



JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN

Maple Leaves

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Whole No. 189

Vol. 18 No. 9

August, 1982



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MAPLE LEAVES

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Vol. 18 No. 9

AUGUST, 1982

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EDITORIAL

B.N.A.P.S. CONVENTION, 1983

A note from our President, Charles King, reminds us that some of our members intend to visit our sister society on the occasion of its annual Convention in Winnipeg in 1983. In this connection he has very kindly undertaken to make preliminary enquiries about the possibility of arranging air travel at a reduced rate. This would, of course, depend upon the number of members intending to go to Winnipeg, and who wish to take advantage of his offer. Members are asked, therefore, to get in touch with Charles at 10, St. Leonards Road, Claygate, Esher, Surrey, if they are interested. At this stage he would need to know the number of seats required and whether or not accommodation would be required at the Convention hotel together with an indication of the nearest U.K. scheduled airport. At this time we are unable to inform members of the date of the Convention; but a prompt reply to this announcement is essential for obvious reasons.

CONVENTION AUCTION, 1982

The 1982 Convention Auction Catalogue is enclosed with this issue and members are requested to submit their bids on the form provided as soon as possible. Overseas members are particularly reminded of this in view of the comparatively early date of Convention (15th to 18th September).

SALE OF FAMOUS PRECANCEL COLLECTION

The collection of early 'bar' type precancelled stamps formed by member George Manley was sold by J. N. Sessions Ltd., of Toronto on May 18. His collection was the best of its kind; formed over a period of many years and incorporates the late Hetherington lot. It contained many large multiples and several unique pieces. The condition was exceptionally fine throughout.

The circumstances in which this extensive collection was sold were interesting in that it was the first time that 130 lots of precancels were sold by public auction. There were also two very important and popular (square circle and Jubilee) collections offered in the same sale. Furthermore, the de Volpi stampless collection was to be sold one week later. Precancels, the less popular field of B.N.A. Philately, were described by some as back-of-the-book material which has "no market"! Yet despite the foregoing, the economic conditions, the high interest rates and the weak dollar, the precancels sold at better than expected prices. Even the lot of precancel forgeries sold at 50% above a \$200 estimate.

Not surprising, however, was the fact that almost all the outstanding pieces were bought by dealers, while the rest of the collection went to collectors on the floor. A few lots did escape the "floor" and went to some mail bidders. The attendance at the sale was smaller than normal and witnessed several new auction buyers who had travelled from distant points to compete.

The magnificent collection of square circle postmarks formed by the late Nels Pelletier was auctioned off in the evening session. The "FONTHILL" rarity fetched \$10,000 plus a 10% premium; "KINGSVILLE" made \$4,750 plus premium; and "PALMERSTON" was knocked down at \$2,500 plus.

(We are indebted to "The Yellow Peril" for this interesting report – Editor.)

SUBSCRIPTIONS 1982-83

Members are respectfully reminded that the annual subscription, (£6.00), is due for payment on 1st October next and should be sent to the Assistant Treasurer, Mr. T. Almond (address inside back cover). U.K. members wishing in future to pay by direct debit should complete the form provided with the April issue and forward this to Mr. Almond not later than September 1st. Mr. Almond can also supply additional forms on application to him. Completed forms submitted **after** September 1st cannot be processed until October 1983 and should therefore be accompanied by the 1982/83 subscription.

THE FIRST DECIMAL ISSUE OF CANADA 1859 to 1868
The printings of the 12½ cents value (Part 2)
by G. Whitworth, F.R.P.S.L., F.C.P.S.

In Part II of the Memo Calder did not use comparative colour descriptions as the stamps were included with the listing. I will now try to convey a description of the shades of green found on each printing order. I have used the Gibbons colour chart No. 3333 as a standard for the basic colour and will describe variations from the standard. Some of the names are not the ones by which the stamps are traditionally catalogued, but if the colour chart is used as a dictionary I trust that the following will enable members to identify each colour more clearly than has been possible in the past.

Much of the dated material used by Calder in 1934 has been dispersed but I have had available over 100 covers postmarked Montreal and many others from large towns with a frequent correspondence with the U.K. This has given me a continuous view of the stamps sold at these post offices.

From the records of the Canadian Post Office as listed by Donald King and reprinted in *Maple Leaves* (Vol. 15 No. 8 August 1977) I have drawn up a graph showing the stamp stocks at each stocktaking and the quantities distributed to post offices for sale as a monthly usage. From this I can gauge the expected first use of any new printing of stamps, always providing new deliveries were placed below existing stocks of unsold stamps. I have referred to quantities in terms of sheets of 100 stamps as this was the unit handled by the printers and the Post Office. Smaller post offices were allowed to requisition half sheets as a minimum, of this and the 17 cents values.

I have found that stamps attached to blue envelopes appear slightly more blue than when the stamp is soaked off and examined on a white background. These stamps are now 130 years old and many have slightly yellowed. Many of the letters were stored in a casual manner and are now soiled or worse still, have been subjected to moisture and are now showing foxing or rust marks. These possible conditions have to be allowed for when comparing colours.

The perforations of this stamp do follow the groupings of this issue and a first sorting into these perforation groups is essential.

Group I	Perf. 11¾	1859 to mid 1863
Group II	Perf. 12 x 11¾	mid 1863 to mid 1865
Group III	Perf. 12	mid 1865 to end.

A full description of these perforations is to be found in *Maple Leaves* Vol. 7 starting at page 31.

THE PRINTINGS

Group I Perf. 11¾

1st order March 16th 1859, 1000 sheets. Delivered May 28th. Issued July 1st.

1st printing classed as 1.A. Deep bluish green. Full colour and well inked.

Dated material:— JY 29 1859, SE 22, JA 27 '60, FE 24, MR 20.

1.B. Not quite so dark with a more yellowish tint.

Dated material:— SE 16 '59, FE 24 '60, JU 11, JY 20

Order No. 2 July 12 1859. 100 sheets. Possible date of use :— OCT. '59.

2.A. Very deep dark green. Similar to 1.B. but darker in colour.

Very similar to Gibbons Col. 31 Bronze green.

Dated material:— MR 21 '60, AU 16, OC 12.

2.B. Similar to 2.A. but darker again in colour. Not particularly bluer but a little nearer to Gibbons 32 Blackish olive.

