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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN



Maple Leaves

PRINCIPAL CONTENTS

People on the Stamps	359
Fifty Years Back	365
R.P.O. Errors (6)	373

Whole No. 228
Vol. 21 No. 12
JUNE 1990



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MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

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Vol. 21 No. 12

JUNE 1990

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EDITORIAL

This note is written on the eve of departure to London for the International, a decennial event in the London Philatelic calendar. We hope that many members were able to visit the Show and that they found it worthwhile, perhaps a comment or two will find its way into the next issue.

Given prominence in this issue are the facilities offered by the Canadian Postal Archives. We realise that they may not be readily accessible to non-Canadian members but the staff are prepared to deal with reasonable questions by post. They are there to help collectors/students of Canadian philately so why not take advantage of this offer? A great deal of fuss was created when the Postal Museum was closed down; it is up to collectors to show that the archive is a real resource that is both needed and appreciated.

While on the subject of research, a most generous offer has been received from Ron Winmill, a frequent contributor to 'Maple Leaves'. Ron is a keen bibliophile and researcher and has access to a colossal amount of material essential to the keen student. Most of the articles etc. quoted by Cimon Morin in his two tremendous bibliographies of Canadian philatelic literature are on Ron's own database and he has

access to all available PMG Reports and Sessional Papers, as well as many PO Dept. files which are on film. Ron is prepared to tap into this huge resource and provide copies of documents or microfilms at cost (currently 20c photocopy & 50c microfilm copy). This could save hours of fruitless endeavour. Ron can be contacted through R.B. Winmill Associates, PO Box 27222, Station B, London, ON, Canada.

It is wholly appropriate, at the time of London 1990, to offer our congratulations to Jane Moubray who has been nominated for jury membership at FIP Exhibitions following her successful 'apprenticeship' at PhilexFrance in 1989.

Autumn Stampex 16 - 21 October 1990

The Society has a unique opportunity to put on one of its largest displays ever during the above show. We have been given a room and 120 frames holding 16 sheets each (not nine as originally notified). It has not been possible to write to UK members individually in the time available but I have contacted about 25 members known to have material available. It is hoped to mount a very wide-ranging exhibit covering stamps, postal history, postmarks etc. to indicate the varied interests that can be pursued in Canadian Philately.

The Stampex Catalogue will carry an illustrated article about the Society plus a $\frac{1}{4}$ page advertisement, while the October issue of Stamp Magazine (published mid-September) will carry two articles about Canadian Philately and editorial mention of the exhibition.

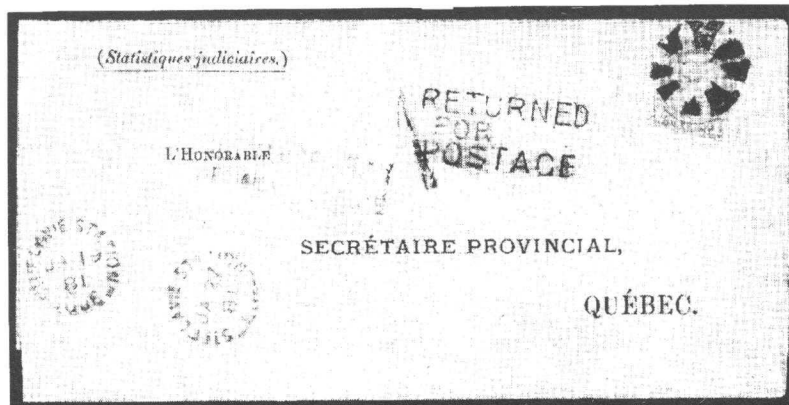
Members willing to lend material for display (16 or 32 sheets) who have not already been in touch with me are asked to do so immediately so that the exhibit can be finalised.

The Society has to provide two stewards each day and volunteers are urgently required to help out. If you are visiting Stampex, why not give half a day to manning (and viewing) probably the biggest public display of Canada seen in the UK. One passport photograph will be required for security passes (name on the back please). Post to me with details of the time(s) you will be available.

If you have display material or can assist with stewarding please contact me. Help your Society to grow!

Charles King

STATISTIQUES JUDICIAIRES
(Statistical Returns of Judicial Matters.)
By The Yellow Peril - Photos by Canadian Stamp News



Statistiques Judiciaires with 1c SQ tied by fancy cork. Postmarked 'STE FLAVIE STATION JA 19 and JA 27 81 QUE and handstamped 'RETURNED FOR POSTAGE, RETURNED FOR DEFICIENT POSTAGE,' and rated '1.' Backstamp QUEBEC JA 21 81 QUE and DEAD LETTER OFFICE JA 25 1881 CANADA.

Even though 'A $\frac{1}{2}$ c LARGE QUEEN ON-COVER?' was published nearly three years ago ('Maple Leaves' August 1987) I am still getting feed-back. A letter dated December 1988 was sent by a prominent Large Queen collector who has very strong convictions that Statistiques Judiciaires qualify for the $\frac{1}{2}$ c rate. The following extracts from his letter show his rationale:

Your article on the $\frac{1}{2}$ c L.Q. on cover was very interesting and thought provoking. It provided the stimulus that I needed to do some research, and from this form an opinion that a 'Statistiques Judiciaires' qualified for the $\frac{1}{2}$ c rate when weighing less than 1oz., because it was rated as a 'Periodical Publication' in para 133 of the General Regulations contained within the Post Office Act of 1867: 'Periodical Publications are publications issued at regular intervals, but less frequently than once per week. An Almanac or any work of



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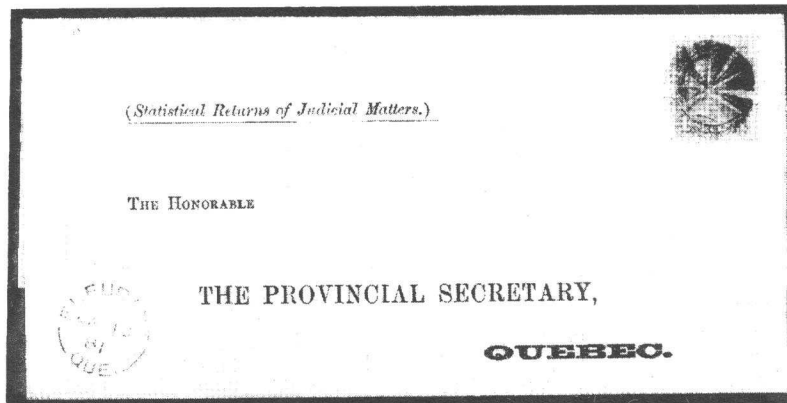
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a like character published at stated periods, and containing matter of general interest, is deemed to be a Periodical.'

