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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN



Maple Leaves

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Vol. 22 No. 9

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APRIL 1992

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EDITORIAL

Just too late for inclusion in the January issue came Dick Malott's report on Philanippon '91, the international stamp exhibition held in Tokyo, for which Dick was Canadian Commissioner. Nearly 600 exhibits were on view, despite the failure of 24 to arrive - a sad thing when so many fine entries have to be turned down. Of these there were a few notable successes by CPS members. Dick himself secured a large gold in the FIP Championship Class with 'Canadian Pioneer and Semi-Official Flown Air Mail Covers 1848 to 1934'; Guy des Rivieres struck (small) gold with 'Early Letters and Postmarks of Lower Canada'; Dick Malott (again!) took a large vermeil for 'Interrupted (Crash) Covers Within, To and From Canada, 1918 to 1978' and Paul Burega gained a vermeil medal for 'Newfoundland First Cents Issue, 1865 to 1898'. We offer our sincere congratulations for these high awards at the highest level.

Turning to matters more parochial, we were delighted to hear of the formation of the Wessex Regional Group; all members who are able to get to the meetings are urged to turn out. Our membership is thinly spread throughout the country and it requires a consistently high percentage turnout for a Regional Group to flourish. A brief report and note of the date and venue of the next meeting will be found elsewhere in this issue.

REPORTS FROM THE REGIONS

We were delighted to hear of the formation of a Wessex Group from Dr Dorothy Sanderson who tells us that all CPS members in Dorset, Hampshire and Wiltshire were invited to a meeting at Romsey Town Hall on Thursday 23 January. Eight members and one guest accepted the invitation. Short displays of Fancy Cancellations, Transatlantic Mail, CPR Markings and Ephemera, CP Railway Pictorial Postcards and Rate Covers of the Large Queen Issue were shown.

All agreed that further meetings, about four times a year, should be held. The next is scheduled for Wednesday 29 April at Romsey Town Hall, 7.30pm. Local members will again be circulated and there will be a charge of £1 to cover cost of room hire and expenses. Contact Dorothy at 2 Nursery Gardens, Tadburn Rd., Romsey, Hants, S051 8UU (Tel 0794 523924) if you wish to attend and have not received an invitation.

The South West group will again be holding a meeting in connection with the Bristol Federation's Convention in Portishead on the afternoon of Sunday, 9 August. The event has proved popular in that members have the chance to browse at dealer's stands if they arrive early enough

Members within range of either meeting are urged to put a note in their diaries now.

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

MAP STAMP - PLATE 4. by Fred Fawn

At the New York, September 1990, Christie's American Bank Note Co. Archives sale, I was very fortunate to buy the two quarter-sheets of the Map Trial Colour Proofs. These two blocks obviously came from the same sheet and form the left portion of the full sheet of 100. Figs 1 and 2.

Since these 50 stamps were so very different from the many proofs and stamps I had examined before, I drove to Ottawa in order to seek some explanations at the Canadian Postal Archives. I would like to thank Mr. Ken R. Johnson, Archivist, who as always, contributed his vast knowledge and very kindly showed the CPA's Map holdings. It was most rewarding to see Plate 4. (in manuscript) full colour proof sheet, which recently has been transferred from the Canada Post Corporation to the CPA. Fig. 3.

Together, we were able to confirm identical features between the above sheet and the two quarter-sheets:

Left of 'American Bank Note Co Ottawa' inscription = 2 double dots.

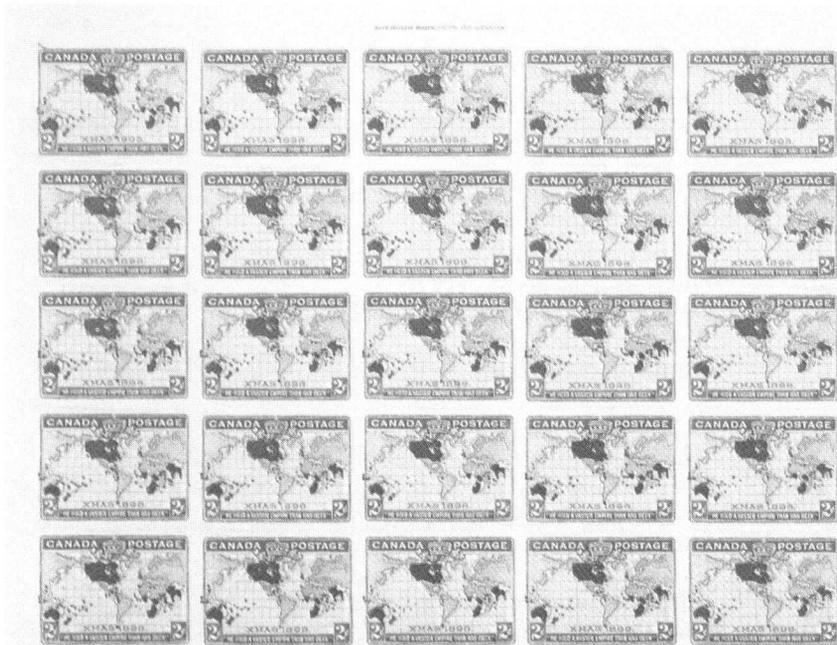


Figure 1

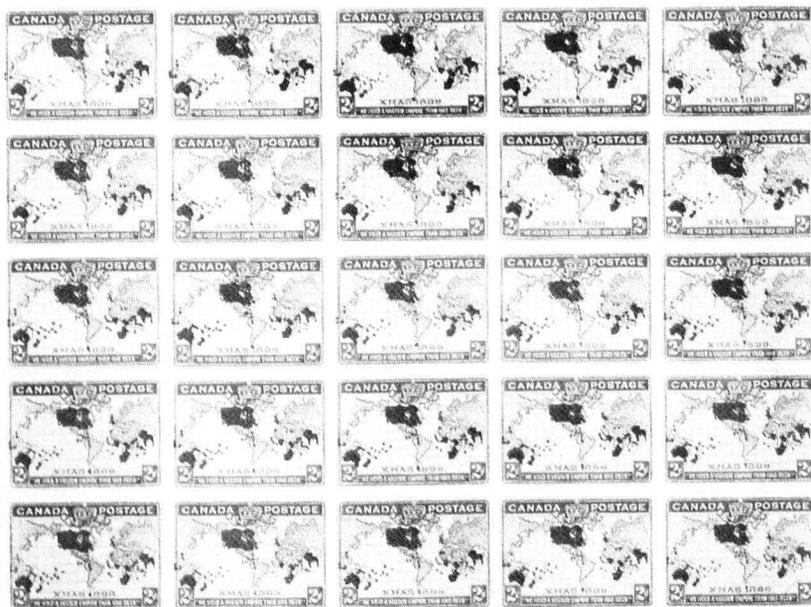


Figure 2

Break in burnishing before 'American'. Centre cross: identical; guide mark on left matches. Vertical guide line matching on bottom; so does visible part on top.