Dated material:— FE 3 '60, JY 10, SE 11, DE 25.

STOCKTAKING Sept. 30 1859

2000 sheets delivered, ie. all orders 1 and 2.

907 sheets sent to Post Offices. ie. all order 1.

Stock — 93 sheets of order 1.

1000 sheets of order 2.

Order No. 3 Jan. 27 1860. 1000 sheets. Possible date of use:— April 1860.

3.A. Deep Green. A deep shade but much lighter in general appearance, does not appear to have been inked as heavily. Looks much yellower than 2B.

Dated material:— NO 2 '60, NO 17, JA 15 '61, MR 19, MR 26.

3.B. The same hue but much more heavily inked and appears fuller in tone.

Dated material:— FE 1 '61, MR 22, JU 17, JY 12.

3.C. A trace of blue has been introduced when compared to 3A or B.

Dated material:— MR 1 '61, MR 14, AP 13.

Order No. 4 July 2 1860. 2000 sheets. Possible date of use:— November 1860.

4.A. Dark bluish green. A deep rich colour similar to 2A but showing much more blue.

Dated material:— JY 5 '61.

4.B. Similar colour but less well inked and appears lighter.

Dated material:— AU 18 '61, SE 20.

4.C. A printing using a deeper coloured ink of the same tone but if anything a little bluer than 4A.

Dated material:— SE 6 '61, SE 26, OC 16, MY 21 '62.

STOCKTAKING Sept. 30 1860

3000 sheets delivered during year. ie. all orders 3 and 4.

2155. 50 sheets sent to Post Offices ie. 93 sheets order 1

1000 sheets order 2
1000 sheets order 3
62.50 sheets order 4

This gives an average use of 180 sheets per month.
Stock – 1937. 50 sheets ie. all order 4.

Order No. 5 March 5 1861. 1000 sheets. Possible date of use:– June 1861.

5.A. Deep dark green. There is none of the bluish tone of 4C.
Dated material:– JA 5 '62, FE 21.

5.B. A slightly lighter shade.
Dated material:– JU 5 '62, JU 6.

Order No. 6 August 13 1861. 2000 sheets. Possible date of use:– October 1861.

6.A. Dullish green. Weakly inked and compared to 5B a lighter colour.
Dated material:– AU 22 '62.

6.B. Similar colour but darker in appearance.
Dated material:– AU 22 '62, NO 14.

STOCKTAKING Sept. 30 1861

2000 sheets delivered during year. ie. all order 5.

1000 sheets order 6
2764. 50 sheets sent to post offices. ie. 1937. 50 sheets order 4
827 sheets order 5

This gives an average use of 230. 40 sheets per month.
Stock – 173 sheets order 5.
1000 sheets order 6.

Order No. 7 January 25 1862. 2000 sheets. Possible date of use:– June 1862.

7.A. Dark green. Weakly printed in a dullish green but darker than 6B. Does not look as bluish as earlier printings.
Dated material:– JU 6 '62, DE 18, JU 6 '62, FE 27 '63.

7.B. A similar colour but a trace of blue is introduced again.
Dated material:– JA 27 '63, AU 6.

Order No. 8 May 31 1862. 1000 sheets. Possible date of use:– January 1863.

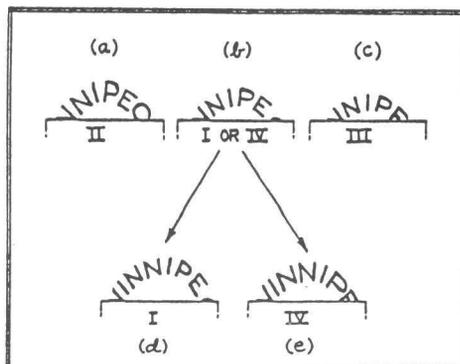
8.A. Yellowish myrtle green. Gibbons myrtle green is too blue and too dark for any of these stamps, but this colour, weaker and with some yellow introduced would describe this printing. It is much bluer than either 7A or 7B.
Dated material:– AU 27 '63, OC 9.

8.B. A similar colour but even more yellow introduced.
Dated material:– MY 13 '63, MY 15, JU –, JU 15, NO 18.

(Continued on page 248)

THE WINNIPEG SQUARED CIRCLE CANCELLATIONS

by D. Fraser



GUIDE IN IDENTIFYING.

WINNIPEG HAMMERS

- HAMMER I "MAN" AT BASE - COMPRESSED "N"
- HAMMER II "MAN" AT BASE - EXTENDED "N"
- HAMMER III "CANADA" AT BASE
- HAMMER IV SIMILAR TO HAMMER I EXCEPT THE POSITIONING OF "WINNIPEG" WITH RELATION TO THE BARS DIFFERS.

Perhaps an explanation of a squared circle cancel would be in order to enable one to better understand this article.

The squared circle was a combination postmark and killer cancel. It was an attempt to eliminate the necessity for two separate hand stamp devices. However, it proved to be cumbersome to many postmasters just as the duplex hammer was. There were two main different types of squared circles used in Canada. Type I, had thin horizontal bars and Type II, (of which the four hammers of Winnipeg were) had thick horizontal bars. Over 340 different hammers are recorded, 26 of which are Type I. The earliest date recorded is June 15, 1893. They were rarely used after 1900.

The four different Winnipeg squared circle cancellations are shown above.

Winnipeg

Hammer I - Period of use - August 26, 1893 - May 21, 1898

Errors are reported with the year 1893 instead of 1894 during the month of January.

Hammer II - Periods of use

- first - January 1, 1894 - August 11, 1894.

- second - May 23, 1897 - May 29, 1897.

- third - October 23, 1897 - August 20, 1898

Hammer III – Period of use – January 28, 1895 – November 1, 1897.

Hammer IV – Periods of use

- first – May 27, 1895 – June 14, 1895
- second – November 21, 1904 – November 30, 1904.
- third – March 22, 1905.

This is only a brief account of the Winnipeg Squared Circle. Further information on these hammers and all squared circles may be found in a new handbook “The Squared Circle Postmarks of Canada” by W. G. Moffatt and Glenn Hansen. This is a very worthwhile philatelic handbook which all serious collectors of Canada should have in their library.

D.F.