A dictionary tells us that an Almanac contains useful and interesting facts including statistical information.

The crux of the matter is whether judicial returns are general interest matters that can be included in an almanac and qualify as periodicals. Evidently not, as all the Statistiques Judiciaires that I have seen are franked with 1c Small Queens, mostly in 1881. I did see, however, a convincing 'Rapport des Statistiques Judiciaires' franked with two ¹/₂c Large Queens postmarked 'ST GERVAIS 31 JAN 80' in a sale (lot 458 Maresch Auction 190, 4 September 1986).



Statistical Returns of Judicial Matters with 1c SQ tied by fancy cork. Postmarked FLEURANT JA 10 81 QUE and backstamped ESCUMINAC JA 10 81 QUE and QUEBEC JA 12 81 CANADA. Note the meticulous postmarking of these 1c SQ returns as compared with other 1c SQ letters.

As specific mention of Statistiques Judiciaires or Statistical Returns of Judicial Matters cannot be found in the postal guides or in any other publications, I appeal to any reader who has information on this subject to please assist in this workshop.

CONVENTION 1990 - CHESTERFIELD

Booking forms and competition entry forms were sent out with the April issue of 'Maple Leaves' and members are urged to make their bookings as soon as possible. If you have mislaid your form then please write to Geoff Manton.

The provisional programme is as follows:

Wednesday 3 October:

Tea from 3.00pm
8.00pm Display or displays (to be finalised).

Thursday 4 October:

10.00am Dr. Dorothy Sanderson - 'Cross-Border Mail between Canada and U.S.A. in the pre-stamp and stampless period'
10.30am LADIES - to the TREBOR Sweet Factory (near hotel) - and explore Chesterfield.

2.00pm COACH OUTING
8.00pm James Brown (of Br. Columbia). - 'QV and Edward VII Precancels' with both slides and display.
8.00pm LADIES - Dr. Desmond Stoker 'Early doctoring' in Derbyshire'. Dr. Stoker walked from Burma to India, a journey of several weeks, after his Field Ambulance had been over-run by the Japanese. I hope I can persuade him to talk a little about this 'epic'.

Friday 5 October:

10.00am L.D. McConnell - 'Canada as a transit country'.

2.00pm COACH OUTING
8.00pm Members AND Ladies: Stan Lum ' The Yellow Peril in British North America and the Stone of Heaven'.

Saturday 6 October

9.00am Fellows Meeting.
9.30am Committee Meeting.
11.00am A.G.M.

1.30pm AUCTION.
7.00 for
7.30pm ANNUAL BANQUET.

The President's Guest: A. Ronald Butler Esq., R.D.P., F.R.P.S.L

THE PEOPLE ON THE STAMPS - JACQUES CARTIER by Alan Salmon.

*And now the years have gone like wasted toil,
So many things we might have done,
But still the land is dear and still the wheat,
Waves like a golden banner in the sun.
(But he went out today with shining sails,
To pioneer new worlds...and make new trails)*
Edna Jacques. The Pioneer.

The pioneering achievements of Jacques Cartier in the new world of Canada were neglected - his new trails were not followed for over two generations. Nevertheless he was a great explorer, suitably remembered on the stamps of Canada. Indeed he is the only person, not a member of the Royal Family, to appear on the stamps of Canada from 1855 until 1908 - when he reappears, with Champlain. His memory is also commemorated on more Canadian issues than any other commoner. Depicted below is the first, and most famous, of these issues - the tenpence blue of 1855 (SG 13, SS 7). The original of the portrait on the stamp was in the Hotel de Ville, St. Malo, France; where he was born in 1491.*



Jacques Cartier became a skilled navigator and a fine seaman, eventually a 'maitre pilote' of St. Malo. It is probable that he was with Verrazano, an Italian in the employ of France, in 1524 when New York harbour was discovered, thus having a preliminary experience of transatlantic travel. His first expedition in command was at the behest of Francis I (King from 1515 to 1547); his orders were to go 'to the new lands to discover certain islands and countries where it is said he should find great quantity of gold and other valuable things'.

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**DEALERS IN
FINE STAMPS
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To Cathay

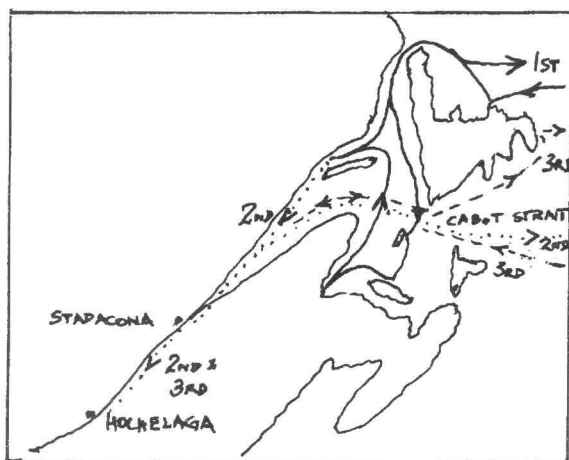
He sailed from St. Malo in April 1534, with two ships and 61 men; one of his objectives, as he related, being to find a passage to Cathay (north China). Quickly reaching the north coast of Newfoundland he entered the Strait of Belle Isle; on 27 May he went south from Labrador, which he described 'as the land God gave to Cain' and where the expedition saw (Beothuk) Indians. He landed on the Iles de la Madeleine and Prince Edward Island; on 10 July he tried but failed, naturally, to exit Chaleur Bay to the west. He then turned north but missed finding the main channel of the St. Lawrence. The channel between Ile d'Anticosti and the mainland, now the Detroit de Jacques Cartier, was then explored, from east to west against the current. On 1 August a council was held at which it was decided to return home; this they did taking with them two Indians. These were the sons of Donnacona, an Iroquois chief, on a summer expedition to the Gulf from Hochelaga (Montreal). The return route was also by Belle Isle; Cartier appears not to have known of Cabot Strait (commercial secrecy by the English?) thus not appreciating that Newfoundland was an island.

Back to Canada.

Cartier reported that he had found many fertile lands, marvellous fishing and invariably friendly people, who were eager for European goods. Also, the two Indians had told of the great river and the Kingdoms of Hochelaga, Saguenay and (around Quebec) Canada. With the King's support he set sail again on 19 May 1535 to explore this river. The precise objective of the expedition is not clear; it may have been to find the passage to Cathay, or a way into the heartland of this new world, or the kingdoms which might be rich like those the Spaniards had found to the south.