On the individual stamps:

1. Diagonal printing scar. Bottom guide line.
4. Dot on left. Secondary slash.
5. Horizontal mark touching cable.
11. Major guide line.
13. Two diagonal scars on left side.
34. 'Tuning fork' burnishing marks across.
35. Guide line. Three little dots.
51. Smudge pattern with seven nicks on left side.
- 61-62. Burnishing in shape of 'Canada Goose head'
75. 'Jaw' type burnishing.
- 84-85. Nest of six dots.
91. Guide line bar has two distinctive dots.
Three 'spurs' on bottom of stamp.,
93. Vertical guide mark above 'A' Three dots below 'OTTA'.
Triangle shaped smudge right of 'OTTAWA'

I also offer the following observations on the two quarter-sheets:

RED COLOUR has an unusually strong shift downward and to the left. Two colonies (Singapore and Hong Kong) are outside the cable line, i.e. are not in the main frame of the stamp design. This is most obvious on stamps 1-3, 11-13, 21-24, 31-35, 41-45, 51-54, 62/63, 71-73, 92.

OCEAN COLOUR also shows outstanding shifts downward and to the left. Unsightly white spaces fill the following parts, rather than the intended ocean colour:

- Below 'CANADA POSTAGE'.
- Right side next to cable.
- Left side of right value tablet.
- The entire west-coast line of North and South America.

The ocean colour overlaps the left cable line and protrudes outside design. This occurs on stamps 1-11, 11-14, 21-24, 31-33, 41-43, 51/52, 54, 62/63, 81-83, 92.

In the light of all of these defects, it would not be surprising if the reason for the rejection of Plate 4. stems from the shortcomings demonstrated by these proofs.

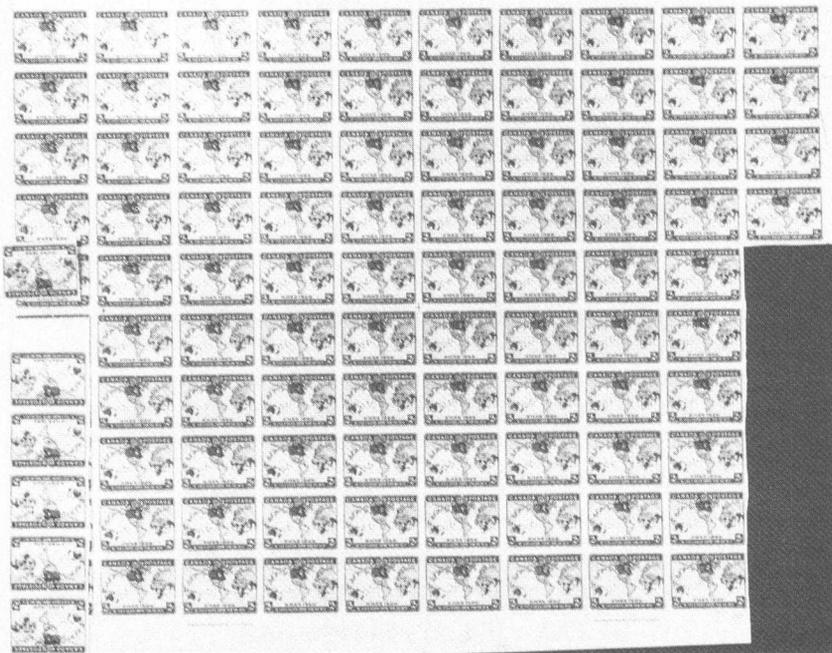


Figure 3



**CAVENDISH SECOND LONDON SALE WAS EVERY
BIT AS SUCCESSFUL AS THE FIRST**

Following the March '91 London auction success, our October sale at the Cavendish Hotel in London attracted even more buyers. Viewers flew in from all over Canada and the Continent. In just a few hours 875 lots were knocked down to a tense room, with many lots being hotly contested.

The six-figure total for the auction (excluding buyer's premium) included the following notable results:

Lot.	Result (incl.B.P.)
274. 3c on 15c block of 25	£1100
397. 1921 Airmail ovpt.inverted block	£6820
536. 1857 7 ¹ / ₂ d major re-entry	£1100
600. 1859-64 17c plate reconstruction	£1980
680. Large Queen 5c olive-green block	£1430

The success of the new venture - auctions in London by CAVENDISH - firmly establishes the fact that the Derby firm will continue to take major auctions to London whenever its vendors request it and the material justifies it.

The next B.N.A. auction by CAVENDISH is provisionally scheduled for May 1992. Suitable material should be submitted as soon as possible - for further information please contact James Grimwood-Taylor.

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THE PEOPLE ON THE STAMPS - JOLLIET AND MARQUETTE

by Alan Salmon

*Some set out to explore
earth's limit, and little they recked if
Never their feet came near it
outgrowing their need for glory:
Some aimed at a small objective
but the fierce updraught of their spirit
Forced them to the stars.*

A Time to Dance

C Day Lewis

Three men led the French efforts to discover the secrets of 'the great river named Messipi' which the coureurs de bois had discovered west of the Great Lakes. Two of them, Louis Jolliet and Father Jacques Marquette, are remembered on the 1987 34c stamp (SG 1234, SS 1129) of the series honouring the explorers of New France. The story of the third man, Rene-Robert Cavelier, Sieur de La Salle, will be in a future issue of 'Maple Leaves'.



Jacques Marquette was born in France in 1637: almost all his life he was involved with the Jesuits, entering their college at Rheims at the age of nine. He graduated in 1654 and spent the next ten years studying and teaching at various Jesuit colleges throughout France. In 1659 he asked to be sent to an overseas mission, he was told to wait: he repeated his request in 1665, this time his wish was granted. He arrived at Quebec in 1666; his first posting was to Trois-Rivieres to study Indian languages. In 1668 he was sent westwards to help found a mission, amongst the Algonkians, at Sault Ste Marie (the Sault).