(With acknowledgements and thanks to the author and Editor of “The Buffalo” for kind permission to reproduce this article – Editor.)

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THE LETTER AND POSTCARD RATES OF CANADA 1875—1898 (Part 4)

by Dr. M. W. Carstairs, F.C.P.S.

RATES TO CENTRAL AMERICA AND THE WEST INDIES, OTHER THAN BRITISH

This area has always been rather hard to define, and I have taken it as the region between Mexico in the north and Colombia in the south.

As Colombia is the most important country in the area because of Panama, a few historical facts may be helpful.

Colombia was originally made up of a federation of independent states, Ecuador, New Granada and Venezuela, which had revolted from Spain in 1810 and formed themselves into the republic of Colombia in 1819. Between 1829 and 1830 the country disintegrated into three parts, Ecuador, the United States of Colombia (New Granada) and Venezuela. The North Western Department of the United States of Colombia was Panama where as early as 1876 there had been plans to build a canal to link the two oceans.

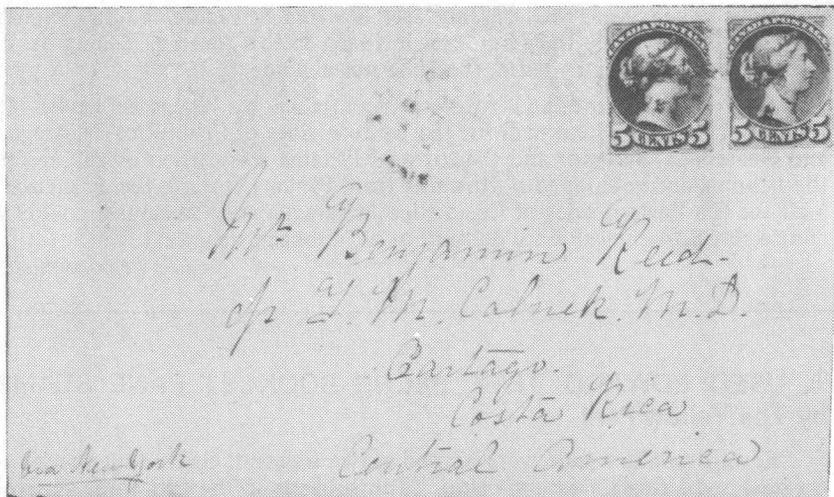
In 1881 De Lesseps, of Suez canal fame, started work on a Panama canal, but owing to a variety of reasons, not the least of which were Yellow Fever and Malaria, his company collapsed in 1888 and it was left to the United States of America to purchase the Panama Company in December 1902, then to lease the "Canal Zone" in 1904 from Panama, which had meantime become an independent republic the year before, and finally finish the building of the canal. After many problems the canal was opened officially in 1920.

On the Atlantic or North coast grew up the town of Aspinwall, later called Colon, and on the Pacific or southern side the town of Panama, which were linked at first by a trail, and then by a trans-oceanic railway built by W. H. Aspinwall as early as 1855. These two towns were so important that different rates existed for them.

In the postal guides the country is called sometimes New Granada and at other times United States of Colombia. To save confusion I will call it New Granada.

In 1875 there were five routes to the area, the same as for the British West Indies, but in this instalment we are going further afield, so it is necessary to go into more detail.

Route A was the Allan Line to England and back across the Atlantic to Central America by the Royal Mail Steamship Company. The letter rate was 28c per ½oz. for Costa Rica, Cuba, Greytown (Nicaragua), Guatemala, Porto Rico, St. Croix, St. Thomas, New Granada and the West Indian Islands which were not British, but it was only 16c per ½oz. to Haiti. Registration was not permitted.



Cover to Costa Rica, February 1887, showing U.P.U. 10c per ½oz. rate for remote places. By the 1888 guide the rate had been reduced to 5c per ½oz. (Photograph, courtesy W. E. Lea)

In the 1877 guide Cuba, Curacao, Porto Rico and the French Island possessions were reduced to 16c per ½oz., but surprisingly the rate to Haiti was increased to 28c per ½oz. Registration was now allowable at the standard "via the U.K." rate of 16c to the five Colonial countries, namely Cuba, Curacao, Guadeloupe, Martinique and Porto Rico. No further changes occurred after this until the route was dropped as a separate entity in 1879.

Route B was the familiar Cunard route to Europe and back again by the Royal Mail Steamship Company. This was 2c per ½oz. more expensive than Route A, but otherwise identical in cost.

Route C was the British packet from Halifax once a month which served all the West Indian Islands, but not the mainland, at 12c per ½oz. for a letter and a registration fee of 5c.

From August 1878 U.P.U. rates applied to Porto Rico, and the Danish and Dutch Island Colonies, but as they were considered remote they attracted a letter rate of 10c per ½oz., a postcard rate of 4c and a registration fee of 5c except for the Danish possessions which had a 10c fee. Haiti and San Domingo still outside the U.P.U. retained the 12c letter rate until 1880 when it was dropped to 10c per ½oz. Cuba is not mentioned specifically.

The 4c postcard rates were dropped to 2c in 1880, and at the same time the registration fees for the Danish Islands were reduced to 5c again.

Haiti joined the U.P.U. on July 1st 1881 and San Domingo on October 1st 1880, but by then they were not included in this routing. Sailings from Halifax are not mentioned after the 1888 postal guide.

Route D was overland to New York, then by American packet to Aspinwall (Colon) where mail for the western sides of Costa Rica, Nicaragua and Guatemala, Salvador and the town of Panama was carried by rail across the isthmus and re-shipped northwards from Panama towards San Francisco. Mail for the Eastern sides of Costa Rica, Nicaragua and Guatamala could of course stay at Aspinwall until delivery by a Caribbean steamer.

(To be continued)

A USED EDWARD TETE BECHE BOOKLET PANE STAMP by The Yellow Peril

Edward booklet pane were printed in two sheets of eighty four stamps — 6 (vert) x 14 (hor). (*see opposite*). The subjects in the first three vertical rows were normal whereas the subjects in the last three rows were inverted. These two sheets when cut into panes of six (3 x 2) would produce twenty-eight panes; the quantity required to produce fourteen complete booklets of two panes each.