This second expedition consisted of three ships and 110 men; for five weeks it coasted down the north shore of the Gulf, finding no way westwards. Cartier then entered the St. Lawrence, visiting the town of Stadacona (Quebec) the capital of the Kingdom of Canada. In September the river valley appeared 'the finest land it is possible to see', delighting the French, however they wished to press on to Hochelaga. The Iroquois were loath to see them leave, not wishing to see another kingdom trading with their benefactors. However Cartier, with one ship, set out on 19 September; they arrived at the impressive, fortified town of Hochelaga on 2 October. They were met by about 1000 inhabitants; Cartier presented gifts, said prayers, and climbed a nearby hill which he named Mont Royal. The guides indicated the rapids, and more rapids, and told of another great river from the west (the Ottawa);

after several hours he departed. He had then travelled 1000 miles from the Atlantic, to find a series of rapids on the river and to hear that the waterway extended for, at least, hundreds of miles beyond the rapids. There was no 'passage' and no immediate riches, only rumours of gold and silver further west, but there was a beautiful land. Cartier returned to near Quebec to winter; there 25 men died of scurvy and relations with the Indians deteriorated. Eventually in May, as soon as the ice permitted departure, he kidnapped Donnacona, the Iroquois chief, plus nine other Indians and sailed for St. Malo. On this return journey he found Cabot Strait; from there he took only 17 days to reach Brittany, arriving on 16 July.



The three voyages are shown; the first exploring the Gulf of St. Lawrence, the second and third to Hochelaga (Montreal).

Disappointments

Francis I was keen to exploit these reported riches but was not able to mount another expedition, due to a strained money supply, until 1541. Roberval, a rich man, nobleman and soldier, helped with the finances and was placed in command with Cartier as his deputy. The objectives were to colonise the Kingdom of Canada and then to conquer Saguenay. Cartier sailed first, in May, with five ships; but Roberval, with another three ships and 200 colonists, was not able to depart until the spring of 1542. Cartier was in Montreal by 23 August, again he remained only a few hours and did not proceed beyond the rapids.

Winter that year at Quebec was again severe; again it brought trouble with the Indians and, this time, with his own men. In the spring Cartier abandoned the base and set sail for home, taking what he thought to be gold and diamonds. He met Roberval, at St. John's in June, and reported that 'he could not with his small company withstand the Savages'. Roberval ordered him back to Quebec. Disobeying this order Cartier slipped away at night for Brittany; where his treasure was found to be only Laurentian dross. Roberval was also unsuccessful; after one winter near Quebec, during which 50 of his people died of scurvy, he gave up the idea of a colony and followed Cartier to France. In 1545 there were no Frenchmen left in Canada.

The total failure of this expedition was a great disappointment to Francis I. This was compounded by war with Spain and by civil war. The net effect was there was no further interest by France in that part of the new world for over 50 years. Cartier received no more commissions from the crown; he spent the rest of his life, until his death in 1557, on his estate near St. Malo.

Cartier was by no means perfect; he could not maintain good relations with the Indians, twice he turned back at the rapids above Montreal and he failed to support Roberval in the first effort to establish a French colony in the new world. Nevertheless he is established, rightly, in history as a great explorer leading the vanguard of the French march into Canada. He did make new trails; which were followed by his countrymen many years later.

Further Reading.

Cumming, Skelton & Quinn, *The Discovery of North America*, Elek, 1971.
Brebner, J B, *The Explorers of North America*, Doubleday, 1933.,

***Editor's Note:** *The painting was lost during World War II. One of several copies by other artists is held in the National Archives in Ottawa. The original, by Russian painter Francois Riss, was painted in the nineteenth century, no contemporary portrait of Cartier is known.*

SCOTEX 1990.

There will be a SCOTEX in Glasgow on 3/4 November, 1990. Jim McLaren will be seeking the use of a table or room on behalf of the CPS of GB. Scottish members please mark your diary and if proposing to attend then please let Jim know well in advance.



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FANCY, NUMERAL & SPECIALTY CANCELLATIONS	PROOFS
1859 FIRST CENTS ISSUE	QUEBEC POSTAL HISTORY
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JUBILEE ISSUE	REVENUES
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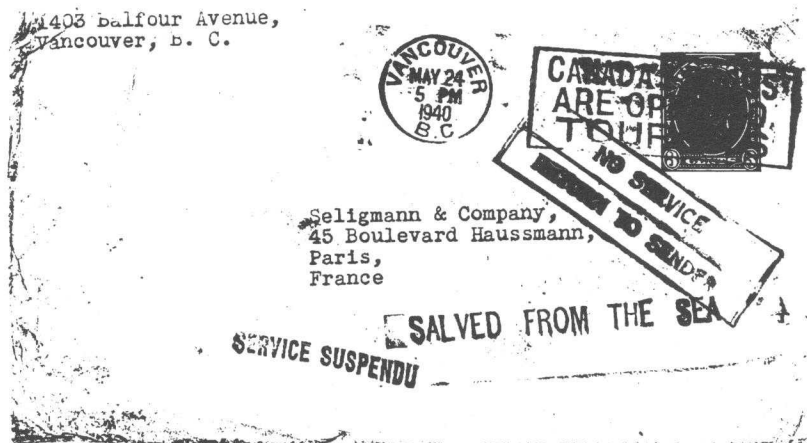
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FIFTY YEARS BACK - JUNE 1940 by Kim Dodwell

On 7 June, 1940, the cover shown here was lying in a mailbag in the forward hold of a ship eight days out from Montreal and Liverpool bound. Suddenly there was a tremendous explosion: a torpedo from a lurking German 'U' boat had struck, causing severe damage. Her crew managed to beach the ship on the coast, but a heavy swell swept the mailbags out of her hold. Some were washed ashore, recovered by the authorities, opened up and their contents handstruck with a distinctive mark, 'SALVED FROM THE SEA', a mark that differs from the numerous other marks used on recovered wreck mails.



Cover salvaged from the good ship 'EROS'?

Most of the mail recovered had originated in Canada, but there was at least one bag from Japan (not then at war) for British addresses, which had come through Canada. Apart from some mail for France, most was for Britain, but among the latter was some for forwarding to distant outposts of the Commonwealth. We know all this because a good number of these covers have survived. Hardly a year passes without one or two appearing at an auction or in a dealer's stock, recognisable as having a common chapter in their history by virtue of the distinctive wreck mark.

A.E. Hopkins, in his admirable classic 'A History of Wreck Covers', illustrates one and describes several of the covers from this wreck, but he did not know the name of the ship from which they came, nor the exact date or place of her misfortune. In the same chapter he illustrates a different mark, 'Recovered from the Sea', which he had seen on a cover with a Dublin GPO sealing strip on the back and the date 26 Jul.40. From the nearness of the dates he surmises that this cover is from the same wreck as those marked 'SALVED FROM THE SEA', and that a portion of the mail recovered from this wreck was landed in Ireland.