The next year a visitor to the mission was a Louis Jolliet who had been sent, by Intendant Talon (SG 524, SS 398), to explore for copper near Lake Superior. Jolliet was born near Quebec in about 1645; he also had been educated by the Jesuits, but had renounced the idea of the priesthood for a life of unrestricted adventure in the wilderness. Later that year Marquette went to the western end of Lake Superior to found the mission of the Holy Spirit, for Hurons and Ottawas who had fled there from the Iroquois; however the Hurons had an argument with the local Sioux and had to depart in some haste. Marquette went with them to found another mission, St Ignace, at the northern tip of Lake Michigan. There he remained until 1673; by then he was fluent in six Indian languages.

Jolliet left the Sault in 1669 to return to Quebec. The normal way was by Georgian Bay and the Ottawa River, however Jolliet had collected an Iroquois prisoner who suggested they travel by a route unexplored by the French. They went south down the length of Lake Huron, across Lake Saint Clair and into Lake Erie. As they crossed to the Western end of Lake Ontario they unexpectedly met two Sulpician monks and a fur trader, Robert-René Cavelier; the three were seeking contact with the Iroquois for their own, different reasons - Cavelier was seeking furs, the monks were seeking souls. Jolliet told of his journey, which offered a new and attractive route to the west; he then went on to Quebec, arriving as an accomplished explorer.

Politics - Secular and Sacred

In 1670 Louis XIV was of the opinion that New France was worthy of his full support; this had not always been so, but the arrival of Talon in 1665 as the first Intendant, the king's own representative, signalled the start of this new policy. He was followed by 1500 veteran, regular troops who put the Iroquois to flight. Talon, supported by Paris, believing that the Iroquois were subdued and the colony's economy was thriving, now wished to expand French interests in North America. A drive to the 'great river' and to follow it south might accomplish the triple objectives of: opening new lands to the west for trade, providing an ice-free port for New France and confining the English to the east coast.

Talon had another concern, the Jesuits were exceedingly strong in New France, to such an extent that it was felt they were unduly influencing the affairs of the state. Paris wished their influence to be moderated; Talon decided to ensure competition by arranging that other holy orders had opportunities in establishing missions. Hence the Recollets and the Sulpicians were encouraged to take an interest in the lands being discovered.

In 1671 the French flag was raised at the Sault; all lands, even those

undiscovered, from the Bay to the Gulf of Mexico and to the Western Sea (the Pacific) were claimed for France. Now something had to be done to justify these fine claims. Talon wanted to send Cavelier, now Sieur de La Salle, with his Sulpician friends, to explore the river - did it flow into the Pacific and hence provide a route to China? - and to make conversions to Christianity and to the cause of France. La Salle could not be found, he was somewhere in the wilderness. However, action was required, and the new Governor, Frontenac (SG 720, SS 561), supported the strategy so Jolliet was appointed to lead the expedition; Father Marquette was allowed to join it as chaplain. No state money was made available, Jolliet had to provide for the expedition from the profits he made from fur trading on the way. He set out in the fall of 1672, he was at St Ignace by December.

The Exploration of the Mississippi

Together they planned the trip and set out from St Ignace on 17 May 1673 with two canoes and five voyagers (skilled canoemen). They travelled down Green Bay and used the rivers of present-day Wisconsin to reach the Mississippi in mid-June. Down stream they went, averaging about 38 miles per day, until mid-July, a distance of over 1,100 miles, to near the mouth of the Arkansas River. During their journey they were welcomed by the Indians and established good relations with them. On 17 July they started back, thinking that they were but ten days from the river's mouth and were near Spanish settlements, thus fearing that they might be captured as spies. Paddling against the current they could only make 12 miles a day, on 25 August they were at the Illinois River which took them on to present-day Chicago. They were back at Green Bay by the end of September. They had travelled 3,000 miles and were now certain that the Mississippi flowed into the Gulf of Mexico.

The Aftermath

Marquette had contracted dysentery and was very weak; he stayed at a mission at Green Bay. During the expedition he had promised the Kaskaskia Indians he would establish a mission for them; by the summer of 1674 he felt he was fit enough to fulfil his promise. In October he left Green Bay with two French voyageurs but the weather was hard, his dysentery returned and they were forced to winter near present day Chicago. They were visited frequently by Indians; at the end of March they continued the journey, arriving at one of the major Kaskaskia villages in April. Here Marquette preached to a congregation of some 2,000 Indians; but he was dying. The three set out to try and reach St Ignace before the end; but Marquette died, on 18 May 1675, on the shores of Lake Michigan where he was buried by his companions. Two years later 30 Indian canoes transported his body to St Ignace where he found his final resting place.

Jolliet had escorted Marquette to Green Bay and then spent the rest of the good weather of 1673 exploring the southern end of Lake Michigan. He wintered with Marquette, writing his report; he then set off to Quebec. He decided to shoot the Montreal rapids rather than make a long portage; his canoe overturned, his three companions in the canoe were drowned, he spent four hours in the water and all his maps and journals were lost - this after 5,000 miles of travelling! He was warmly welcomed by Frontenac; a copy of his report followed from Marquette.

In 1679 we find Jolliet in Hudson Bay surveying and mapping. A further exploration, mainly by ship and canoe, took him along the St Lawrence and as far as Newfoundland, surveying and taking soundings; this was another major accomplishment as the resultant, accurate maps were the first to provide French seamen with confidence in approaching Quebec. Jolliet suggested the building of a canal at the Chicago portage so that sailing vessels could transport goods between Lake Erie and the Gulf: nearly 200 years later, in 1848, the Illinois and Michigan Canal was completed, linking the Great Lakes with the Mississippi. The importance of his Mississippi expedition was recognised in 1680 by the award of The Anticosti seigniory*, this included the whole island of Anticosti - some two and a half million acres. In 1694 he led an expedition to Labrador which was largely unmapped. In 1697, after many years of expeditions, he was appointed the Royal Hydrographer of New France. Royal Hydrographer at that time, can be best translated as Royal Navigator - this was a position that Jolliet had long desired. He died suddenly in 1700, aged fifty-five. His large land holdings then were of little value, he died a poor man; the location of his grave remains a mystery. Thus passed Marquette, the most famous of the Jesuit explorer - missionaries, and Jolliet whose expeditions through Lake Erie and down the Mississippi ensure his lasting place amongst the explorers of North America. Together they had opened the great central river of the sub-continent and established good relations with its Indians. The base was laid for the next step; La Salle was the man chosen to build on the firm foundation established by Jolliet and Marquette for New France.