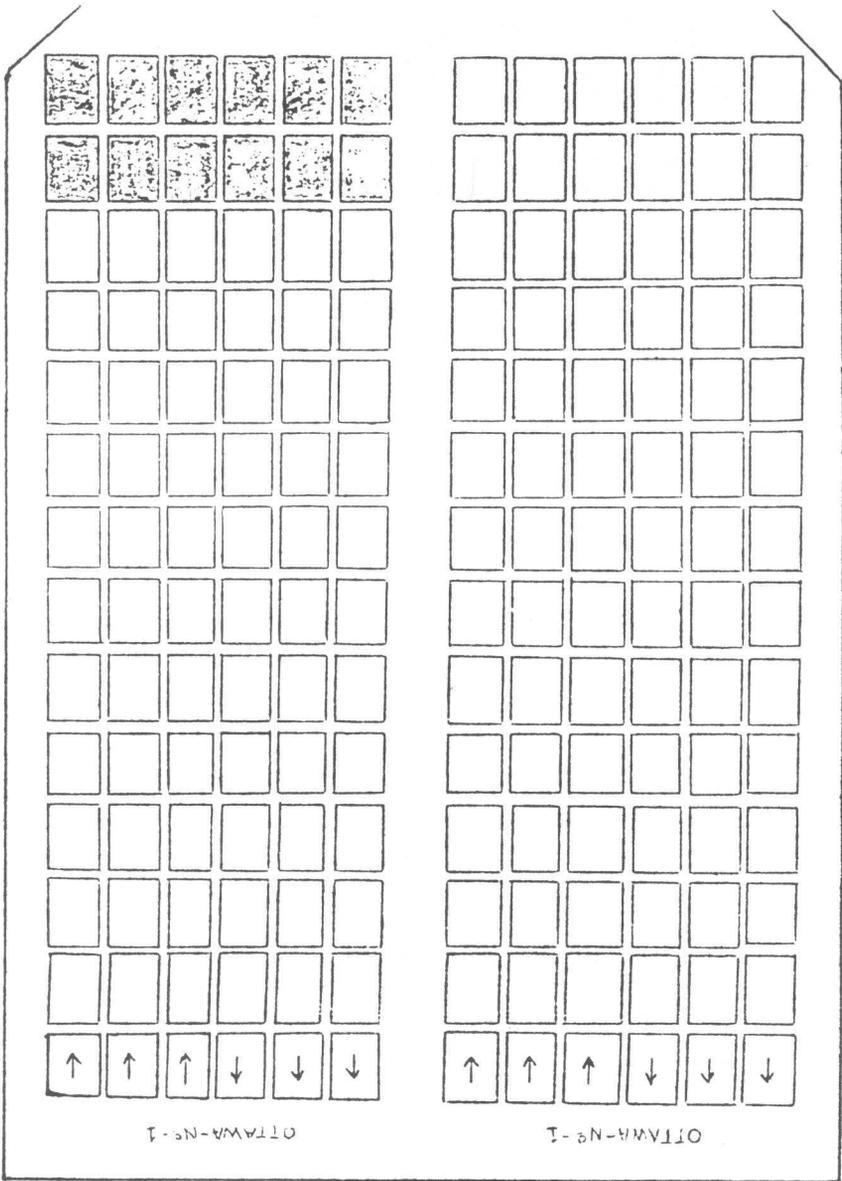
In all probability the tete beche format facilitated the guillotining of the sheets. Should, however, the sheet be cut into the fourth vertical row, a variety would be created.

During the past three years only two such used single mis-cut Edward stamps have been seen. The stamp on the cover illustrated above is the most exciting for it virtually leaves nothing to the imagination.

(N.B. The tete-beche panes were from Plate No. 1 — Editor.)

NEW STAMP ISSUES

We regret that considerations of space preclude us from publishing details of the many new stamps issued by the Canada Post Corporation, apart from those contained in the annual stamp programme. Members are reminded, however, that full details and illustrations of new issues are available on application to the Philatelic Service, Canada Post, Ottawa, Canada, K1A 0B5. Applicants should ask to be placed on the mailing list if such details are required, and following the receipt of such requests members will be supplied with full information and illustrations of all future releases together with details of the Collectors' Subscription Service and order forms for those who wish to avail themselves of these facilities. We shall, of course, continue to publish extra information (regarding varieties etc. not available from official sources) whenever these are drawn to our attention by contact members in Canada or other correspondents.



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ADMIRAL NOTEBOOK (Part 3)
by J. Hannah, F.C.P.S.

2 Cents – Plate 5

A remarkable feature of this plate is the many retouches to be found in the lines of the left numeral box. It would appear that the rocking-in process had resulted in a large number of faulty impressions in which the vertical and horizontal lines of the box were weak and required to be strengthened. I have 23 different examples and I submit a few to show what to look for from this plate. They are all of course of the Original Die type and with the weakness at the top of the vertical line in the right numeral box which is characteristic of stamps from Plate 5.

In this example the vertical line has been re-drawn but fails to meet the bottom horizontal line. I have three copies of this variety one of which is dated April 1912.

It is to be noted the outer frame lines at the corner have also been retouched. (Fig. 1)

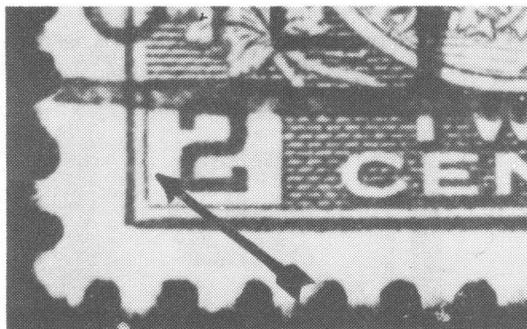


Fig. 1

Another good example is dated July 1912 with a somewhat heavier vertical line and again the outer frame lines at the corner have been retouched. (Fig. 2)

To demonstrate the range of retouching in this area to be found in this plate, two different examples are illustrated where both lines in the box just fail to meet in the corner, and there is noticeable thickening of the outer frame lines. (Figs. 3 & 4)

Two further examples of interest are also illustrated where the repaired vertical line is finely drawn and extends down below the horizontal. (Figs. 5 & 6).