CPS member and shipping postal history expert Colin Campbell, of British Columbia, has kindly found for me more information on this wreck, in an article by Norman Hogarth in the (Canadian) Postal History Society's Sept.1987 Journal. The article illustrates another French mail cover, similar to mine, and tells us that the ship carrying the mail was The Morant Steamship Company's 'EROS', and goes on to give the detail recounted in my first paragraph above.

With this information it was possible to find details of the 'EROS' in the 'Vessels Damaged' section of H.M.S.O's 'British Vessels Lost at sea, 1939-45'. It gives her tonnage (5,888), the fact that she was turbo-electric, and, most important, the co-ordinates of the torpedoing, 55 33°N. 08' 26°W, that is some 10 miles NNW of Tory Island, not far from Bloody Foreland on the Donegal (Irish Free State) coast, and at least 40 miles from the nearest Ulster shore.

Even with help from these three sources, questions still remain. If 'EROS' was torpedoed 40 miles from British shores, how does the great majority of the salved mail come to have a (presumably) British marking? Did she limp on after being struck; was she towed? If so, why did part of her mail go through Dublin? I have seen details of only one other Dublin-routed cover, dated 23 July, in addition to Hopkins's 26 July item, against some 25 'SALVED FROM THE SEA' covers. Some of the latter are water-stained and/or have had stamps floated off; some have the British 'Found Open/Damaged and Officially Resealed' gummed label tied to their backs.

It is apparent from details of other ships in 'British Vessels Lost at Sea 1939-45', and taking into account the foreign and allied ships sunk ('U'Boat captains were no respecters of flags), that other ships sailing from Canadian ports to Britain must have been sunk around the time that the 'EROS' was hit. Any of these ships could have been carrying the

Dublin covers: we know that under wartime conditions mails were loaded onto the first available ship (tankers excepted - they were too dirty) regardless of nationality. My own feeling is that Hopkins was wrong (for once) and that the 'SALVED FROM THE SEA' and the 'Recovered from the Sea' covers did not come from the same vessel. If any member can prove me wrong, or add more information, I would be delighted to hear of it.

Finally, the three 'EROS' covers addressed to France that I have seen all have the purple boxed 'NO SERVICE RETURN TO SENDER' (which I think is a British mark - can any member confirm?) and the blue 'SERVICE SUSPENDU', which is Canadian, applied at the Inspection Division of the Ottawa Dead Letter Office, because of the German attack on France - Paris fell on 14 June. On other occasions the D.L.O. used, variously, this French version, an English 'MAIL SERVICE SUSPENDED', or a bi-lingual handstamp, presumably depending on which they considered appropriate, although the reasoning behind their choice is not always apparent. Perhaps they were overworked: the Germans, and later the Japanese, between them gave the D.L.O. only too much to do in 1940-42.

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THE CANADIAN POSTAL ARCHIVES

Members will recall the despondency that was generated by the closure of the Canadian Postal Museum. Following widespread protests, promises were made concerning the continuing availability, to collectors and students, of the National Stamp Collection and the substantial philatelic archive.

The Canadian Postal Archives (CPA) was created on 1 April, 1988, and a brochure has now been published giving outline details of the CPA's holdings, which are available for research and consultation either direct or by correspondence.

Any member able to visit Ottawa should not miss the opportunity to visit the Archives. Those unable to visit may well find that a letter seeking advice or asking a specific question will result in further leads or an answer. If you propose a research visit then a prior letter or telephone call might save time on the day.

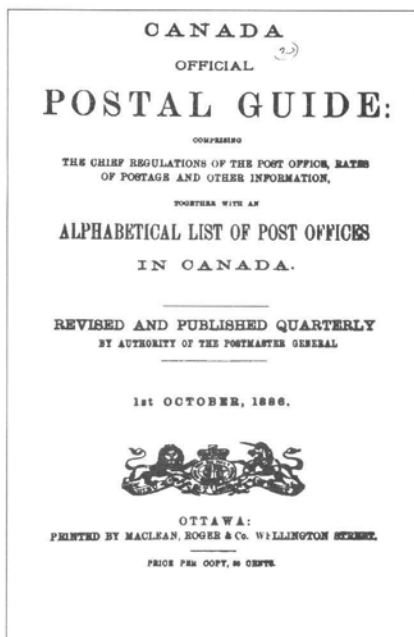
We cannot do justice to the wealth of material available but, as a taster, consider: **the Philatelic Collections** - apart from issued stamps, which include a number of rarities, the collections are very strong on proof material. As well as stamps in essay and proof form there are proof books containing 5,000 pages of post office cancellation proofs from 1839 to the present. The basic collection has been augmented by some outstanding specialised private collections, including Military Mail (Guertin, Webb); Postal Stationery (French); Steamboat Mails (Stulberg); Newfoundland Essays & Proofs (Pratt).

Artwork - for at least 20 years the CPA (and predecessors) have received the artwork both for accepted and unaccepted stamp designs. There is a very full showing from the 1950's while pre-1950 material is constantly being sought and acquired.

Photographs - approximately 40,000 prints and negatives plus a collection of 35mm slides covering postal operations, postal history and philately.

Broadsides, Circulars & Posters - a unique collection of 19th century postal notices, circulars sent by the PMG to postmasters, pre-dating the P.O. Official Guide which commenced in 1875.

Library - some 20,000 publications on all aspects of Canadian and international philately. These include just about all Canadian philatelic and postal history handbooks and catalogues, as well as complete runs of all the leading journals. On a topical note we see that the Library has a catalogue of the oldest Canadian Stamp Exhibition, held in Yorkton in 1923 - see p382 of this issue!



Canada Official Postal Guide, October 1886.

CANADIAN PO



Plate proof, on laid paper, of Newfoundland one shilling orange. Believed to be from block of six printed as a colour trial. (See Pratt: 'The Pence Issues of Newfoundland' p105).

*A chance to study original material at first hand.
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TAL ARCHIVES

A few examples of the treasure trove buried (but not hidden) in the Canadian Postal Archives.



Unused 3d Beaver on laid paper.