*The seigneurial system in Canada was developed from the feudal system in France; the objective was to ensure a region was developed adequately. A seigneur, who could be a person or an institution, was granted a tract of land e.g. the Sulpicians were granted the seigneurie of the island of Montreal. The grant of a seigneurie could be made by the King directly, or by his personal representatives or by one of the large trading companies formed to develop the colony. The associated obligations for the seigneur were: homage to the Crown, military service when required and the development of that seigneurie. About 200 seigneuries were granted in Canada during the French regime.

FIFTY YEARS BACK - APRIL 1942 by Kim Dodwell

The Axis Powers' advances of 1940 closed the pre-war 'Empire' airmail route through the Mediterranean and led to the establishment of the 'Horseshoe Route' - so called on account of the shape of the seaplane route from Perth, Western Australia, up through Singapore and then following the Eastern, Northern and Western shores of the Indian Ocean down to Durban. Mail from Canada to destinations in Asia and Africa was carried across the Pacific by Pan American clippers to either Auckland or Hong Kong, and then fed into the 'Horseshoe Route' for carriage by Teal/Qantas and BOAC. Now the entry of Japan into the war on 7 December, 1941 required yet another plan, as the eastern leg of the horseshoe rapidly became too dangerous to use.

In the second half of 1941 Pan American had been making proving flights across the Atlantic, from Natal in Brazil, to West Africa. At the same time the British (with U.S. co-operation) had been improving the existing rudimentary flying facilities from the West African coast across Central Africa and up to Cairo so that, when the Japanese attack came, much of the planning and preparation for an alternative route had been done. Pearl Harbour brought the U.S.A. into the war, and immediately the weight of their energy and equipment was directed to opening this eastbound alternative to the westbound horseshoe.

The January, 1942 Supplement to the Canada Official Postal Guide notified Postmasters that a twice-monthly airmail service to Africa was





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now available, letters to be endorsed 'Via Miami'. Rates per 1/2 oz were 65c to Gambia and Nigeria, 90c to Gold Coast and Egypt, and 75c to most of the rest of the continent. Registration was available, if desired. The February Supplement brought news that this service had been extended to the whole of Africa, also to Cyprus, Malta and the Middle East (90c) and to further Asia except China (\$1.00).

The airmail rate to Nationalist China, which was the southern and western part of the country that the Japanese were never able to conquer, was unique at 75c per 1/4oz, which incidentally was the same rate to that country as that in force before 7 December 1941, when the route lay through Hong Kong or Singapore. There was good reason for this expensive rate - the only access to China was 'flying the hump'. This was the name given to the air route over the Eastern Himalayas, and involved the laden Douglas aircraft taking off from war-time airstrips in Upper Assam, in the extreme NE corner of India, then climbing up and over some 700 miles of trackless mountains, detouring northwards to avoid Japanese fighters from Burma, before reaching Chungking. Particularly in the monsoon it was a most hazardous route, with violent thunderstorms and icing among the thick cloud hiding the elusive passes between ferocious peaks. Many planes of the China National Aviation Company and the USAAF were to be lost on this route before the war ended, but the missionaries in Chungking were good correspondents and although covers such as this are uncommon, they are not rare.

The changes in airmail routes caused by the war's ebb and flow make a complicated but fascinating study. For anyone contemplating this, an invaluable help is the British Ministry of Information's book, 'Merchant Airmen', published in 1946 (at a price of two shillings!) but still to be found from time to time in bookshops or auctions of postal history literature.

FROM THE PRESIDENT.

This message is being written against winter weather unable to make up its mind one way or the other, though England has been subject to more fog and ice than its northern neighbour. For their part the press and television daily keep us informed of the world 'trouble-spots' and of the gloomy economic situation, so what a pleasure it is to turn to our hobby and by study and work forget for a time the outside world with its turmoil and unhappiness.

On this brighter note let us look forward to Convention 1992 at The Station Hotel, Perth from 30 SEPTEMBER to 3 OCTOBER. Perth is

situated on the River Tay having good road and rail links - international airports are at Glasgow and Edinburgh. The city now has a covered shopping centre and the greater portion of the High Street has been pedestrianised. Places of interest abound whilst lovely gardens are located at Branklyn (National Trust) and Cherrybank (Bells Distillers HQ).

With regard to philately, the programme is as follows:

Wednesday evening	Admirals - John Hannah
Thursday morning	Some Rates of the Admiral Period - Sandy Mackie
Thursday evening	Canadian Boer War Mail - John Wannerton
Friday morning	Mainly Small Queens - John Hillson
Friday evening	Early B.C. Coast Steamer mail plus slides - Bill Robinson
Saturday 11 am	Annual General Meeting
2 pm	Auction
Evening	Banquet and Presentation of Awards

The hotel booking/competition entry forms which accompany this issue should be completed and sent according to the respective instructions. Members intending to be at Perth are earnestly asked to send their completed forms in as soon as possible, Kindly also note that members are free to be non-resident and to attend all or any of the Convention activities.

Apologies for failing to have an 'Auction lot' update reminder in the January issue of Maple Leaves. Nevertheless I ask you to support the Auction as it is a worthwhile revenue earner for the Society and even more, it passes material around the membership which must be good for Canadian philately as a whole.

On a final note do not let anyone be deterred from attending Convention even for a day or two for you will be agreeably surprised by the welcome and warm atmosphere pervading.

Jim McLaren.

RAILWAY POSTMARK ERRORS (Part 9)

By L.F.Gillam, F.C.P.S.

"The eye sees what it wants to see, what it expects to see, what it thinks it sees." (Anon)

The two Canadian 20 and 50 cents stamps of 1893, depicting a portrait of Queen Victoria in her perennial widow's weeds, will be familiar enough to readers. Less well known are the enlarged prints of a similar portrait, produced in their hundreds of thousands to adorn the walls of Her Majesty's loyal subjects. Perhaps because familiarity had bred contempt they achieved little currency in the country of their origin; but in the dominions they held pride of place in the homes of rich and poor alike. Nowhere was this more so than in Canada, There they could be found in the reception rooms of stately residences, in the parlours of provincial villas and farmhouse kitchens and even, it is said, pasted to the clapboarded 'walls' of homestead shacks in the prairies.

The Last Spike

Second only in popularity to the pudgy-faced, unsmiling queen was an even less inspiring picture with no pretensions to artistic merit whatever. It portrayed a group of about thirty-five men standing on, and alongside, a railway track. Some, from the appearance of their slouch hats are obviously railway workers. Others, in bowler hats, are probably officials or foremen, while three frock-coated and top-hatted gentlemen are incongruously out of place. One of the latter, a sturdy, white-bearded figure, stooped and with a sledge hammer in his hand, has obviously just completed a task to which he was manifestly unaccustomed: he had just, at the second attempt, driven in the last spike which joined the rails of the Canadian Pacific Railway, Which now stretched continuously from Quebec and Montreal in the east to Port Moody on the Burrard Inlet of the Pacific coast. The old gentleman was none other than Sir Donald Alexander Smith, later Lord Strathcona, and he is looking up, staring fixedly at the camera. The place was Craigellachie in the Eagle Pass of the Gold Range in the Selkirk Mountains. The date was 7 November, 1885, the most significant one in Canadian railway history, and some would say in the history of Canada itself.