Fig. 2

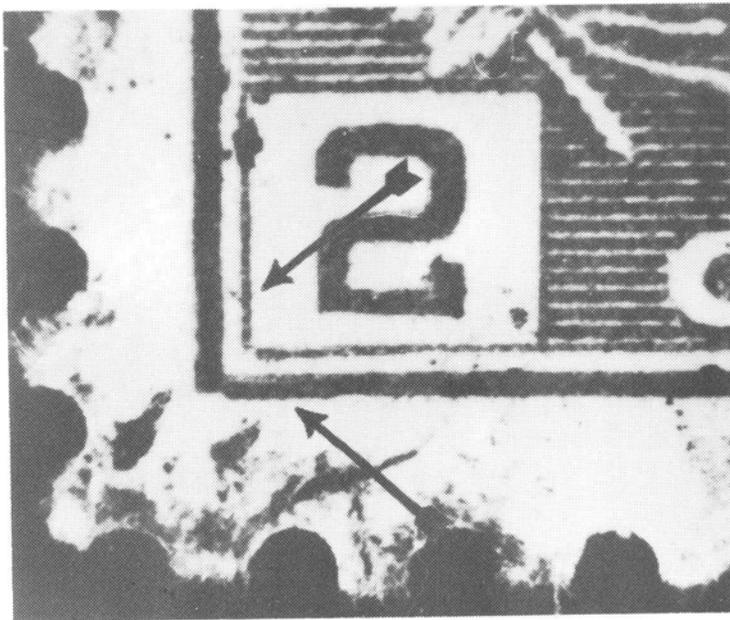


Fig. 3



Fig. 4

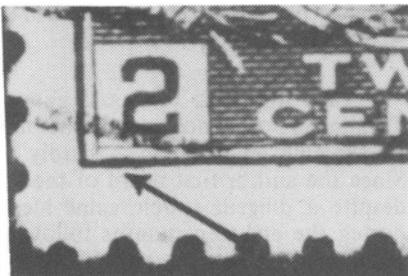


Fig. 5

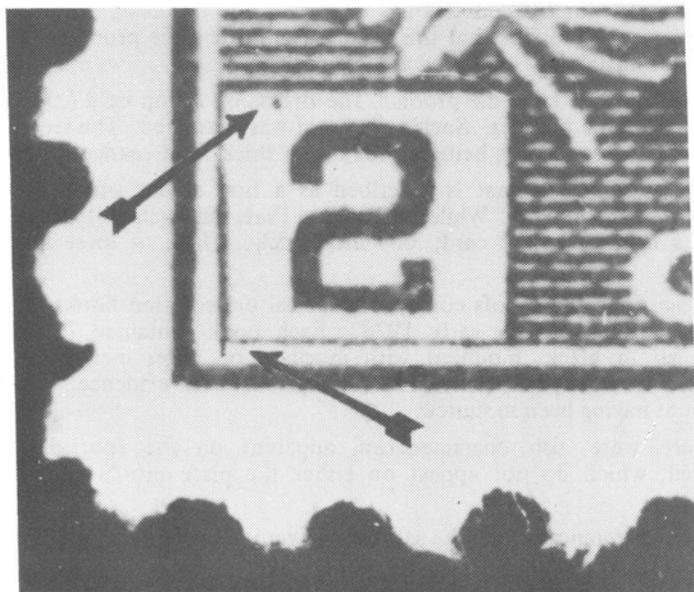


Fig. 6

I have two copies of the variety shown above and both copies also have a dot of colour in the numeral box as indicated towards the top left corner. (Fig. 6)

Further notable varieties from Plate 5 will be illustrated in the next instalment.

SOME NOTES ON MAP STAMP DIE PROOFS

by R. B. Winmill

Very little has been said about the map stamp die proofs. Even the Tomlinson book¹ does not discuss these. He claimed that he had been unable to examine an example – hardly surprising as they are exceedingly rare. Since the author first heard of these in 1958 and never saw one until 1978, despite a diligent search, some idea of their rarity can be had. However, during the eighteen months following Capex, one large die proof and three small ones have been examined.

The die number was 189½. According to the literature, there are four map stamp die proofs.²

The first is an engraved die proof on white wove paper. Neither the author nor any of his contacts has ever seen one of these. There is some speculation to the effect that this item may not be a die proof but rather a plate proof mistakenly identified as a die proof.

There are two large die proofs. The first is on a thin card (.0085 inch) and bears the die number. Such a die proof was examined. The second large die proof is described as being on .011 inch thick faint orange-yellow card.

Finally, there is what is described as a trial colour small die proof, stamp size, and on card. While Minuse and Pratt fail to state it, these proofs are on a light off white card, .009 inch thick. Three of these have been examined.

These small die proofs come from special presentation books, probably released in late 1927 or early 1928. Each book contained 77 essays or proofs, all in black, mounted with mucilage on pages measuring 180 x 135mm. This explains why these die proofs bear evidence, to varying degrees, of having been mounted.

There were also characteristics, apparent on the four die proofs examined, which do not appear on either the plate proofs or the actual stamps.

Three differences strike the astute observer immediately. Firstly, a group of dots appear outside the cable toward the upper right hand corner. Secondly, the dots forming the Tropics of Capricorn and Cancer are far more pronounced on the die proofs than on the plate proofs or the stamps. The third important difference involves the presence of a small line at the upper left corner of the left value tablet. This little stroke roughly bisects the 90 degree angle formed by the top of the value tablet and stamp's frame line. Moreover C. D. Blair brought to my attention the fact that the islands, especially in the Indian Ocean, are roughed in on the die proof. Why was this done? Nobody seems to know. However, several persons have shown me examples of this on various colonial die proofs.

In addition, there are other less striking characteristics which are evident on all the die proofs examined. For example a black dot appears in South Africa and several appear in Australia.

Yet these flaws do not show up on the plate proofs or stamps. There are three possible explanations for this. Firstly, all these die proofs could be post contemporary. There is ample evidence that this practice was previously known (the composite die proofs). Moreover, the leaf, numeral, admiral, confederation and other die proofs from 1898 to 1927 are all known on the identical card stock. If, as appears likely, these are post contemporary proofs, the scratches etc. could have been entered later. Yet this theory is flawed on two counts. The large die proof bore these same characteristics, yet there is no reason to suspect it was post contemporary. Secondly, unless the die was reworked (and there is no evidence to support such a suggestion), why should the Tropics of Cancer and Capricorn be so pronounced at a later date?