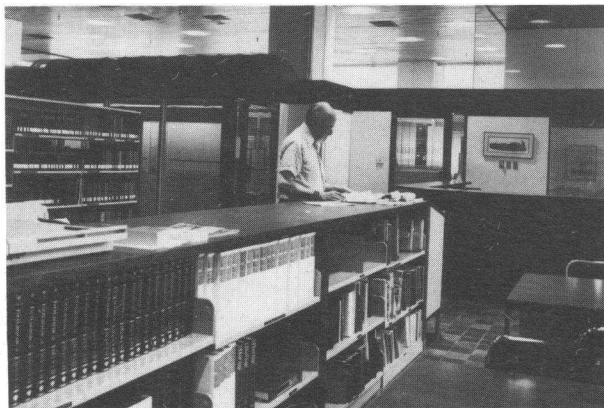
LIST of Post Offices in the several Postal Divisions in Canada which exchange Mails with the United States.

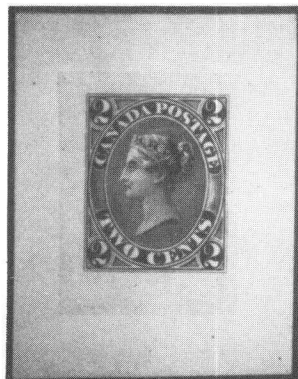
LONDON DIVISION.	
London.	G. W. Rwy. P. O.
Barns.	C. S. Rwy. P. O.
Bombra.	B. & L. H. Rwy. P. O.
Windsor.	
WEST TORONTO DIVISION.	
Clifton.	Thunder Bay.
Fort Erie.	Toronto.
Hamilton.	St. Catharines.
Niagara.	Silver Lake.
EAST TORONTO DIVISION.	
Port Hope.	
KINGSTON DIVISION.	
Kingston.	Brockville.
	Prescott.
OTTAWA DIVISION.	
Ottawa.	Morrisburg.
MONTREAL DIVISION.	
Hawford.	Shanstead.
Hamington.	Mass. Valley Railway P. O.
Lennoxville.	Montreal & Island Pond P. O.
Montreal.	South Eastern Railway P. O.
St. Armand Station.	Vermont Junction Railway P. O.
St. John's P. Q.	
QUEBEC DIVISION.	
Quebec.	Jersey.
	Marlow.
NOVA SCOTIA.	
Halifax.	Yarmouth.
NEW BRUNSWICK.	
Anderer.	St. John.
Edmundston.	St. Stephen.
Grand Manan.	Woodstock.
Richmond Corner.	Woodward's Cove.
St. Andrews.	St. John & Vanocboro Rwy. P. O.
PRINCE EDWARD ISLAND.	
Charlottetown.	
MANITOBA.	
Barron.	

P.O. notice providing a 'List of Post Offices in the several Postal Divisions in Canada which exchange Mails with the United States - 26 May 1879.

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CHRISTIE'S
ROBSON LOWE

CANADIAN RAILWAY POSTMARK ERRORS (Part 6) **by L.F. Gillam, F.C.P.S.**

On 23 October, 1849, a ceremony that was unique in the annals of Canada West took place on a vacant lot on Richmond Street in an up-and-coming little town called London. A tall, grey-haired old man in an ill-fitting suit of home-spun wool, cut a small square of turf with a silver-bladed spade and lifted it into an elaborately-carved wooden wheelbarrow. The accompanying cheers from a large crowd of American and Canadian notables seated in a specially-erected grandstand, and the more exuberant hat-throwing and capers of the hoi polloi gathered at a respectful distance from their betters, appeared to be a rather extravagant response to what was, after all, a not very entertaining spectacle. Appearances, however, were deceptive. The 'turning of the first sod' marked the beginning of the fulfilment of a long-cherished dream: the construction of the Great Western Railroad which would link the American mid-western states with that of New York and indeed New York City itself. A band of iron (steel rails lay in the future) would stretch from Chicago and Detroit via Windsor, London, Hamilton, Niagara Falls and Buffalo to the very commercial and financial heart of the mighty United States. 'At a stroke', the railway propagandists said (or words to that effect!) 'freight charges would be cut by half'; while the more optimistic among them opted for two thirds. In any event the Great Western Railroad would provide a short cut across the south-western peninsula of what is now Ontario, and lessen the distance between Chicago and New York by hundreds of miles.

Colonel Thomas Talbot - a generous man

At a banquet in the evening of that momentous day, the old gentleman, still in his baggy suit, made a speech, 'at popular request'. Despite appearances he was the most important figure at that convivial gathering. He was none other than Colonel Thomas Talbot, a veteran of the 1812-1814 war with the United States, and owner of some 500,000 acres of land in that part of Canada where this scene is set. This vast tract of fertile farmland, stretching from the Detroit River to east of London, along the north shore of Lake Erie, had been awarded to him by a grateful British government for his valiant services during that wretched conflict. It was, in fact, a veritable fiefdom and it has been estimated that at one time he could number some 50,000 settlers among his subjects. He was a generous man, especially to his numerous children and relatives. A cousin was granted many thousands of acres of fruitful land along the banks of a little winding river, and it was on this river

that the village of London was founded in 1826. Appropriately enough the little river was promptly named the Thames. This may sound inordinately pretentious on the part of a handful of farmers in a remote Canadian hamlet; but London actually owes its name to Lieutenant-Governor John Graves Simcoe who fondly believed that it would be a suitable site for the future capital of Canada. Colonel Talbot wholeheartedly endorsed this view, for obvious reasons. His name lives on in Talbot Street which ran between London and Port Stanley, in Port Talbot (no more than a little anchorage for fishing boats), in the site of his ornate residence (now a tourist attraction), a strangely-named village with the high-sounding name of Talbotville Royal, and above all in St. Thomas which was destined to become, at the end of the nineteenth century, the railway hub of southwestern Ontario.

St Thomas - a railway centre.

Just how the Great Western Railroad became the Great Western Railway and was finally absorbed into the mighty Grand Trunk Railway has no place here. Neither has the Canadian Pacific Railway, the London & Port Stanley Railway, the Canada Southern and its



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branch line to Lake St. Clair nor the Lake Erie & Detroit River Railway, all of which by the turn of the nineteenth century converged upon St. Thomas. Its obvious importance as a railway centre is reflected in the number of railway post offices which operated from it and, of those which concern us here, the St. Thomas & Windsor must, in chronological terms, be the first. About 1887 the Canadian Post Office abandoned the use of postmarks reading, in abbreviated form, 'Canada Southern Railway', in favour of more specific wording indicating the termini between which the post offices operated. Two handstamps were ordered in identical form reading ST.THOMAS & WINDSOR RY.P.O. (O-312 and O-312A). One of these remained in use between 1887 and 1897 after which, either through loss or wear, it was replaced. The other (O-312A) had a much longer life since it is known to have been used for at least twenty-one years, between 1888 and 1909. It reads ST.THOMAS & WINOSOR RY.P.O. and thus, must have escaped the supposedly eagle-eyed manufacturer's proof reader, the notice of the post office officials who received it and that of the clerks who used it. Of these, the latter were the least to be blamed. In a lurching, wooden, almost windowless mail car, in which artificial lighting was by means of oil lamps, or so-called 'gas' made from crude petroleum, straining eyes were more intent upon addresses than a hastily struck postmark.