That such an outstanding feat of engineering should have been 'celebrated' in such a matter-of-fact way, without all the razz- matazz that accompanied similar events in the United States, says much for the character of the men who achieved what many said was impossible, and in half the time of ten years stipulated in their contract with the Dominion Government. Donald Smith was a Scottish Highlander, like

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several others in the higher echelons of the Canadian Pacific Railway syndicate, and he was not given to boastfulness or show. There were no golden spikes, no specially-built, luxurious carriages, no florid and lengthy speeches from politicians on that misty November morning. But, as the driving force behind the railway, he was justifiably proud, and for decades afterwards Canadians shared in that pride. Testimony to this is best illustrated by the fading prints of the scene described above entitled 'The driving in of the last spike on the C.P.R.' that could still be found in many Canadian homes until well on into the present century.

The Eye of the Beholder

I was reminded of this while looking through a huge pile of cuttings from magazines and other sources recently when I came across the postmark illustrated with this article. More precisely it was a similar 'postmark' with the exceptions that the year date was 1885, and the lettering at the base was 'N.W.T.' The writer of the comments which accompanied this 'postmark' was clearly nonplussed. Nowhere in his listings of North West Territories postmarks could he find such a place. Admittedly, for the benefit of his readers, he had strengthened the lettering 'N.W.T.', as the original only showed traces of the 'N' and 'T'. The 'W', however, was quite clearly struck. Beyond peradventure of a doubt, as lawyers once were fond of saying, this was a postmark of some place in the remote northern wilderness that the Canadian postal authorities had overlooked. Could it be, the writer enquired, a postmark relating to the place where the 'Grand Junction' of the Canadian Pacific Railway had been effected? Now before readers assume that this was a philatelic 'spoof', and that the enquiry was penned with tongue in cheek, I must add that the writer was a well known authority on Canadian postmarks. He was genuinely puzzled, and because he is no longer with us I will spare his spectral blushes. Let me also hastily add that the journal in which this 'postmark' appeared was not MAPLE LEAVES. How many railway postmark collectors seized their pens in order to enlighten the enquirer I do not know, but I do know that the Grand Junction Railway ran from Belleville to Peterborough in Ontario and that it opened for traffic on 1 January, 1880.



This, then, is a postmark 'error' with a difference. As for the moral of this story I refer readers to the quotation with which I began this article. Jumping to conclusions can be dangerous to your philatelic health!

THE 10c MOUNTIE by Bob Holdeman

When it was proposed to issue a new series of definitive stamps in 1935, the Canadian Bank Note Company, who had that year taken over the printing of Canadian stamps, submitted designs for approval. One of the designs submitted was that of a mounted RCMP officer. This consisted of a photograph of the mounted officer superimposed upon a 1928-29 3c lake carmine stamp. This design was rejected by the Postmaster General who preferred a double size stamp of a larger denomination viz: a ten cent value.

The illustration (Fig.1) is from a photograph of the actual design first submitted to the PMG and rejected. The actual 'stamp' design, with its Post Office provenance, was offered to me many years ago for a rather large sum. The then vendor permitted me to purchase photographs of this unique item when I was unable to take up the offer of the original essay.

Fig. 1 The 3c essay



The 3c essay, submitted by the Canadian Bank Note Company, comprises the frame of the 1928-29 3a. and retouched photo super-imposed. The central design was adopted and used in larger format for the 10c.

Fig 2 shows the manuscript citation and Post Office cachet which appear on the back of the card bearing the rejected design, the proof of provenance.

The design subsequently selected and issued on 1 June 1935, appeared as SG 347 (Sc223). Some 4,085,500 of the 10c RCMP stamp were printed and imperforate copies may also be found.

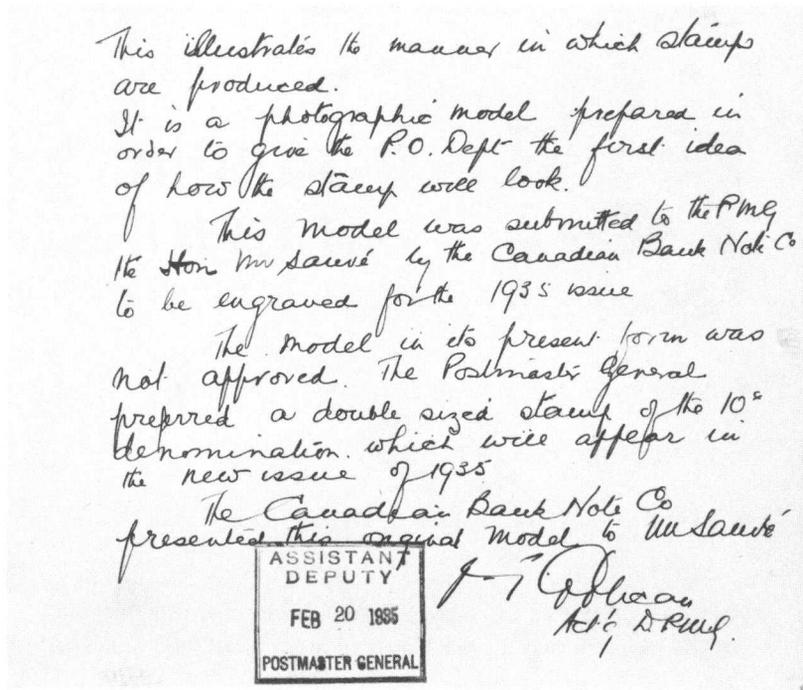


Fig 2 Citation on reverse of essay
 Illustration reduced in size from original photo

The fact that the centre design of the mounted RCMP officer was from a photograph, led me to make inquiries at official level to ascertain the name of the officer shown. A brief official reply informed me that it was not the policy of the RCMP to supply details of its officers - full stop. However, a friend in Canada in 1957, by contacting old chums and making discreet inquiries, informed me that the photograph used was a posed photograph taken at the Riding School of Regina Training Depot. The officer shown was a Senior NCO Riding Instructor wearing a Constable's uniform purposely for the posed photograph. His name was not disclosed although at the time of my inquiry he was apparently still alive having retired to pension in the 1940s.

