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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN



Maple Leaves

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Whole No. 230
Vol. ~~23~~² No. 2
OCTOBER 1990



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MAPLE LEAVES

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EDITORIAL

Following the warning, in the August issue, of fake official stamps being peddled in Canada, we include the first part of a substantial article from the pen of the Yellow Peril on fakes and forgeries. This is not a question of the Editor using his privileged position to include articles on one of his pet subjects! Such things cut across all collecting areas whether stamps, stationery or postal history and should be of interest to all members, even if only as a warning that such things are about.

Since listing members' successes at London 1990 in the last issue we learned with pleasure that John Hillson's new book on the Small Queens has gained a gold medal at the Cardinal Spellman Philatelic Museum's 14th annual philatelic literature fair.

The Exchange Packet is of interest to many readers and Reg Lyon has sent in a preliminary report for the year. Briefly, 46 circuits went out to members, carrying £14,538 of material, from which over £5,000 worth was sold. The Post Office managed to lose one packet and the claim has been met by our insurers but, of course, next year's premium goes up! Reg had a few books on hand to start off the new year but he would welcome more. Covers for the 'Covermart' would also be welcomed by Reg and by recipient members. Why not have a scratch round and see what you can find?

CONVENTION AUCTION 1991

Convention 1991 will be held at the Abbey Hotel, Great Malvern, from 7-10 August with the Convention Auction taking place on Saturday 10 August.

All lots should be sent to Tom Almond, 2 Filbert Drive, Tilehurst, Reading, Berks, RG3 5DZ to arrive not later than 28 February 1991.

This date must be adhered to in order that the catalogue may be prepared for despatch with the April issue of 'Maple Leaves', in good time for our overseas members to make their bids.

Only B.N.A. material is acceptable and lots must be accompanied by a brief description and estimate (preferably not under £5). Any reserve should be clearly shown and it should be noted that a fee of £1.00 per lot will be levied on unsold lots which carry a reserve. The fee will be deducted from gross sales.

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FAKES AND FORGERIES (Part 1) **by The Yellow Peril** **Photos by Canadian Stamp News.**

The aim of these notes is to acquaint neophyte collectors with the pleasures and benefits that can be derived from collecting 'back of the book' type material. The late E.A. Smythies of our Society did great work in this field. His series of articles which appeared in 'Maple Leaves' was collected in his book '**BNA Fakes and Forgeries**'. Hopefully this outline which represents only the tip of the proverbial iceberg, will complement his excellent book. The reward of collecting forgeries is that the collector gains an awareness of the rich abundance of dubious material on the market.

It used to be that when forged stamps were noticed in a collection the owner would either destroy, trade or put them away where they would not see the light of day until the sale of the collection. Today, these scorned bits of paper have a place of their own and are openly bought, sold* and collected. Forgeries now have value. Just how much value depends to some extent on supply and demand, the popularity of the stamp forged, the status of the seller and the ability of the buyer to pay. Unlike genuine stamps, a forgery of a stamp highly priced in the catalogue can be had, when available, for a small fraction of its listed price, but a forgery of a stamp of low value is apt to sell for more than catalogue. The lower the listed price of the stamp; the greater the value of the forgery. This seems to be the general rule because forgers naturally prefer to concentrate their efforts on duplicating stamps of higher value rather than to copy less significant items - these, therefore, becoming a valuable rarity to collectors.



1859 1c and 1851 12d forgeries

A forgery of the lowly 1859 Queen Victoria 1c, for example, is worth just as much, if not more, than a forgery of the mighty 12d. The



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fairly common 1967 Centennial counterfeit, made to deceive the postal administration, is not nearly as valuable as the forgery of the 6c Centennial counterfeit. The 6c orange Centennial stamp enjoys the distinction of being the only stamp counterfeited, with the counterfeit, in turn, being forged. The counterfeit is fully perforated whereas the forgery is perforated vertically only (imperf x perf) and is better produced. A forgery, incidentally, is made to hoodwink the collector. Apart from the forgeries made by Andre Frodel, there are not too many forgeries of Canadian stamps. Fakes on the other hand are plentiful. Fakes are genuine stamps (and covers), altered to make them appear more valuable.

Some common examples of fakes are: forged overprints or surcharges; watermarks - both Bothwell and script; laid paper; aniline ink; bisects; postmarks including precancels; perforating of imperf. stamps; booklet panes and coils - especially experimental and vending machine coils and covers of every description - even 'first' days.

Overprints and Surcharges



Are any of these inverted surcharges genuine?

Fake 'O.H.M.S.' overprints on the 50c Lumbering and 'G' overprints on the \$1 Ferry stamps, as well as the other values of the officials group, are frequently seen. These overprints are, understandably, done on single used stamps. They should not deceive anyone, however, as the lettering and the ink do not match the genuine overprints. Moreover, the overprints are sometimes erroneously placed on top of postmarks.

In the field of surcharges, mint and used '2 CENTS' single-line, and to a lesser extent the two-line, surcharges on the 3c red Admiral stamps have been forged every which way - doubles, triples, inverts, se-tenants etc. Similarly, there are forged 6c surcharges on the 1928 airmail stamps. The early fake error surcharges on the airmail stamps are deceptive and interesting as they bear unauthorized guarantees. Recently forged surcharges are crude.