Windsor - a spelling error.

Windsor, on the south bank of the Detroit River opposite its twin city in Michigan, seems to have posed peculiar difficulties for pantograph operators. In precisely the same year that the St. Thomas & Windsor R.P.O. was established, two handstamps were also ordered for use on the Grand Trunk Railway between London and Windsor. Both were intended to read LONDON & WINDSOR RY.P.O. (O-166 and O-166A) and while the former, which reads correctly, was in use between 1887 and 1908 at least, the latter, reading LONDON & WINOSOR RY.P.O. appears only to have been used in 1909. The supposition is that the correct hammer was lost or withdrawn from use because of wear in 1908 or 1909, and the incorrectly-spelt hammer, having been kept in reserve for just such a contingency, was brought into use and then promptly withdrawn upon the discovery that it was faulty. At that time there was already an additional handstamp in use (O-165) reading LONDON & WINDSOR R.P.O. and a frugal post office official decided that one hammer would suffice. Circumstantial evidence points strongly to this. By the time Colonel Talbot performed his last public duty, London was the fifth largest urban community in Canada West after Kingston, Brockville, Toronto and Hamilton. Following the opening of the Great Western Railway throughout its entire length

between Niagara Falls and Windsor in 1854 its growth became phenomenal. Under the stimulus of railway communications, agricultural, commercial and industrial activity proceeded apace; following the construction of a branch line from Hamilton to Toronto in 1855 the status of 'city' was conferred upon it. Such a transformation in a space of thirty years is probably without parallel in Canadian history. A contributory factor, for such mushroom growth may be that London was roughly equidistant from both Windsor and Niagara Falls. Certainly it became an important divisional point as far as the railway and the post office were concerned. It was here at the general post office, conveniently adjacent to the railway station, that the railway clerks signed on for duty before entraining for Windsor or Niagara Falls and, in and after 1855, Toronto. Their work was hard, the trains were slow and their hours were long. Having reached their destinations, after a brief stopover, they worked their way back to London. There was method in this madness: it saved the Canadian Post Office lodging allowances!

They had no time to stand and stare, least of all at the impressions of their handstamps. If this was typical of pioneer railway mail clerks, it

An Invitation

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

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GROW WITH THE ROYAL

also applied to their successors down, as we shall see, until recent times. Here, however, we must pause; but not before a further reference to London.

London - an anagram.

In 1858 the Great Western Railway built a branch line from Komoka, near that flourishing city, to Sarnia on Lake St. Clair. For the next ninety years at least, generations of railway mail clerks served on that 49 miles of line, and during that time, no less than ten different handstamps were used.

Two of these, which were probably ordered in the early years of this century (O-155 and O-155A) were intended to read LONDON & SARNIA R.P.O. and both probably remained in use until the 1950's, when railway post office reorganisation led to the establishment of a through service between Toronto, London and Sarnia. One of these long-lived handstamps (O-155A) read LONODN & SARNIA R.P.O. Despite this bizarre spelling of 'London' it remained in use until at least 1947, a minimum period of 29 years, and possibly at least 46. Truly, as Machiavelli said (in a very different context) 'All men have eyes, but few have the gift of penetration.' That excludes railway postmark collectors of course!

**THE SCOTTISH PHILATELIC CONGRESS
24/25 MARCH 1990.**

A few Scottish members were at Falkirk - Sandy Mackie, Albert Govier, Bill McVey, Robert McLeish and Jim McLaren - all representative of the C.P.S. of G.B.

The practice of joining the various specialist societies on 'THE COLLECTORS' DAY' was continued and, whilst it is difficult to gauge the recruitment value, nevertheless this 'PR' exercise was felt to be worthwhile.

Many enquiries arose, material and handbooks were displayed and several application packs were given out.

The atrocious wintry weather over Friday/Saturday made members wonder about who had got their priorities right when contemplating John Hannah and his wife on holiday in sunny Majorca.

With The Perth Philatelic Society hosting Congress at Falkirk on 13 April, 1991 their delegate, Jim McLaren, was installed as Association President at the AGM held on 24 March, 1990.

JMcL.

THE RIGHT PLACE AT THE RIGHT TIME

by Robert Lunn

At a recent stamp show I happened to come upon a dealer who was experiencing some difficulty in trying to decipher a Department of the Interior memorandum, dated December 20, 1898. The dealer asked if I was able to read poor handwriting. I mentioned that I was used to reading my father's handwriting which is very difficult to understand. Within a half hour I returned to the dealer with the memo 'translated'. It reads:

You will note the difference in colour of the Sea in the new edition of stamp placed on sale in Ottawa today. It is a great improvement I think. The splashes of Red were seen to be more carefully laid on, but the perforation was carelessly done! i.e.the 'centering' of the stamp is defective.

The dealer was so impressed with the speed with which the 'translation' was done that he gave me the opportunity to acquire it at the 'right price'

The writer of this memo was obviously impressed with the accurate placement of the red plate as compared to earlier lavender coloured issues he had seen. He also shows his preference for the deeper blue-green coloured oceans as compared to the earlier lavender coloured oceans. He seemed concerned, however, with the centering of the stamp to the point of calling it 'defective'. The term 'defective' would seem to be rather harsh.

Having seriously collected the map stamp for two years, the unexpected finding of this memo is very important to me. It is not only my first map stamp document but I was also able to acquire it at a price that made it virtually a gift. More important however, this memo supports Holmes' account (p.114) that the first printing of the stamp was with lavender oceans. F.Tomlinson first substantiates the deep blue-green printing as being later by listing the earliest date as December, 1898 (p.8). The memorandum dates the issue of the deep blue-green printing in Ottawa as 20 December, 1898.

As you can see, this was really a case of being in the 'right place at the right time'. There are a great number of map stamp collectors dying for a few choice pieces and had I not appeared at the dealer's booth at that particular time, I would likely not have had the opportunity to purchase this important piece of map stamp postal history.

REFERENCES

Holmes Handbook of Canada and British North America, Second Edition, 1945. Holmes, L. Seale

The Canadian Map Stamp of 1898, 1960. Tomlinson, Frederick

BOOK REVIEW

The Watson Postcards by Robson Lowe

This most unusual little book has Robson Lowe adopting an almost dilettantish approach. G.H. Watson, an American collector, formed a postcard collection towards the end of the nineteenth century and published two catalogues, in 1889 (Europe) and 1891 (World). R.L. has selected items of particular interest and they are described and illustrated in the 24 page monograph on good quality A5 paper.