Footnote: This article first appeared in 'The Blue Lamp', journal of the Constabulary and Other P.S.



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RESEARCH SOURCES FOR POSTAL HISTORIANS: An Occasional Feature by Ron Winmill

Newspaper articles are a most useful, but frequently neglected, source of material for the postal historian. There are several reasons for this.

First, postal historians, being as lazy as anybody else, prefer a well-indexed and concentrated body of research material. Newspapers are notoriously poorly indexed when indeed they are at all. Second, references are scattered and not concentrated. However, there is one exception to this latter comment. After World War II, it was fashionable to present special issues for centennials (or similar anniversaries) of newspapers. These, while they contained limited direct postal history coverage, did contain articles of great interest to genealogists and local historians. Some are extremely useful to the postal historian.

The author is aware of several and has examined four of them:

- 1) The London Free Press, 11 June, 1949. This special edition, to all intents and purposes, is a book. It is 240 pages long and crammed full of enlightening articles, many of which have some postal history content. It contains an index!
- 2) The Sarnia Observer, 30 June, 1953. This edition contains useful material, however additional items are to be found on 28 and 29 June; the editor explains that all the historical articles could not be accommodated in this special issue.
- 3) The St. Thomas Times, 2 August, 1952. This edition is also extremely useful. There are postal references and literally dozens of articles which are of tangential interest to the postal historian.
- 4) The Wingham Times-Advocate, 28 July 1954. This edition contains five articles related to postal history, including one about Dr McDonald, a future London postmaster.

Nothing can be done about the fact that material is widely scattered throughout newspapers. However, the Times of London (England) and the New York Times are fully indexed and contain infrequent and scattered material relevant to Canadian postal history. Librarians and researchers bemoan the fact that Canadian newspapers are largely unindexed. When they are indexed it is usually only a partial job, often unpublished and frequently quite inaccurate. Portions of the London Free Press, St. Marys Journal-Argus, Strathroy Age Dispatch, the Sarnia Observer and various other newspapers are indexed, but none are complete and all are generally inaccessible and flawed in some way or another. This is the situation generally with Canadian newspapers.

However, eight important newspapers are indexed since the mid-1970s - these are widely available on microfilm and are regionally representative English language newspapers. Of course the number was reduced to seven with the demise of the Montreal Star.

At least one of the regional newspapers is also indexed since approximately the same date, that is the London Free Press. However, the Canada-wide situation is bleak.

Of course, if the date of an event is known, then one can select the newspaper of choice for the weeks around the event and examine them.

Very few Canadian newspapers date back to the early era of Canadian postal history, though some can be found, especially from Quebec, Halifax, Montreal, Toronto and Kingston. By 1850, more begin to appear from such places as Perth and London and these too can prove helpful to the researcher.

To summarize, newspapers can be a very valuable research tool for the postal historian. However, they do present problems of accessibility due to the lack of good indexes. Yet the keen and persistent researcher will be well rewarded for delving into the contemporary newspapers for they do contain much that does not appear in the official records. They are vital links in the quest for knowledge when official records have been lost or destroyed.

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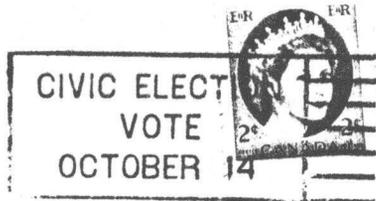
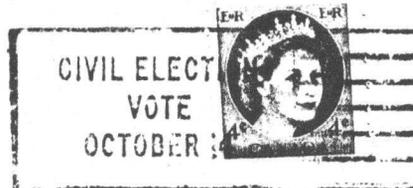
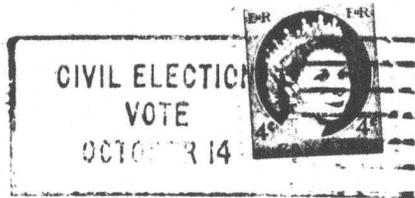


CIVIC PRIDE by Len Harris

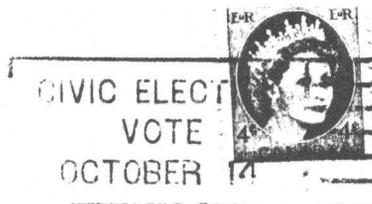
When examining an accumulation of Slogans of the 1950 era, I was amazed to find three copies of Calgary's Election slogan headed 'CIVIL' all with daters for 1/X, further examination revealed several copies headed 'CIVIC', with daters ranging from 6/X to 9/X as illustrated.

It is interesting to see that the daters for the 'CIVIL' strike are different from one and another, but those for the CIVIC strike are the same.

Can any Sloganite fill in the gaps - i.e. from 1 October to 6 October or even 14 October to complete the picture?

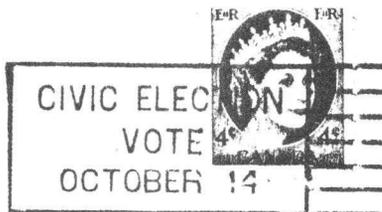


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THE KIUSALAS GUAGE

Some additional comments from Philip Marsden FRPSL

I was interested in the argument advanced by George Arfken on behalf of the Kiusalas Gauge ('Maple Leaves' - January 1992, p278). Whilst accepting the proposition that measurements were made in thousandths of an inch I did not see the rationale behind a pin spacing of .063". This set me thinking and I believe that I am in a position to throw some light on this whole issue.

My first investigation led me to consider that if measurements were made in inches then the number of pins per inch should be a meaningful figure. I made the calculations but found the figures apparently meaningless until I realised that one of the figures was the decimal equivalent of $15\frac{5}{8}$ ie 15.625. I looked more closely at the other figures and saw that in many cases the figures were very close to other decimal equivalents of $\frac{1}{8}$ th of an inch. So I tried multiplying all the figures which I had adjusted to the nearest 0.125 inch by eight, arrived at a set of integers which were interesting and represented the number of perforation pins per 8" (See following table).

Perforation Calculations.