Forged inverted surcharges



Fake Stanley Gibbons guarantees (in purple) on the reverse of the above block.

Postmarks and Cancellations

Postmarks have been faked in great quantities. Many collections and almost every postmark study have been unwittingly graced by them. Their attractive designs and comparatively low prices render them saleable, especially when surreptitiously mixed with groups of genuine cancels by the seller. Collectors can have a field day collecting forged cancels as they are often 'better' than the originals. A good source is the small queens.



Two 'too nice' Ottawa and Victoria (later Esquimalt) Crown postmarks.

Even precancels have been forged. Fake 'T' and type 'U' precancels are frequently seen on the popular 1898 map stamps. Because of their scarcity, even though crude, uninformed buyers pay big prices for them.



A genuine type 'U' precancel



A deceptive forged type 'U'

At a 1988 winter sale, a postmark dated 6 December, 1898, on a defective map stamp was knocked down for \$2600 (plus 10% premium) - a record price for a circular date stamp. The 6 December, 1898 date is alleged to be the earliest known on the map stamp, predating the official first day 7 December, 1898 by one day. The collecting of the map stamp is very popular and the 6 December postmark on it is a 'status symbol'. Collectors should exercise extreme caution when buying this date on a map stamp.

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A forged die proof of the 5c (blue) Admiral stamp perforated 'SPECIMEN' - so well done that it is difficult to convince collectors that it is forged.

This item, a similar proof of the 7c Edward stamp, and the 1c Admiral War Tax tête-bêche die proofs are the works of Andre Frodel. The latter item is catalogued and illustrated in **'The Essays and Proofs of British North America'**. Other interesting creations by this artist include: a 20c Queen Victoria Numeral (perforated) tête-bêche pair with a postmark; imperf tête-bêche pairs of the 1c George V Scroll; and the 3c brown and 7c red brown Admirals (ML #182, April '81 and ML #208, June '86). The most spectacular fabrication by Andre Frodel is a vertical pair of the 1958 5c mining stamp - one stamp in reverse! Except for the 1c tête-bêche Scroll pair, the above Frodel creations are more fantasies than they are forgeries. A forger cannot forge a stamp that does not exist.

*It is unlawful to sell forgeries in the United States.

to be continued



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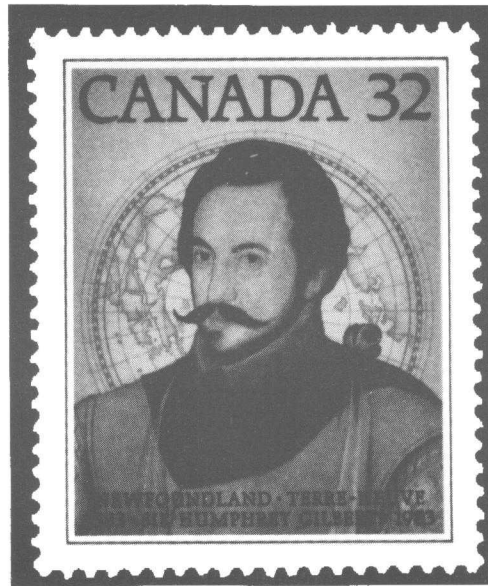
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**THE PEOPLE ON THE STAMPS - SIR HUMPHREY
GILBERT**
by Alan Salmon

*He sat upon the deck,
The Book was in his hand;
"Do not fear! Heaven is as near"
He said, "by water as by land!"
Sir Humphrey Gilbert.*

Longfellow



Sir Humphrey Gilbert was in a different class, in more ways than one, from the people on the stamps of Canada we have met so far. He was a visionary of the highest order and, whilst not aristocratic, his family was well-to-do: the family seat was, and is, at Compton Castle, near Torquay, he was educated at Eton and Oxford. (My apologies to those, like myself, who deplore class distinctions; but they did exist.) Sir Humphrey appears on the 1983 32c multicoloured (SG 1102, SS 995), issued to commemorate the 400th anniversary of his claiming Newfoundland for Queen Elizabeth I. The original of his portrait on the stamp is in Compton Castle, which was built by Sir Humphrey and

is still the seat of the Gilbert family. Visitors can see both the mounted stamp and the original oil painting in the Great Hall of the Castle.

Soldier and Advocate

He was born in Devon, about 1539, of an extraordinary woman, Catherine Champernowne - another son of hers was Sir Walter Raleigh. At Oxford, Gilbert studied navigation and the art of war; in practice he was always a soldier rather than a seaman. Indeed the first mention of him in public service is that he was wounded, in 1563, whilst in Normandy; his commander was the Earl of Warwick who was later to assist Frobisher to finance his first voyage to Baffin Island. In 1566, whilst Gilbert was in London with despatches from Ireland, he managed to arrange a debate with the foremost exponent of the idea of a northeast passage, before the Queen and some of her privy councillors. Gilbert proposed that the way to Cathay was by a northwest passage. No immediate result came from the debate; but Gilbert made an impression on the Queen with both his idea and his person. In 1567 he was sent back to Ulster to found a colony there, of west-country men, with himself as president. The undertaking failed and Gilbert, after this first assay in colonisation, returned to soldiering. He was determined in his counter-insurgency operations; by 1570 he was Sir Humphrey and in charge of Munster (Southwestern Ireland).