The selections all emanate from the British Commonwealth; most strongly featured are the 1/2d stamped-to-order postcards of Great Britain, together with British Africa and Ceylon.

The 1c Canadian postcard of 1887 (cf Webb P7e & P7f) is listed with three proofs printed in grey, in tête bêche pairs, with (a) normal impressions, (b) double impressions and (c) one double and one treble impression. It is interesting to note that Watson claims the slate green shade to be the most common, this is not today's experience. The Newfoundland 2 CENTS surcharge of 1889, on the 1c green postcard of 1880, is shown with double surcharge (not listed in Webb).

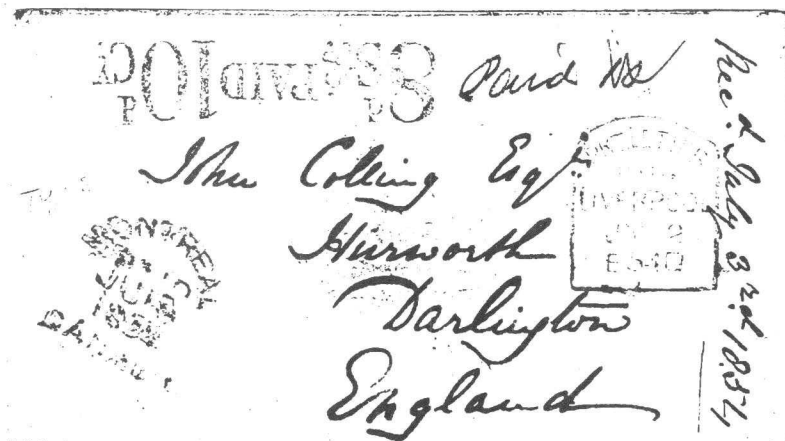
Within the 24 pages there are no less than 156 illustrations so text is minimal, however, anyone with an interest in postal stationery will find much to fascinate in exchange for an outlay of £4. The items selected are, in the main, most unusual and one can quite see why R.L. felt them worth reproducing for the benefit of collectors.

DFS.

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ANNUAL GENERAL MEETING

In accordance with Rule 19, notice is hereby given of the Society's Annual General Meeting, to be held at the Chesterfield Hotel, Chesterfield, on Saturday 6 October 1990, commencing at 11.00am.

In accordance with Rule 17, nominations are sought for the following offices:-

1. President
2. Vice-President (South of England)
3. Secretary
4. Treasurer
5. Three Committee Members, one from each region.

The three retiring Committee Members are:-

Mr A.S. Mackie F.C.P.S., (Scotland), Dr J Gatecliff (North), Mr A E Jones (South)

Nominations and any proposed amendments to the Rules should be sent to the Secretary to be received by 6 July 1990.

FELLOWSHIP

Members of the Society are eligible for election as Fellows for:-

- (A) Outstanding research in the Postal History and/or Philately of British North America, or
- (b) Outstanding services in the advancement of the interests of the Society.

Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship Rule No. 2 Such nominations must be on a prescribed form which is available from the Secretary, and must be submitted by 6 August 1990.

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Annual subscription, due 1 October, £8.50, payable to the Society, to
John Hillson, Treasurer

The dollar equivalents are \$18 CAN (+ \$4.50 if airmail delivery required) and \$15 US (+ \$3.50 if airmail delivery required).

Canadian members may pay in \$CAN via Wayne Curtis, please make your cheque payable to him.

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

LETTERS TO THE EDITOR

Ron Winmill

'WORLD'S FIRST CHRISTMAS STAMP'

In a wide variety of published sources, repeated references are made to 'Canada's First Christmas Stamp' or 'the World's First Christmas Stamp' or words to this effect. The Map Stamp was never intended to commemorate the festive season. To quote an official source*.

'During the fiscal year under review (1898-1899) a new postage stamp of the 2c denomination, known as the 2c Canadian Imperial Stamp, and intended to commemorate the inauguration, on Christmas Day, 1898, of the inter-Imperial scheme of penny postage, was prepared, and the first instalment thereof was sent out to postmasters sufficiently early for use on that date.'

Repeatedly, it has proved to be impossible, citing this or other contemporary sources, to convince people that the stamp was not a Christmas stamp. Nowhere in the above statement (reproduced in full) is there any mention whatever of the Map stamp commemorating Christmas, but rather only that it commemorated an event the date of which happened to coincide with Christmas.

This may represent a subtle distinction to some, but it is very important from the point of view of accuracy. It must be added that the words were published over the signature of William Mulock himself and must therefore be regarded as representing the definitive statement on this matter.

*CANADA, Report of the Postmaster General for the Year Ended June 30, 1899, Ottawa; S.E.Dawson, 1900 (p.433).

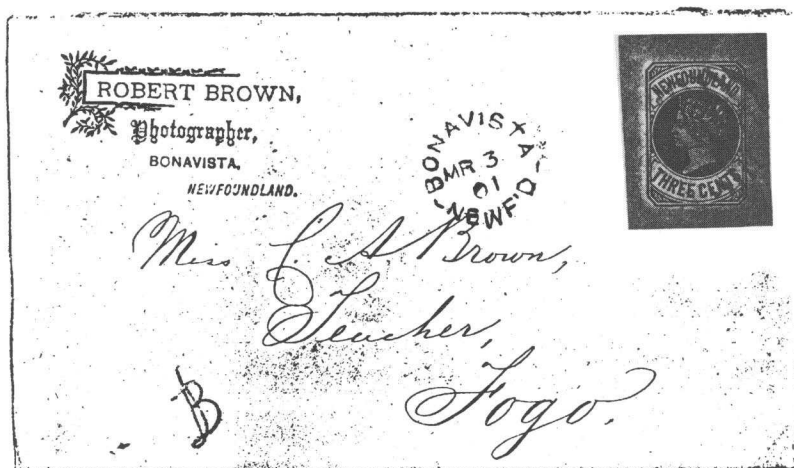
YORKTON STAMP EXHIBITION

We published, in the January 'Maple Leaves', a letter from Colin Campbell, asking whether anyone had seen a cover bearing the 1923 slogan advertising the 'Yorkton Stamp Exhibition'. We were not exactly swamped with replies, which bears out Colin's belief that it is a scarce item. However, he reports that he has now been shown such a cover, dated Sep 7, 1923. The accompanying photocopy would not reproduce well in 'M.L.' but the slogan is illustrated on p309 of the January issue and we can all now rest assured that the slogan did see commercial use.