Kiusalas Numbers	Pins per inch	Figures rounded	Fractional equivalent	Pins per 8 inches
0.0630	15.8730	15.8750	$15\frac{7}{8}$	127
			$15\frac{3}{4}$	126
0.0640	15.6250	15.6250	$15\frac{5}{8}$	125
			$15\frac{1}{2}$	124
0.0650	15.3846	15.3750	$15\frac{3}{8}$	123
			$15\frac{1}{4}$	122
0.0660	15.1515	15.1250	$15\frac{1}{8}$	121
0.0670	14.9254	15.0000	15	120
			$14\frac{7}{8}$	119
0.0680	14.7059	14.7500	$14\frac{3}{4}$	118
(0.0684)		14.6250	$14\frac{5}{8}$	117
(0.0689)		14.5000	$14\frac{1}{2}$	116
(0.0696)		14.3750	$14\frac{3}{8}$	115
(0.0702)		14.2500	$14\frac{1}{4}$	114

Why 8" I asked myself? It then occurred to me that perhaps 8" was the width of a sheet of 100 stamps of the Small Cents Issue. Using the illustration on page 279 and counting the number of perforation holes as 0.063 inches I arrived at an estimate of the stamp width and thus of the approximate sheet width and was gratified to find that it was acceptably close to 8 inches. So a pin spacing (centre to centre) of 0.0625, the decimal equivalent of $\frac{1}{16}$ th of an inch, yields 16 pins per inch. And please note how conveniently the other spacings give a nice progression of pins in eight inches.



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The following additional observations are offered because they have an important bearing upon perforation gauges and our ability to measure with them.

The Perforation Punches.

The engineers who designed and made the perforation punches for the early perforating machines used for the early stamps of Canada, regardless of the system of measurement used, will have allowed standard engineering tolerances for the job in hand. One set of punches and dies will differ from another because of these engineering tolerances and because of the conditions of temperature under which they were made. When these punches and dies were put to use, under production conditions, they had to match and work together. Those production conditions involve changes in temperature and consequently changes in the size of the perforating punches and dies due to the coefficient of linear expansion of the steel, from which the punches and dies were made. If one were able to measure the separation of perforations 'accurately' one would find that they would vary with ambient temperature during any production period. In fact it is not impossible that the rare and elusive perforation may have been produced under extreme conditions of summer temperature, not uncommon in Canada.

The Paper and Gum.

The paper on which stamps are printed would appear to be a stable commodity. The printed sheets were gummed prior to perforation until during the period when the Admiral Issue was produced; readers will recall the change in dimensions which resulted from the 'wet' and 'dry' printings of that issue. When one is considering 'accurate' measurements and one realises that the dimensions of paper alter with changes in humidity this poses a further complication. The presence of gum adds further to the problem.

Cleaned Stamps.

When a collector is checking the perforations of used and cleaned stamps there is the problem that the stamp has again been immersed in water and this process of cleaning may have altered the dimensions of the paper and in any case may depend upon how much, if any, of the gum has been retained in the fibres of the paper.

The Perforation Gauge

Your correspondent makes a revealing final remark in his article on the Kiusalas Gauge. He says, 'The Kiusalas (gauge) is aluminium.' He is drawing attention to the defect of all perforation gauges; of whatever material they are made they will suffer from variation in dimensions due

to temperature and/or humidity changes. Plastics as well as metals are distorted by heat. Card and paper which have also been used as the basis for perforation gauges are affected by humidity.

The Perfect Perforation Gauge

It is easy to specify what properties the ideal perforation gauge should have.

- 1) It should be made from non-porous and non-corrodible materials.
- 2) It should not be affected by temperature, humidity or other environmental agents.
- 3) It should be designed so as to provide an objective means of determining the gauge of a perforation over a continuous scale.

But would such a gauge help us as philatelists? No! It would not. We could not rectify the defects of the manufacturing processes of a century ago. Further, philatelists have no prospect of influencing stamp production processes of to-day so that we can measure perforations accurately.

Objections to the Kiusalas Gauge.

I tread on dangerous ground here since I have never used this gauge and I am relying on what can be seen from the illustrations on page 279. The gauge is made of aluminium and thus is sensitive to temperature changes. It is not objective since it presents a series of finite gauges thus one can test an item against the gauge and say whether it matches or not but one cannot say what gauge the item is if it does not match any of the cases. Lastly, as has been noted, it cannot be used on covers. This gauge makes no contribution to improved accuracy, thus for example the large illustration on page 279 of the 10 cent stamp does not exactly match the gauge, the teeth at the right are in the centre of the black spot but at the left they are not; so what is the true gauge of the perforation? The accuracy achievable depends upon the care taken by the user as with other gauges. The 'Instanta' gauge is capable of an accuracy of 0.05 with careful use.

The best gauge that I have encountered is the 'Instanta' gauge. I have had mine for forty years and I have not found it to vary significantly. I have just checked it against a metric steel rule which is labelled 'standard at 20° C' and I have found the 4 cm scale at the top of this gauge to be 0.25 mm too short or an error of -0.625%. The error quoted by Mr. Arfken is meaningless because 0.1 at the top of the gauge is not the same as 0.1 at the bottom of the gauge. This gauge has the advantage that the user is not in any way tied to what Mr. Arfken describes as arbitrary numbers but invites you to determine the

perforation of a stamp without putting the user into a straight jacket of finite values such as 12.11, 11.93, and 11.58 which to my mind are meaningless.

A KISS by The Yellow Peril

Photo by Super 'B'

Having played a modest role, in two stamp orgies (one in Montreal and the other in the Big Apple), in assisting member Bill Simpson form the best Small Queen collection ever, I have handled more than my share of erotic pieces. A piece, however, that still turns me on every time I see it, when I do my annual inventory check, is this strip of Small Queen stamps of which the lower portion of every stamp and the entire imprint is printed twice. The 'thunder' of explaining how this printing variety occurred, I will reserve for the eventual new owner.



An unusual imprint strip of the 5c (grey) Small Queen.

The Scott Specialized Catalogue of Canadian Stamps lists this variety as a 'double print at bottom' whereas Boggs' description (page 233) is a 'kiss print'. Whether it is a double print or just a kiss print, I suppose, depends on which side of the counter a person is sitting and whether it is a buying or selling situation! I, personally, prefer the Boggs' definition; a 'double' is just not in as good a taste as 'kiss'!

Editor's note: The Big Apple is New York City.



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LETTERS TO THE EDITOR

Harry Lambe

PYRAMIDS

I was pleased to see the Yellow Peril's article in the January issue of Maple Leaves. After analyzing the points raised in this interesting article, I cannot help but wonder if these pyramids were made more as a cutting guide for guillotining sheets into post office panes than they were for perforating guides.