The more logical explanation would be that the die was not up to normal standards of perfection and that these flaws were eliminated from the transfer roll prior to the plates being laid down. This explanation is a possibility because the die was very hurriedly prepared. Alternatively, it may be a more logical supposition to speculate that these flaws merely failed to be rocked onto the transfer rolls. This would also be consistent with the fact that the Tropics of Cancer and Capricorn are far less prominent on the plate proofs and actual stamps.

Hence, these observations have been made :-

- 1) Because all these small black die proofs and essays are on identical card and probably originate only from the presentation books, all may be post contemporary in nature.
- 2) Because both a large die proof and the three small ones all bore the same flaws, and there is no reason to suspect that the large die proof is post contemporary, it would appear that these flaws were characteristic of the die as originally engraved.

While it is dangerous to draw conclusions from such a small number of examples, the die proofs are so rare that in all probability, it would be impossible to examine more than four of them. The exact numbers of each are unknown but several collectors speculate that there are three to five of the small die proofs and probably about three of each of the large die proofs. It is believed that some large die proofs may have been destroyed. But this consensus is by no means a certainty – only an educated guess.

-
1. F. Tomlinson, *The Canadian Map Stamp of 1898*, Brighton: Regency Press, June 1960.
 2. This discussion is based on K. Minuse and R. H. Pratt, *The Essays and Proofs of British North America*, Toronto: Sissons Publications Ltd., 1970.

HOW NORMAN FISHER GOT THE MAILS THROUGH by Max Rosenthal

March 22, 1975, on a mild mid-afternoon in Atlin, B.C., as one by one 14 dog teams completed a nostalgic rerun of mail, 93-year-old Norman Fisher, seated on a snowmobile, handed out certificates to a succession of men with unshaven, snowburned faces. It had been 61 years since he had last carried the mail by dog team from Carcross to Atlin.

When the Yukon had already come alive in 1900, and when gold-seeking miners filled Atlin, there was a need for mail and news from the outside. During the summer river boats plying the Tagish Lake system carried supplies and mail between Carcross and Atlin, and to those living on the waterways, Tagish Lake, Windy Arm, Taku Arm. and Atlin Lake. However, in the winter the dog team became the one link to the south.

Originally the mail was carried from the since abandoned settlement of Log Cabin on the White Pass and Yukon route. Eventually Carcross became the jumping-off point for the twice-weekly mail to Atlin.

Norman Fisher carried the mail for most of a dozen winter seasons between 1902, when he arrived in Atlin and 1914, when he left to serve in the war. "I just wanted a job", he explained. He doesn't remember which hotel it was he stayed in first among the several then on the Atlin lakeshore. It was the one which had the mail contract, and he was happy to get it, because he needed a winter job.

Sometimes he would carry the mail from Carcross through Striker's Pass, and across the Taku Arm of Tagish Lake to Atlin, down the old Telegraph Trail to Nakina, Nahlin and Telegraph Creek. His team was usually made up of five or six dogs, carrying about 250 pounds of mail on most trips. The trip from Log Cabin to Atlin rarely was accomplished in less than three days, and sometimes took as many as eleven.

Undoubtedly the most difficult periods were freeze-up and break-up. He used canoes until lake ice was solid enough to hold up the team. Once he had to resort to rolling to shore to escape dangerously thin ice, by his weight being spread over a greater area.

The mail was carried by dog team until 1933, when George Simmons, a former mail "musher", won the Carcross-Atlin mail contract for his newly formed company, Northern Airways.

The Whitehorse Sled Dog Club wished to commemorate those days when mail was delivered by dog team, and to honour those men who had blazed the early mail trails; the idea of re-enacting the old mail run was born.

March 21, 1975 would be the first day of the journey. Arrangements were made with the Post Office authorities to carry the mail over the route

once again. Mail was collected from the residents of Carcross, Atlin and Whitehorse, and postmarked with a special "CARRIED BY DOG TEAM" stamp. Each letter would be cancelled in Carcross and Atlin, and musher Bill Thompson was sworn in by the postmaster as the official mail carrier. Fourteen mushers and their teams readied themselves for the trip.

The original mushers really travelled only half the trail, meeting mushers coming the other way at the halfway point, Moose Arm. They used distinctive freight sleds, as they carried freight as well as mail; at times of open water, a canoe was carried on the sled, so that the sled and dogs could be loaded onto it, until solid ice was reached again.

On March 21, 1975 the temperature was 15 degrees above zero, and the sun shone brightly, as the modern day mushers got ready at Carcross. The trip would take two days, the first day for the 40 miles to the original halfway point at Moose Arm, and the second day for the 32 miles to Atlin.

"The mail teams are coming, look around the point!" Everyone in Atlin flocked down to the lake shore. The mail was handed over to the postmistress. Two generations of mail carriers met as Norman Fisher shook each musher's hand, and presented each one with a commemorative certificate. Gerry Couture expressed the feelings of the mushers when he shook Fisher's hand and said, "You fellows sure blazed a good trail".

Sources: Two articles in the Feb. 1976 issue of the Canadian magazine *North*, "How to get the mails through without a mailbox", by Jeffrey Dinsdale, and "Norman Fisher used to get the mail through", by Jim Stirling.

ARTICLES, REPORTS AND LETTERS

FOR PUBLICATION IN

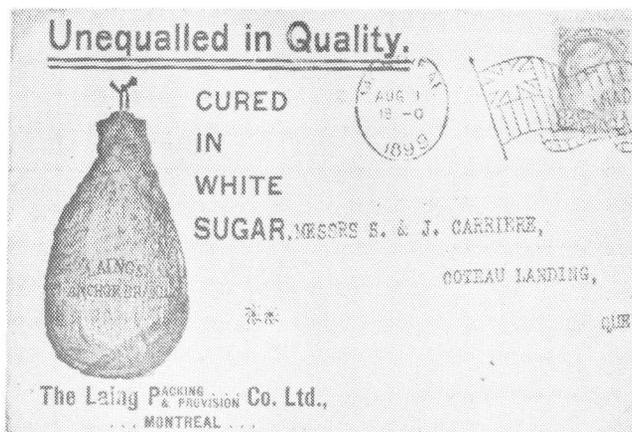
"MAPLE LEAVES"

ARE ALWAYS APPRECIATED

ALL THAT GLISTERS....

by D. F. Sessions

The item illustrated is a most attractive advertising cover, with design and lettering in maroon, apparently bearing a common 3c Small Queen cancelled by a relatively common Type 7 flag cancellation from Montreal.