Dean Mario

ILLEGAL COVER

George Bellack's interesting article on the bisected 5c Small Queen prompted me to write with my own curious, albeit illegal, cover as well. This time it is from Newfoundland, where an ingenious photographer (or accomplice) Robert Brown, has used a cut piece from the 3c brown stationery wrapper to pay for postage to Miss Brown, a teacher in Fogo.



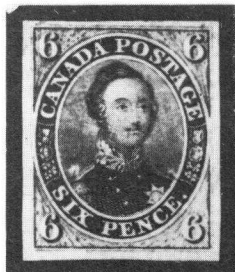
Backstamps



Like Bellack's cover, this one does not show signs of manipulation and is tied (barely). One wonders if the time (over a month) for delivery, as the backstamps illustrate, was spent in a postal officer's office as the legality of use was debated.

Although the 3c letter rate was adhered to, like George, I too wonder what prompted the sender to use this unusual payment method. Further examples are also solicited.

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Robert Lunn

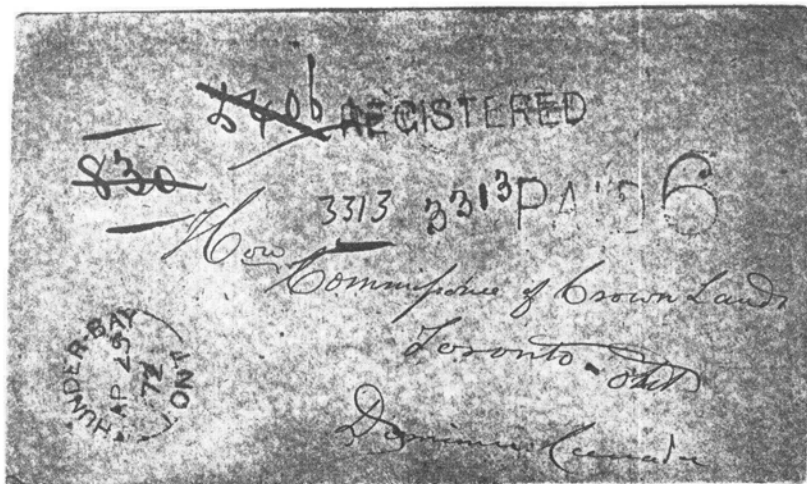
THE VIKINGS

Shortly after reading Alan Salmon's informative article entitled 'The People on the Stamps - The Vikings', I read an article in EQUINOX, Number 49, January/February 1990 that I think would be of interest to the readers of Maple Leaves. The author, John Barber, states in his article 'Oriental Enigma' that the peoples of the Orient may have been visiting North America as long ago as 3000 B.C. and that they may have set up trading posts along the North Pacific rim. Actual ancient Chinese coins have been found incorporated into the artifact designs produced by the native peoples of Canada. Perhaps the Canadian Government should now consider producing a stamp to honour the people of the Orient as the earliest explorers of Canada?

Sandy Mackie

'THE CANADIAN MAP STAMP OF 1898' A PLATING STUDY

I would like to point out to the Yellow Peril, regarding his letter in 'Maple Leaves' Vol 21 No 11 on my review of this work, that it states it is a Plating Study and as he correctly states, no stamps were printed from Plate 4, so it does not enter into the field of plating. As he feels to have been omitted from those who had written on aspects of the Map Stamp I wish to bring to his attention several facts regarding Plate 4. In 1973, a special display of the Map Stamp from the Canadian Postal Museum was due to be given. We learnt from the late Bob Woolley, who was to be the presenter on behalf of the Museum, that it would include the sheet from Plate 4. Unfortunately Bob took ill and was unable to bring the display over. After CAPEX 1978, at the invitation of James Kraemer the curator of the Museum, I saw the sheet from Plate 4 myself. Amongst the Map material seen was a plate without a plate no. which I readily identified for the authorities as Plate 3. As shown in your article in Maple Leaves of August 1985 page 328, it carried a '3' in pencil; this was done on my identification. Regarding Plate 4 you were I admit, the first to illustrate it, but not to report it as, from the above, the existence of Plate 4 had been known some 12 years before your article. It was reported in B.N.A.P.S. Map Stamp Study Group Newsletter Vol 1 No 4 of October 1983, so all those interested enough in the Map Stamp to become members had this information.



Horrace Harrison

A REGISTRATION QUERY

The cover illustrated was sent from Thunder Bay on 25 April, 1872, via Pidgeon River, Duluth and Detroit and through the USA in a closed bag(1), arriving at Windsor on 22 May, 1872, - four weeks en route. Is the boxed 'Registered' at Windsor an altered state of boxed 'Registered/G.T.R.', the G.T.R. having been removed? Does anyone have an RG7(2) later than 21 May, 1872 or a boxed 'Registered' at Windsor(3) earlier than 22 May, 1872?

References:

1. Arfken, p43; 2. Ludlow, p157; 3. Harrison p60.



AMENDMENTS TO MEMBERSHIP to 16 April 1990

New Members

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2620 RICHTER Martin, Fasanenweg 22, 6237 Liederbach/TS, West Germany C
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Resigned

2577 LUNN D A

Deceased

456 FOWLES G.

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2572 LEE A.T., c/o Australian High Commision, PO Box 10921, 50730 Kuala Lumpur,
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come anyway.

Further details from David Sessions (0272) 852323

CLASSIFIED ANNOUNCEMENTS

Reserved for members' free classified advertisements.

Please note that these must not exceed 30 words.

Any excess wording will be charged at the rate of 4p per word.

WANTED: THREEPENNY BEAVER. Collector seeks plate varieties, re-entries, etc. - condition fair to fine. Roger Ordish, 49 Morley Road, Twickenham, Middx. TW1 2HG.

WANTED: CANADIAN SALVATION ARMY POSTAL HISTORY 'BNA Topics' Numbers 1-125, 'Postmark', 'Essay Proof Journals'. R. Winmill, PO Box 2722, Station B, London, ON, Canada.

WANTED: 'SMALL HEADS' for study purposes (used) mainly for postmarks, but also shades, printings, perfs, paper etc. - Peter Grimsdell, 14 Capel Close, Troston, Nr Bury St. Edmunds, Suffolk IP31 1EP.

LITERATURE FOR SALE - Proof strikes of Canada Vol. 1 - Split Circles of Western Canada", the first in a series of books illustrating all proof strikes in the Canadian Postal Archives: £9.50 post paid. Robert Lee 203-1139 Sutherland Ave., Kelowna, Canada, BC V1Y 5Y2.



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