I pose these questions:

1. Was the 15.5mm vertical line on the Type I pyramid of the 3c brown the actual line where the sheets were to be guillotined? The fact that all the Type I pyramids seen have only two lines suggests this.
2. Is there any possibility that the Type II pyramid format contains eleven lines, located on the selvedge between the two sheets of one hundred stamps in the shape of two pyramids with a common apex? The phenomenon that all the left and right Type II pyramids examined have either five or six vertical lines leads to this possibility. As a sight guide for cutting purposes, the Type II pyramid would be more suitable than the long single line in the centre of the Type I guide.
3. Could the differences in the widths of the panes be explained by the fact that these panes come from two different combination booklets? One type contains 1c yellow, 2c green and 3c brown panes of four and the other contains 1c yellow, 2c green and 3c carmine panes of four. Furthermore these booklets come with both English or French covers.

Can any reader shed some light on these pyramids?

Len Harris

SLOGAN CANCELLATIONS OF CANADA.

The C.P.S. Slogan Study Group is still in being, although it has been dormant for many years. As Chairman of the group, I should like to call the attention of all members who are interested in this side line in Canadiana, to the fact that our sister Society, the B.N.A.P.S. has published three books covering periods 1912 to 1919, 1920 to 1930, and 1931 to 1940, with a fourth to come for 1941 to 1953. I have great pleasure in co-operating with the Editor, Daniel Rosenblat, but would remind members that information is still required, and would ask anyone interested to please let me hear from them.

J.M. McCrea

**RPO ERRORS (PART 8)
NOT SO ERRONEOUS, SUBLIME OR RIDICULOUS**

Although cognoscente Gillam, of W-66E-(L.DER & ESTON RPO) and the Sheriff fame, creates a whole class of Canadian RPO errors (ML - Oct 91) I doubt that his position on water route RPOs will attract much support among collectors in Canada or the States.

The late dean of US RPO collectors, Charles L. Towle, wrote in the introduction to Towle & Kay's Waterway Railway Post Offices of the United States (Mobile Post Office Society, 1987) explaining: 'Do not let the name Railway Post Office confuse you as the service was performed on the water routes we list by clerks employed by the Post Office Division created as the Railway Mail Service, hence only one name was used for the employee clerks whether working in a railroad cart or in the cabin of a steamboat.' And indeed, as Gillam points out, some waterway route RPOs do make impossible railroads, e.g. New York & Colon and New York & Canal Zone, 1972 nominal miles; New York & Porto Rico and New York & San Juan, 1407 miles; and many Pacific Coast routes including the distance champion, San Francisco & Yukon River RPO, nominal 4408 miles.

Great Britain has cherished a similar classification in its navy for centuries. The Lords Commissioner of Admiralty have seen fit to designate all naval installations as ships. Thus the writer, on loan from Canada to the Royal Navy, served in HMS Victory , HMS Collingwood and HMS Spartiate. All were stone frigates (shore installations), although Victory, in a patriotic example of naval tradition, did have a venerable vessel, Nelson's wooden flagship from Trafalgar, mounted in dry dock on the premises of the Royal Naval Barracks and Dockyard in Portsmouth. Nelson's Victory was then (1944) even more historic as it had been damaged and nearly lost to flames during one of the Luftwaffe incendiary raids on Portsmouth. The Commodore of Portsmouth maintained a ceremonial office in Nelson's quarters as a symbolic site of command for the modern HMS Victory.

I do not think that Mr. Gillam would want to incur their Lordships' displeasure by mounting a campaign to restrict the use of HMS to sea-going vessels and designate all shore stations HMSFs (Her Majesty's Shore Facilities). Nor should he expect Canadian RPO enthusiasts to rethink their acceptance of Q-205, QUEBEC & ESQUIMAUX POINT RPO; Q-2 QUEBEC & NATASHQUAN RPO; W-131, ROB. & A'HEAD RPO / B.C., etc as meritorious members of an RPO cancel collection.

Editor's note: *We took the liberty of showing John McCrea's letter to Lionel who replies, in part:*

"I don't mind in the least being taken to task by Mr McCrea because, unlike Humpty Dumpty, I attach meanings to words that are commonly accepted and have the stamp of approval of the most eminent lexicographers!

The point that I made regarding the St. Lawrence River and Gulf etc. marine services was designed specifically to disabuse readers who, being much less knowledgeable than he, might reasonably have assumed that 'railway post office' or its abbreviation meant exactly that. Not everyone has an intimate knowledge of Canadian geography let alone its railway systems.

I don't know much about the United States and even less of its railway systems. I am sure that if I had seen a postmark reading 'N.Y. & San Juan R.P.O.' I would have jumped to the not unreasonable conclusion that this referred to a railway post office. Now of course I know better. Mr McCrea has extended my knowledge of the United States mail service in the same way that I hope my article extends the knowledge of members who are not quite as aware of the idiosyncracies of the Canadian Post Office as I am.

As far as I am concerned their Lordships of the Admiralty can call a tent a ship. Their eccentricities date back at least to the reign of Henry VIII and the 'Marie Rose'; they are an enduring, and endearing, part of British tradition. I don't think that their high-placed bureaucratic bungling is really relevant to Mr McCrea's argument. In any case most writers, when referring to some brick or concrete 'ship', make it clear to their readers that they are referring to shore establishments, or it is apparent from the context in which the expression is used."

Jonathan E. Rosen

TEN CENT ADMIRAL LATHEWORK

In the 1980s I had the pleasure of acquiring two rare 10c blue (Sc 117) lathework pieces. The first is an unusually well centred right corner block of eight. Although the lathework is worn it is somewhat stronger than the average 10c blue lathework, which tends to be rather weak.

The second piece is not so well centred, but has very strong, nearly full lathework, a rarity for this issue. In addition, the piece is an unusually deep blue and is somewhat overinked.



*Above:
10c blue Admiral
block showing
worn lathework*



*Left:
10c blue Admiral
block showing
nearly full lathework*

NOTICE TO ALL MEMBERS

If you have any comments on any aspects of the Society please pass them on to Dr. Charles Hollingsworth, 17 Mellish Rd., Walsall, West Midlands WS4 2DQ. Charles is the recently appointed Chief Executive of the Executive Group whose brief is to monitor the running of the Society and to recommend any changes felt to be necessary.

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FROM THE SECRETARY

The Members Handbook for 1992/3, enclosed with this issue of 'Maple Leaves', contains information as at 31 January, 1992. An updated issue of the Constitution and Rules is available on request from the Secretary

AMENDMENTS TO MEMBERSHIP to 10 February 1992

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2662 DAVIS J F., 62 Nunnery Drive, Thetford, Norfolk IP24 3EN C
2663 POAG Brad., 39 Ebenezer St. Ridgetown, ON, Canada NOP 2CO CR,CR2,CG,N
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