Returning to England, Sir Humphrey married (five sons, one daughter) and entered Parliament, as the MP for Plymouth, but the call to arms was strong. In 1572 he was sent to the Netherlands, with 1500 volunteers, to assist the Dutch against their Spanish invaders. In the last battle of his campaign, which had not been noticeably successful, his raw troops broke and fled before the more disciplined Spanish regulars. Gilbert returned to England, reportedly in disgust; that was his last foray in arms for some time.

He retired from public affairs, living in London near the Thames, and devoted himself to the projects that his fertile mind conceived. Two of his proposals anticipated the University of London and the British Library. However his favourite project was the northwest passage. Gilbert read widely in contemporary geography as he prepared his discourse on the new way to Cathay; his research included the original maps and documents left by John Cabot and his son Sebastian. He was convinced that America must be an island and, surprisingly but correctly, he argued that the Indians came into America only from the North West!. The idea of a colony came consequentially, as a trading base between England and Asia. Probably it also had some roots in his

service in his colony in Ireland; indeed the prime movers in the English colonisation of America - Gilbert, Raleigh, Grenville - had all served in Ireland.

Approval at Last

Eventually, in 1575, the Queen acted - a licence was granted to Martin Frobisher to seek the northwest passage! Gilbert's Discourse on the passage was published in 1576 - after Frobisher had returned from his first voyage. Nevertheless Gilbert persevered with his discourses, now proposing: 'How Her Majesty might annoy the King of Spain by ... destroying his trade in Newfoundland and the West Indies, and possess both Regions.' There was no response; but in June 1578 Gilbert was granted a royal charter to find lands not possessed by any Christian prince, to colonise and to be governor. His expedition, of seven ships, was on its way by September but due to discord between the leaders it was a failure from the outset, the fleet was back in Plymouth almost immediately. It set sail again in November, to be mauled by the Spaniards off Cape Verde; it may have been so far south because of the time of year, but there is speculation that he was heading for Florida. Gilbert was back in port, with those left, by May 1579. He had invested all his wealth, and his standing at Court, in the venture; so an adjournment was particularly hard.

The next four years were spent in further research and in raising money for his next attempt to exploit the charter, also there was more service in Ireland. He wrote, during this period, that 'after twenty-seven years service... I am reduced to utter want and have even to sell my wife's clothing off her back.' As the charter expired in 1584 time was an enemy; eventually he concluded a contract with merchants of Southampton whereby he exchanged some of his privileges for their financial support. Thus, on 11 June 1583 he was able to sail from Plymouth on his project to colonise Newfoundland. His fleet consisted of five ships: the Delight, Golden Hind (not Drake's Golden Hind), Raleigh, Swallow and Squirrel.

Triumph and Disaster

The Raleigh returned to port after only two days, pleading sickness on board: not an auspicious start. Gilbert was separated from the Swallow and the Squirrel in fog, but he proceeded with his two remaining ships and was at Belle Isle by 30 July. Coasting southwards he met the Swallow; reaching St. John's on 3 August he found the Squirrel, his smallest ship, already in harbour. He was so delighted with St. John's that he decided to make it the centre of his colony. On 5 August he took

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possession, in the name of the Queen, of the harbour of St. John's and 200 leagues (about 600 miles) every way for himself, his heirs and assigns for ever. He reinforced this claim by warning that anyone who argued would lose his ship and goods, and have his ears cut off.

Lawlessness was now rife in the town, composed as it was of Gilbert's seamen, the fishermen of several nations, the settlers and some convicts who had been transported to be servants to the settlers. Gilbert sent the *Swallow* home with the sick and those settlers who now preferred the relative peace and quiet of England. He set out with his remaining three ships to explore; on 29 August his flagship, the *Delight*, foundered off Cape Breton Island. Two days later Gilbert set course for England, intending to return early the next year. He was in the *Squirrel*, a ship of only ten tons, which was already heavily loaded. He was urged to sail in the larger ship, but 'with his characteristic waywardness' he stayed on the *Squirrel*. After a storm, south of the Azores, Gilbert was seen sitting abaft in the small ship reading a book; when the two ships were close he was heard to proclaim 'we are as neere to heaven by sea as by land.' At midnight, on 9 September, the watch on the *Golden Hind* saw the lights of the *Squirrel* disappear. Thus Gilbert was devoured by the sea, just 35 days after he had claimed Newfoundland for himself and his Queen.

Sir Humphrey Gilbert was not a great general and no one can claim that he was a great admiral. He seemed unable to get his followers to work together as a disciplined team; also he seemed to have a penchant for grasping nettles and, invariably, getting stung. However he was a man of great ideas; the northwest passage, the colonisation of North America, and the forerunners of the University of London and the British Library. He persevered with his concepts, even though others were to bring most of them to fruition. He did grasp one, and his last, opportunity: a colony in Newfoundland; but even this was a triumph of hope over experience, which ended in personal disaster. However Sir Humphrey Gilbert has a major position in the history of both England and Canada, because of his great, original concepts and his founding of the first English colony in America.