Upon examination of the cancellation, to ascertain which of the six possible dies it was, I realised that something was amiss. All six Montreal Type 7 flag dies had two thick parallel bars added to them in mid-April, 1898, to ensure a more positive obliteration of the stamp, yet the dater in question clearly shows the cancellation to be 1 August, 1899; there is no backstamp. It is not unknown for postal officials to fail to change the year in the dater, but the year indicia were fixtures in the Bickerdike machines in 1899 and, in any case, the date is August not January.

Photocopies of the item were sent to one or two Society members known to be interested in flag covers and in a very short time the answer was forthcoming. Dr. Matthew Carstairs has examples from the same correspondence, typed on the same machine, but dated 1896/7. He points out that supplies of Small Queens were exhausted in January/February, 1898, so use on a commercial cover in 1899 is highly improbable. Closer examination of the flag cancellation shows 3 vertical lines before 'CANADA' in the body of the flag when there should be only 2 and there is a telltale 'step' in the design as it crosses the perforation.

The conclusion must be, therefore, that the stamp does not belong and that someone exercised considerable patience in searching for a suitably cancelled stamp to replace one that had been removed from the envelope; with a lot more patience that someone might have found a Type 8 flag instead of a Type 7 and fooled us all!

So, once again, we have an example of the faker falling down on a lack of knowledge of one of the finer points of philately. In mitigation perhaps one could say that it is a very brave try and, as the addition of the stamp in itself does not add materially to the value of the cover, must assume that the exercise was purely cosmetic; after all it is a pretty cover — now!

BOOK REVIEW

THE EARLY RAPID CANCELLING MACHINES OF CANADA by David F. Sessions

Publication, in the early 70's, of Ed. Richardson's 'Flag Cancellation Handbook' provided a considerable boost to this particular aspect of Canadian philately. Much new information has been gathered since then and a new handbook, "The Early Rapid Cancelling Machines of Canada", not only brings the listing of classic flags up to date, it seeks to place them in perspective alongside the bar and wavy line cancels that were impressed by the same machines.

The Richardson handbook provided a fine overall listing of all the flags to 1973 but collectors using it as the sole framework for their flag collections can be said merely to have been building thematic collections. The classic period, from 1896 to 1902 is probably the most popular with devotees but a true understanding of the flag cancels of this period demands a knowledge of the machines that produced them and the cancelling dies that were used in the same machines during the same period. The early bar and wavy line cancellations have their own rarities with several dies having been used apparently for only a week or less and a growing band of collectors in this field is slowly mopping up these items as they appear on the market. However, they are still overlooked by the average collector so there are opportunities to snap up bargains.

The new book written by David Sessions, is illustrated with photographs of items from the author's collection and line drawings by Ted Kilish, who did such a good job in Richardson's book. It deals in detail with the cancellations from the Imperial and Bickerdike machines which produced the classic flags and gives a complete listing of all the cancellations from these machines, with early and late dates of known use. Rather than ascribe monetary values, which can render a publication obsolete by the time it reaches the market, the author has chosen to allot rarity factors to each cancellation on a scale of 1 to 100, based upon the known period of use. Thus, for the first time, collectors of the bar and wavy line cancels will have a benchmark for their purchasing and exchanging.

In addition to the Imperial and Bickerdike machines, Sessions has produced the first coherent listing of the International machine cancellations which followed on in 1902. The machines were in widespread use up to 1919, with a few running beyond that date, so the listing contains most of the World War 1 slogan flags, duly up-dated, along with all the other slogans used in the International machines. Again, early and late dates of known use are given and these will enable the large band of slogan cancellation collectors to draw their own conclusions as to the relative scarcity of the various slogans. Again this is the first time that any attempt has been made to publish dates of use of the slogans as opposed to mere listing by year.

In the 60's Ken Barlow published "Canadian Machine Cancellations – Part 4" which dealt with the post-International machines. In the preface he indicated that treatment of the earlier machines should form parts 1 to 3 after proper research. Barlow's accumulated listing of the International machines was passed to the author and forms the basis of that section of the book, so his expressed wish has now been fulfilled. Albeit the results are in one compact handbook running to approx. 140 pages.

The handbook, "The Early Rapid Cancelling Machines of Canada", by David Sessions, is jointly published by the Canadian Philatelic Society of Great Britain and Unitrade of Toronto and can be obtained from leading stamp dealers or directly from Unitrade Association, 127 Cartwright Avenue, Toronto, Ontario M6A 1V4. The retail price is \$17.95 soft bound. A very limited edition (75 copies) of hardbound volumes was prepared at \$35.00 each. /

(U.K. members are reminded that this handbook is also available from the Handbooks Manager, Dr. M. W. Carstairs, Hamilton House, Green End Road, Radnage, High Wycombe, HP14 4BZ, Bucks. Price £6.50 postpaid – Editor.) /

(Continued from page 229)

STOCKTAKING Sept. 30 1862

4000 sheets delivered during year i.e.	1000 sheets order 6
	2000 sheets order 7
	1000 sheets order 8
3244 50 sheets sent to post offices, ie.	173 sheets order 5
	2000 sheets order 6
	1071. 50 sheets order 7

This gives an average use of 270 sheets per month.

Stock – 928. 50 sheets order 7
1000 sheets order 8

(To be continued)

LETTERS TO THE EDITOR

Mr. L. McConnell writes :—

Ottawa and Victoria Crown Postmarks

My collection of the above postmarks is small and philatelically insignificant. All the copies have been acquired in a random (statistical and actual) manner from unsuspecting and non-suspect sources over a number of years at minimal cost.

A pattern has, however, emerged which seems to be beyond any due to statistical chance and I write to ask others, more knowledgeable than myself, for an explanation.

My holdings are as follows :—

Intaglic type (Jarrett (857) 3c SQ 1

Ottawa 1c SQ 1 10c SQ 4 15c LQ 1 5c Reg 1

Victoria 10c SQ 2 2c Num 1 2c KE 2 10c KE 1 2c Quebec 1

From this it will be seen that 45% of my random selection are on 10c values and this fact excites my curiosity.

