle' (ML June '96, pp.277/8), may I offer a belated response? I had hoped to spend some time in the Archives, but have not been

able to do so; as a result, my contribution is based largely upon the information in the British Postal Guide, 1857 (which, of course, means that it is incomplete, and may have been subject to supplementary information in Post Office Instructions), and on the Mowbrays' book 'British Letter Mail to Overseas Destinations', supplemented by Colin Tabear's work.

First, there seems no reason to become confused about officers' rates,

since the rate to India, via Southampton, was only sixpence per half ounce from 1 February, 1856 (Treasury Warrant of that date). It could have been treated as a soldier's letter in the UK; but, if so, why not in Canada?

Second, I shall accept the assumption that the letter did travel by Canadian Packet, and was not re-routed. Same-day sailing for a registered letter could have been chancey. If it did not, there's an interesting twopence for United States transit to consider. Likewise, the voyage to India, although French transit offers some options.

Next, the '3' . . . I am unable to explain it immediately as an accountancy mark, unless it is for French transit (but this would not apply if the letter travelled via Southampton. If it had travelled via Marseilles it would have been a further fivepence, later threepence (or some combination thereof) so I have discounted that.

A 'D' in the tables indicates that there were no further charges in India. Pity!

UK registration was sixpence . . . while not applicable to all overseas destinations, I would not rule it out, for the Guide states '*by prepayment of the British registration fee*) a Letter addressed to any other place can be registered to the port of despatch, and entered separately in the Letter Bill; it being in these cases left to the postal authorities of the Colony or foreign Country to carry on the registration, or not, as they may choose . . .'. Given the fixation of the British Post Office for protecting its employees from temptation, I would guess that the letter was treated as registered, but raising a charge amounted to compulsory

registration, which had yet to be introduced, when the Guide was written. Jane and Michael Mowbray (page 380) show the registration fee to Aden and India to be sixpence from 1 July, 1857, although unfortunately they don't give a specific reference for this.

This leaves twopence outstanding, for which I have no convincing explanation. However, for a really bizarre conjecture: on page 93 of the Guide, directly under 'Agra, India', is 'Agra, Spain' – for which the rate was eightpence . . . eightpence plus sixpence = one shilling and twopence. But one's sense of humour may not stretch that far! The only other alternative is private ship, for which the rate would have been eightpence, but presumably the dates and route have been satisfactorily established.

Alternatively, there is the '3': presumably a penny would have been credited to India for 'Colonial' postage – but with India there was a rather more complex situation with the East India Company. Taking into account that the date of the letter coincides almost exactly with the mutiny of the Bengal Army (one of three armies maintained by the East India Company), and the consequent reinforcement of the British Army in India, there may be some consideration of extra postage within India (a bit like the 2d US transit for BNA mails); however, the Mowbrays state that this was not the case with India. It is also notable that the Indian share of the sixpence registration fee (half) was credited to India – perhaps that's the '3'?

Last shot: 1/2 oz. transit through France, plus 2d soldier's concessionary (unpaid), plus 6d registration = 1s 2d; 3d credited to India . . .?

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