By way of postscript: the heir to the charter was Sir Walter Raleigh who, with the Queen's support, sent Sir Richard Grenville, his and Gilbert's cousin, to found the second English colony in America - Virginia - but that, of course, is another story.

FURTHER READING

Rouse, A L, *The Elizabethans and America*, Macmillan, 1959

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Bekevar	Cypress	Golden Plain	Kolin
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Bellegarde	Davin	Gorlitz	Kronau
Beresina	Delisle	Goschen	Kronau
Bethune	Devil's Lake	Gowland Lake	Lac Chapleau
Bienfait - (after Dec 12/03)	Disley (2)	Grand Coulee	Lac Marguerite
Birch Hills	Dongola	Grayson	Lajord
Bladworth	Douglaston	Graytown	Lake Centre
Boakview	Dunleath	Grenfell: Kell Type 3	Lake Valley
Bonnington	Eagle Butte	Grove Park	Landestrew
Briercrest	Eakindale	Gull Lake	Lang
Buffalo Plains	Edelane	Hamona	Langevin
Bunesville	Elkwater	Hazelcliffe	Lemberg
Bulyea	Elm Springs	Headlands	Lippentot
Carnduff - 7mm arc split ring	Elmore	Hednesford	Log Valley
Carson	Eyebrow Hill	Herbert	Loganton
Carssdale	Fairlight	Heron	Logberg
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Cedar Lake
Chellwood
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Deer Lodge
Eagle Creek
Emmaville
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Ethelton
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Fulda
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Grand Rapids
Gully
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Jackfish Lake
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Kyle
Lake Park
Langham
Leofeld
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THE 1938 PICTORIALS by Dale Speirs

On 15 June, 1938, the Canadian Post Office issued a set of KG VI stamps depicting various scenes from across Canada. Besides the regular letter rates, these stamps also covered the airmail and special delivery rates. Imperforate and colour varieties are known.

The final issued colours were a subject of some consideration within the Post Office, and as late as April 1938 no decision had been made. An announcement of that date from the Post Office is quoted below.

POST OFFICE DEPARTMENT, CANADA
Financial Branch,
Philatelic Division Ottawa, April, 1938

ANNOUNCEMENT

In compliance with your request to be kept informed as to new Canadian postage stamp issues, I have to advise that in order to complete the current King George VI regular issue of postage stamps, the lower denominations of which were issued last April and May, this Department will issue the following stamps on Wednesday, 15th June, 1938:

Double-Size Pictorial Stamps

- | | |
|----------|--|
| 10-cents | Memorial Chamber, Peace Tower, Parliament Buildings,
Ottawa |
| 20-cents | Fort Garry Gate, Winnipeg |
| 50-cents | Entrance, Vancouver Harbour |
| \$1.00 | Chateau de Ramezay, Montreal |
| 6-cents | Air Mail - Scene on Mackenzie River, Northwest Territories |
| 20-cents | Special Delivery - Canadian Coat of Arms |

The colours to be used for these stamps cannot be announced at present as they have not yet been finally decided upon.

Orders for these stamps in mint condition may now be sent to the Philatelic Division, Financial Branch, Post Office Department, Ottawa, Canada, and will receive the earliest possible attention.

Orders for the new stamps only will be given preference over mixed orders for both new stamps and former issues.

To meet the wishes of First Day cover collectors, particularly those resident outside of Canada, arrangements are being made to furnish a selected

advance supply of the stamps enumerated above to the City Post Office at Ottawa where requests for First Day covers will be attended to.

Persons desiring to obtain First Day covers, should, therefore, forward under cover to the District Director of Postal Services, Ottawa, Canada, any covers intended for transmission on the First Day of Issue, (15th June, 1938), together with remittance by Postal Money Order, Express Money Order, Postal Note, Bank Draft, (not personal cheque) for the face value of the stamps desired to be used, payable to the Receiver General of Canada. If blocks of four double-size stamps are required to be used, allowance should be made for the fact that these are larger stamps than usual and covers affording the necessary space should be forwarded.

The Department positively will not accept any responsibility for consignments of stamps requested to be forwarded by ordinary mail.

PLEASE NOTE: Requests for First Day covers must not include orders for mint stamps as issued. Mint stamps for philatelic purposes can be obtained only from the Philatelic Division, Financial Branch, Post Office Department, Ottawa, Canada, and remittance therefore must be made payable to the Receiver General of Canada at Ottawa.

Collectors resident in Canada are advised that the above mentioned stamps will be on sale in the regular manner at the larger centres, throughout Canada, on the authorized date of issue and if they so desire they may obtain copies for use on First Day covers to be mailed at the point of purchase. Such stamps, however, will not be specially selected for philatelic purposes.

H.E. ATWATER,
Financial Superintendent

The above announcement was issued on a mimeographed 8 1/2 " x 14" sheet of paper, not as fancy as today's full colour brochures but certainly as informative. A copy is in the archives of the Calgary Philatelic Society.