Is it normal experience that strikes on 10c values are more common than on values covering the ordinary letter rate?

Just why, when, and indeed where were these cancellers used.

“The Yellow Peril” writes :—

A new Cinderella stamp

Four “stamps” have been issued by the new Western Canada Concept Party of Alberta. The “stamps”, produced by the Phoenician Publishers (Edmonton) were printed in sheets of 48 — consisting of four multi-colour designs in se-tenant format, rouletted, and on good quality white, gummed paper.

One stamp honours Louis Riel and is inscribed “He died for Western Independence!” Another “stamp” shows a crow devouring a farmer and the inscription “Witness the Abolition of the Crow’s Nest Freight Rate, Save Western Farmers!”. A third stamp features a relief map of the four western provinces and the two (Yukon and North West) territories. “INDEPENDENCE” appears diagonally across this map outline. The fourth “stamp” shows four balloons (representating British Columbia, Alberta, Saskatchewan, and Manitoba) and commemorates the founding convention on November 27, 1981 in Red Deer, Alberta. On the top of each stamp are the words “WESTERN CANADA” “3c”; along the bottom “WESTERN CANADA CONCEPT PARTY OF ALBERTA”, and immediately below the bottom margin “Not Legal Tender” “1981”.

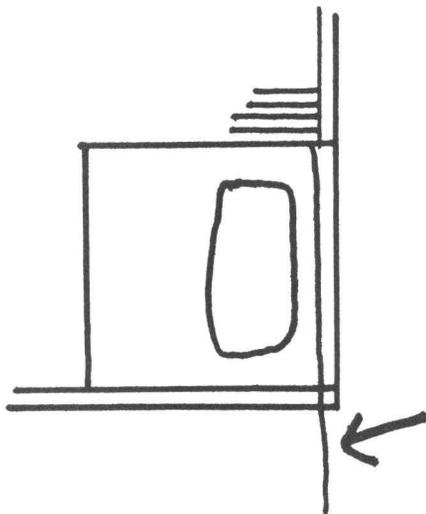
Purchasers of these stamps are encouraged to advertise Western Canada Concept's message to the world by using them on their mail – placing them beside the regular postage stamps. The proceeds from the sale of these stamps are also used to help fund the Party.

(It is regretted that we cannot illustrate these interesting "stamps", their multi-coloured nature being such that two-tone printing would not define their various features sufficiently well – Editor.)

Mr. H. Reiche writes :-

50c Admiral cracked plate

Plate 4, the dry printing of the 50c Admiral in the brownish shade, exists with a nice plate crack in the right numeral box. The crack extends into the bottom margin (*see illustration*). The position is not known.



AMENDMENTS TO MEMBERSHIP TO 16th JUNE 1982

New Members

- 2353 SHANKS, T. Paul, 3 York Road, Chorlton-cum-Hardy, Manchester, M21 1HP.
CR-CGC, N.
2354 SIMPSON, John H., 857 Eggharbor Road, Hammonton, N.J. 08037, USA. C.
2355 WAINWRIGHT, Don, c/o Unitrade Associates, 127 Cartwright Avenue, Toronto,
Canada, M6A 1V4. PC, PH.
2356 WOODWARD, Ted, Cougar Stamps, PO Box 2022, San Bernadino, Ca 92406,
USA. PH.
2357 BAKER, James D., PO Box 11895, Edmonton, Alberta, Canada, T5J 3L1.
C, FDC.
2358 McKAIN, David L., 5 Meadowcrest, Parkersburg, W. Va. 26101, USA. CS, P.

Reinstated

- 1657 HEWLETT, Maurice R., The Hermitage, Village of Box, Corsham, Wilts, SN14
9DT.

Resigned

- 2177 MURRAY, G. D.

Deceased

- 2064 CADWALLADER, D. J.
877 WOOLLEY, R. J.

Change of Address

- 1635 CHARKOW, A., #18, 1035 Richards Street, Vancouver, B.C., Canada, V6B
3E4.
934 HELLIWELL, J. C., 16, Comber Way, Knutsford, Cheshire, WA16 9BT.
1822 SINGER, P., PO Box 46138, Station G, Vancouver, B.C., Canada, V6R 4G5.
2191 STILLIONS, C. A., 5031 Eskridge Terrace N.W., Washington, D.C. 20016, USA.
2036 SIMRAK, R., PO Box 56, Maidstone, Ontario, Canada.

Amendment to Address

- 1373 WANNERTON, J., 8 Pearson Avenue, 7700 Kenilworth, Cape Province, S. Africa.

Amendment to Interests

- 1373 WANNERTON, J. Now C, CL, CS, MPO, N.

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WANTED — Canadian flight covers or aviation-related materials; early preferred but unusual and interesting items of all periods considered. Willing to purchase, exchange or, simply, discuss with fellow devotees. Dr. R. Oakland, 70 Redwood Road, Kings Norton, Birmingham B30 1AD.

CANADIAN PRECANCELLED Postal Stationery. Also Covers and Multiples of Early Bar precancels. Offers to George Manley, 11 Bonnets Lane, Wareham, Dorset, BH20 4HB.

WANTED Canada Revenues preferably used, and Flag Cancellations on cover. Offers to Charles Jockel, 183 Station Road, West Drayton, Middx. UB7 7NQ.

Want lists solicited for Canada and Newfoundland. Large stock of mint, used, blocks, proofs, imperforates, varieties, covers, etc. Personal service. Satisfaction guaranteed. Write Gary J. Lyon (Philatelist) Ltd. (PTS), Box 450, Bathurst, N.B., Canada E2A 3Z4.

WANTED — A copy of Stephen (or Steven) Rich's book "The 1898 Map Stamp of Canada". If not for sale could I borrow to Xerox. Stuart Clark 924 North Dr., Winnipeg, Canada R3T 0A8.

WANTED: Sunny Alberta. Alberta postal history — town cancels territorial period forward. Covers, post card views and stamps. Also Alberta Government Telephone stamps. Keith R. Spencer, 3659 — 109 Street. Edmonton, Alberta, T6J 1C2, Canada.

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*

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