It will be noted that the List of forthcoming issues does not include the 13c value (Halifax Harbour); this value appeared later, on 15 November.

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CANADIAN RAILWAY POSTMARK ERRORS (Part 7) by L.F. Gillam, F.C.P.S.

"To stumble over the same stone twice is a proverbial disgrace" (Cicero)

Tucked away in the furthestmost north-easterly reaches of Vermont, the little town of Beecher Falls seems to be a most unlikely terminus for a Canadian railway post office. It was so, however, for at least 17 years. Situated where Halls Stream tumbles into the Connecticut River, conventional wisdom has it that such a white water site was originally chosen by an early American settler for the construction of a saw mill. If this is so then Mr. Beecher, like Mr. Smith, Mr. Kingsey and others in Canada are now shadowy figures, known possibly by local historians, but certainly otherwise lost in the mists of time. They, like many other enterprising pioneers, have left their memorials on the maps of North America along with the great ones of the world whose names were household words in their time, if not today.

Hereford - Back of Beyond

A few miles to the north of Beecher Falls, on the Province Line which separates Vermont from southern Quebec, the little Eastern Township of Hereford was one of the earliest to be surveyed. Its boundaries were delineated in 1800, and its principal settlement, the village of Hereford was then, as it is now, so far removed from the mainstream of Canadian life that it had greater affinity with its near neighbours in Vermont than with the city slickers of Montreal. Before the advent of railways the same could be said of other Eastern Township settlements near the international boundary. Linked by a primitive system of dirt roads, and sometimes not linked at all, they felt their isolation keenly. It is little wonder, therefore, that the idea of railways possessed the minds of Eastern Township farmers and merchants at least as early as it did those wealthy Montreal businessmen. But while the latter had the money, or could attract it, the country cousins had to wait.

Some had to wait longer than others and perhaps inevitably, those who had to wait the longest were usually those in the most easterly of the Eastern Townships. Beyond lay the truly wild land of fast flowing rivers and streams, undulating highlands and dense forests and lakes through which the international boundary between northern New Hampshire, Maine and south western Quebec wriggles like a stricken snake following the height of land towards the St. Lawrence lowlands.

Hereford was very much 'back of beyond' and its connections with the outside world inevitably orientated towards the United States where a road of sorts below the boundary linked it with Norton and ultimately, via the American section of the Grand Trunk Railway, with Portland. Alternatively Coaticook, on the GTR in Quebec, could be reached by a twenty mile long circuitous dirt track through the woods. Such a means of communication with the outside world had, by the mid-1880's, lasted for more than thirty years, a situation made all the more galling by the fact that from east of the Richelieu River to Coaticook and northwards to Levis, opposite Quebec City, a complex of railways had been built which in terms of train mile to heads of population easily exceeded those in any other part of Canada. Moreover, at half a dozen points along the Province Line, at Stanhope, Stanstead, Highwater, Abercorn, Frelighsburg and St. Armand, the other settlements in the Eastern Townships enjoyed railway communications with Portland, Boston and New York as well.

Actions Speak Louder

Now it was almost axiomatic in Canada at this time that what one community enjoyed others had to have as well, and nowhere did this apply more forcibly than where railways were concerned. Not surprisingly, therefore, by 1885 the men of Hereford began to cease to talk about a railway (and write complaining letters to the local press about the lack of one); they began instead to help themselves. The catalyst in this case was almost certainly the arrival at Beecher Falls of the railhead of the Upper Coos Railroad, a subsidiary of the Maine Central Railway. This maverick American railway with its terminus in Portland was very much the creation of the lumber barons of Maine and New Hampshire, and its extension to the international boundary was undoubtedly designed to tap the vast resources of the still unexploited heavily-forested land through which the boundary ran.

Quite clearly the Maine Central did not intend to halt at Beecher Falls, and quite clearly the businessmen of Hereford did not want it to do so. Thus it was that a group of them, which included an inn-keeper, and George Vandyke, a New Hampshire lumberman, secured a charter from the Federal Government in June, 1887 to build what was originally termed the Hereford Branch Railway. In the following year this was changed to the Hereford Railway which, upon completion, ran from Lime Ridge via Dudswell Junction, Cookshire, Malvina and Hereford to Beecher Falls, thus providing connection not only with Portland but also, via the Quebec Central Railway at Dudswell Junction, with Quebec. Upon the completion on the 'Short Line' of the Canadian

Pacific Railway, connection, via Cookshire, was also effected with St. John and Halifax to the east and Montreal to the west. All this was brought about by the construction of 54 miles of line in the space of little more than two years. It was not without cost however. In the nineteenth century 'working on the railway' was regarded by most Canadians as only slightly less reputable than running away to join a circus. As a consequence the construction work was left to Italian labour gangs hired by the Maine Central Railway. Their propensity for making the nights hideous with their drunken revelry, and raiding farmers' hen roosts did not endear them to the staid citizenry of Hereford and its near neighbours. The Maine Central also provided the construction engines and a steam shovel that was as unpredictable in its behaviour as that of the Italians. The cost, of course, was borne by the Federal Government, and since there was never any prospect of the line paying its way it was glad to lease the line to the American railway when that opportunity presented itself in 1890.

Earliest Postmark

Just when a railway post office was introduced to serve the needs of the sparsely populated area through which the railway ran is not known; but it was certainly in, or before, 1908. This is the earliest date recorded for the postmark used, which read BEECHERS FALLS & DUDSWELL JNC. R.P.O. This remained in use for ten years until 1918 when the railway post office service was extended to Lime Ridge where the Dominion Lime Company's quarries and kilns had, for 31 years, been actively engaged in the production of lime for building and agricultural purposes. Thereafter a new postmark was introduced reading BEECHERS FALLS & LIME RIDGE R.P.O. This remained in use until the end of October, 1925 when the Maine Central Railway discontinued its services as it was no longer able to maintain them for financial reasons. It is very doubtful if the Hereford Railway was ever anything other than a lame duck and, until 1927, when the Canadian Pacific Railway agreed to operate a restricted service between Cookshire and Malvina, it was a dead duck with its single track line rusting in disuse. It was another 50 years however, before, in 1977, the final seven mile section between Cookshire and Sawyerville was abandoned, thus bringing to an end another ill-fated branch line, one of hundreds in North America which never did, nor ever could, pay its way.

Every map, every gazetteer and every railway timetable consulted by the writer fails to lend any credence to the spelling 'BEECHERS'. It undoubtedly should be 'BEECHER'. Possibly with Smiths Falls and Burks Falls in mind the originator of the requisition for the first

handstamp thought he knew best. When, ten years later, the same mistake was made, conceivably by the same clerk, he (or she we must hasten to add) may have decided to leave well alone. As the saying goes: 'if it works don't try to fix it.'

Footnote.

The author is leader of the R.P.O. Study Group and is always willing to entertain members' queries on R.P.O. related matters.

UNUSUAL ROYAL TOUR ITEM **by David Sessions FRPSL, FCPS**

Having collected material related to the Royal Tour of Canada, 1939, as a sideline, for a number of years, I was very surprised to come across a cover recently, the like of which I had not previously seen.

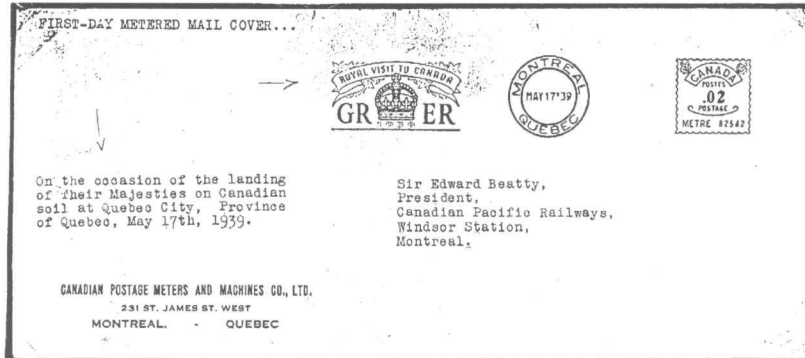
The cover was presumably prepared as a publicity exercise by the Canadian Postage Meters and Machines Co. Ltd. and, as will be seen, was sent by the company to the President of the CPR. The Canadian Pacific Railway was, of course, one of the two railways responsible for transporting the Royal Party across Canada, the other being the Canadian National Railway.

As the owner I should, of course, have liked to think that the cover is unique! However, since acquiring the item I have heard of one other which is dated later in the tour. So there must be a few more about somewhere, perhaps our meter mark specialists are hiding them!

And what about the Canadian Postage Meters and Machines Co. Ltd? Being woefully ignorant on matters relating to meter marks, can anyone enlighten me? When was the company formed, did it flourish?

Incidentally it is interesting to see that the meter company successfully adopted the 'royal purple' as the ink colour for their three-part marking. This was the colour that proved a failure in the cancelling machine that was used on board the Royal Train and provided the rare 'purple flag' variety.

Your Editor would welcome any scraps of information that readers can provide.



Unusual meter mark, in purple, used on the first day of the Royal Tour of Canada, 17 May, 1939.

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FIFTY YEARS BACK - OCTOBER 1940 by Kim Dodwell

The cover below well illustrates the difficulties under which wartime postal services sometimes had to operate. From the London/61 - 4 Oct 1940 forwarding mark on the back of the cover, Mrs Kirzner **had** been bombed out of No. 93 Park Ave., - but that is only part of the story.



BOAC operated a limited transatlantic service in the late summer of 1940, using two Empire flying boats, the 'Clare' and the 'Clyde'. They were fitted with extra tanks to avoid flight refuelling, but only made five round trips between them, from Poole Harbour to New York. From the dates, it is more likely that this cover was carried by one of the Pan American Clippers which, through the summer of 1940, flew thrice weekly from New York to neutral Lisbon. From Lisbon, mails for Britain were collected by BOAC, on flights routed far out into the Atlantic to avoid marauding German planes flying from their recently acquired bases along the French western seaboard. BOAC used a variety of aircraft for this hazardous, vital, but seldom publicised route. KLM pilots who had escaped from Holland ahead of the Germans played a big part, flying their Fokkers from Whitchurch airfield, near Bristol. At this time the flying boats 'Champion' and 'Cathay', flying from Poole, were also used. Many peace-time flight covers have stories of pioneering adventure to tell, and this they do with pilot's signatures, flight cachets, newspaper articles and the like.

When a collector handles a humble 30c World War II transatlantic cover, there is no way of knowing what adventures it has been through. What stories of darkened runways, overloaded planes at the limit of their endurance fighting Atlantic gales and pursuing German fighters, lie behind the uniform anonymity of its markings.

This letter was franked 30c, which remained the airmail rate for a $\frac{1}{2}$ oz letter throughout the war. Because the stamps had not been affixed in a horizontal line, a roller cancel was used. The letter was censored on arrival in England. Had it been posted five weeks later it would have gone by winter Clipper route, involving refuelling at Bermuda, where it might have been censored instead of in England.

SHADES OF CHAMBON **by Derrick Avery**

Way back in 1960 De La Rue were producing the definitive series for New Zealand and were using a conventional single-row comb, perforating twelve stamps at a time. In an effort to speed up production they introduced a double-row comb of unusual layout, supplied by Messrs Chambon.

With one strike of this comb a horizontal row of stamps was completely perforated and at the same time half the vertical sides of all adjacent stamps in the rows above and below were perforated. The next strike completed a half perforated row, completely perforated another row and half perforated the vertical sides of another row. Therefore the junction of successive strokes occurs half way up the stamps on every other row and, when defective, is much more noticeable than when a conventional comb is used in which the junctions are in the corners.

Figure 1 illustrates defective junctions resulting in a thin tooth on the top stamp and a broad tooth on the bottom stamp. Figure 2 illustrates two stamps from the recent Canadian set 'commemorating' the Second World War. The left hand stamp is normal in size and perforation but the right hand stamp, which I found in a packet of commercially used, appears to have been perforated with a comb similar to the Chambon, as described earlier. The long sides have obviously been perforated at two strikes with a defective junction half way along with the two halves out of alignment. The defective strike has also resulted in a shorter stamp.



Figure 1

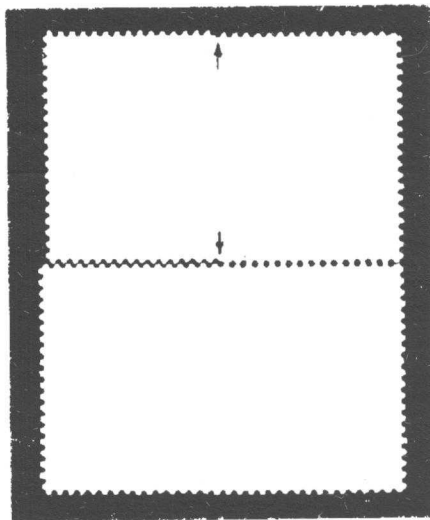


Figure 2

I am recording my thoughts on this discovery in the hope that one of our Canadian members, with access to full sheets of this issue, will be able to confirm the use of a Chambon type perforating comb.

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December will be removed from the *Maple Leaves* circulation list and
reinstatement will incur an additional fee of £1 or its \$ equivalent.

BALLOON MAIL IN CANADA - A month to remember by E. Moore

A very busy period in the history of Canadian Balloon Flights and Mail commenced on 5 July 1967. On this date the balloon 'OE-DZB, PRO JUVENTUTE AUSTRIA', pilots E. Maerkl and W. Gruber, flew mail from Montreal Baseball Stadium to Sutton.

The 13th saw an international balloon race held at Calgary, Alberta, where four balloons took part - 'NIMBUS', pilot Nini Boesman - to Acme, 'TORCK', pilot A.V.D. Bemden - to Beiseker, 'RAPPERSWIL', pilot E. Krauer - to Linden, and 'SPELTERINI', pilot F. Dolder - to Carbon (Fig.1).

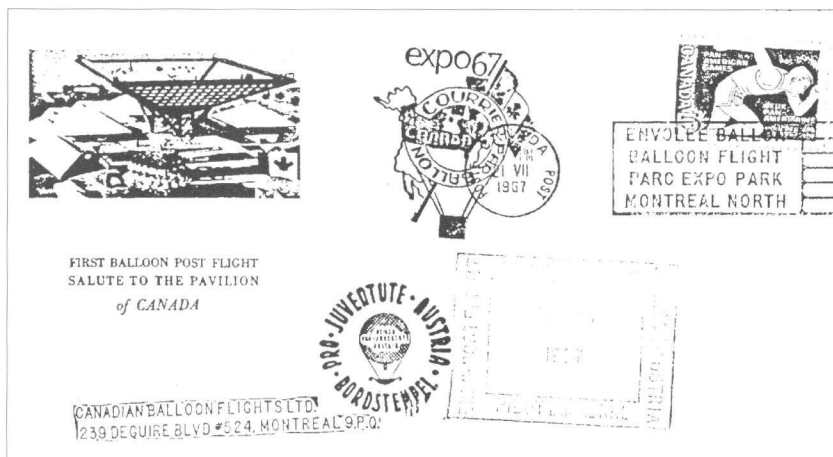


Fig. 1. Cover carried by balloon 'SPELTERINI', 13 July 1967

The 21st again saw Maerkl and Gruber in 'OE-DZB' carry more mail at Montreal, this time from Expo Park (Fig.2). Also that day the four balloons were flying at Yorkton, SASK. At this meeting 'NIMBUS' was flown by Jan Boesman to Ebenezer. The others as before: 'TORCK' to Tonkin, 'RAPPERSWIL' to Saltcoats whilst 'SPELTERINI' also landed at Ebenezer.

These four balloons were to fly again on the 24th from Brandon, Manitoba. 'NIMBUS' back under the control of Nini Boesman, the others keeping the same pilots. 'NIMBUS' and 'TORCK' flew to Stockton, 'RAPPERSWIL' and 'SPELTERINI' to Hilton. In total 14 mail carrying flights. Truly a month to remember.



Fig. 2. Cover carried by balloon 'PRO JUVENTUTE AUSTRIA' 21 July 1967

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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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BOOK REVIEW

Territorial Post Offices of Canada by W.G. Robinson and W. Topping

This is the fifth and last in the excellent series of checklists of Western Canadian post offices, which commenced in 1983 with British Columbia.

The term 'checklist' might be misleading, this is a handbook (A5 format, soft cover) of some 70 pages crammed with data on the relevant post offices in checklist form. Dates of opening and, where appropriate, closing are listed along with types of cancellation used and rarity factor.

Anyone interested in nineteenth century Canadian cancellations will need this book in the bookcase as the period covered runs from the 1870's to, in most cases, 1905 when Provincial status was attained by a number of territories. Northwest Territories are covered in two sections, pre and post 1905, while Yukon, which is still a territory, is covered to date.

Text has been produced from a personal computer and is a little on the small side, but is easily readable. As the publication is classified as a checklist one should not perhaps expect illustrations. Nevertheless the editors have seen fit to include a few which are necessarily of photostatic quality but adequate for their decorative purpose. Having done this one might be tempted to ask why not a few more to fill the odd gaps that occur at the end of listings etc. This is not offered as a serious criticism, the value of the book lies in the tremendous amount of research encapsulated in this slim volume, not least of which are the brief but very useful historical notes that preface each section.

Bill Topping is to be congratulated on making this series available to collectors in handy and economic form. As for Bill Robinson, knowing his wide philatelic commitments I can only marvel at his industry; his days must have Tardis-like quality and I for one would love to know how it's done!

Copies are obtainable from the publisher, Bill Topping, at 7430 Angus Drive, Vancouver, B.C., Canada, V6P 5K2 at \$14 (Canadian). It is assumed that overseas postage is extra. I Understand that copies of the previous books in the series are still available: Manitoba, Saskatchewan and Alberta at \$10 each and British Columbia at \$8.

LETTERS TO THE EDITOR

Jeffrey Switt

A FREAK DUPLEX FREAK!

The April 1990 issue of MAPLE LEAVES contains an article by Stan Lum regarding the 1873 New Glasgow 'Freak' duplex to which the following comments and corrections apply.

The positioning of the duplex killer at roughly a 4 o'clock position in relation to the dater, as opposed to what is considered by some as the standard 6 o'clock position for this device, was previously documented by Robert A. Lee in his CATALOGUE OF CANADIAN DUPLEX CANCELLATIONS, published in 1987.

Regarding Mr. Lum's Figure 3, a similar datestamp sans killer, a casual comparison of the duplex dater and the CDS shows that these strikes are not from the same device.

Editor's Note. Well spotted Jeff, you've produced the definitive answer to the puzzle posed by Stan with his third illustration! For the record, my copy of Bob Lee's excellent catalogue notes the location of the killer at 3 o'clock, not 4 o'clock; perhaps someone can provide an illustration of the 3 o'clock position for comparison.

The Yellow Peril

UNIQUE ADMIRAL PLATE BLOCK SURFACES (ML June 1989 p. 204)

Collectors may be interested to know that the rare Plate 162 (die II) of the Admiral 2c single line surcharge stamps, block of eight, was sold by R. Maresch & Son Auctions on 20 June, 1990 - lot 1007.

The Yellow Peril

THE RIGHT PLACE AT THE RIGHT TIME

For map stamp collectors and first day cover collectors, the find of this priceless document, as reported in the June 1990 Maple Leaves, is exciting news. Over the past twenty years I have been chasing map first day covers - the official date of which is 7 December, 1898. Only nine

fdcs have passed through my hands. Curiously, every one of these covers was franked with a lavender ocean map stamp. The mystery as to why there are no first day covers of the blue ocean map stamp is finally explained - the blue ocean map stamp was not issued on 7 December!

Howes* mentions the first colour of the 'seas' was lavender and it was not until about 20 December that the colour was changed to blue. Mr. Lunn's document, dated 20 December, 1898, authenticates this information. Furthermore, it could well be the very document on which Howes based his findings.

Member Robert Lunn is commended for taking the trouble to report his find.

*Clifton A. Howes, **Canadian Postage Stamps and Stationery** Lawrence, Massachusetts: Quarterman Publications, Inc.), p. 184.



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