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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN



Maple Leaves

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EDITORIAL

As a number of members are aware, your editor has a sideline interest in BNA fakes and forgeries, so it may well be thought that, in publishing the short article by Horace Harrison in this issue, he is exercising his editorial prerogative. Well, yes but it is not done gladly; it is with a sense of increasing foreboding that this latest piece is offered. The collection and study of the works of stamp forgers is interesting, instructive and even necessary, their comparative skills in approaching the genuine article can be appreciated.

We are now seeing more and more examples of faked cancellations, possibly done to see if the experts' can be fooled but more likely to turn a fat profit. Postal history seems, in many ways, to have overtaken philately in terms of popularity among serious collectors, this upsurge of faking is very bad news for the hobby. Just as whole countries became unpopular because of difficulty in separating good from bad, so a whole discipline can be soured if we are not careful. It is likely that the perpetrators are well known to a select band of acquaintances and it is time they were exposed. The law of libel does make things difficult but, if proof is available that goods have been sold which are not what they purport to be, then there is a remedy at law. The practice can bring nothing but harm to this great hobby of ours.

HARMER SALE

An important array of Canadian material was included in Harmer's two-day sale on 10/11 March; 247 lots were offered and, with very few unsold, £60,000 changed hands.

A creased but apparently unused 12d fetched £3,190, while an attractive horizontal pair of the 7¹/₂d value with CDS went to £1,650. An unused but regummed 10d went for £1,210 and a nice looking 1¹/₂d, paying the scarce 1¹/₂d rate on a printed circular, went above estimate at £506. A more humble offering, an Oneglia (described as Panelli) forgery of the 3d Beaver, was knocked down at £88.

Much interest was no doubt created by the presence of two rarities of the aerophilatelic field, an unmounted mint \$1 black 'Grand Army' (one of five known) and a mint 'London to London' (best of three known mint copies). Unfortunately the interest did not extend to the reserves for neither found a buyer (estimates were £5,000 and £10,000 respectively). However, some serious airmail items from Newfoundland did see fierce action. One of the great rarities of Newfoundland aerophilately, a 'manuscript Martynside' on neat cover with original enclosure, was chased up to £33,000 while a 'Hawker' on 1919 cover went to £8,800 and a 1927 cover, bearing a 60c 'de Pinedo' and a Trepassey TPO marking, to £9,075.

Despite the recessionary times the 'good' material generally sold well, thus supporting the old adage that quality counts. Prices quoted include 10% buyers premium.

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

CLOSE ENCOUNTERS

by The Yellow Peril

Photos by 'Super B'

If there are such things as good side effects from being under-the-weather, they would be my encounters - sometimes close, sometimes very pleasant - with nurses. Naturally, I was fascinated by a story about nursing in the August, 1991, issue of the 'American Philatelist.' This excellent article featured 27 stamps issued by 13 countries including Canada and depicting nurses. The stamp selected for Canada is not its 1958 nurse stamp but rather a stamp of Mount Edith Cavell on the British Columbia/Alberta border. This phenomenon of naming a mountain after the heroic English nurse was so intriguing that I was compelled to investigate the matter.



1958 nurse stamp issued to emphasise the importance of health both to the individual and to the nation.



Mount Edith Cavell, 11,033 feet, named after the English nurse shot by the Germans in 1915.

Canada came close to a stamp portraying Edith Cavell herself when George Ross, Worshipful Master of Wilson Masonic Lodge and Chief Post Office Superintendent of Canada, affixed four World War I propaganda stamps to 7" x 4 1/2" invitations for Post Office Night, 20 May, 1919. The theme of one of the four labels is 'REMEMBER EDITH CAVELL-MURDERED, OCTOBER 12TH, 1915.' This stamp shows a German commander holding a pistol and standing over the just executed nurse.

A point of interest is the fact that occasionally, sometimes on an annual basis, Masonic lodges held special nights to honour workers in a particular occupation. At these events regular officers of the lodge allowed outsiders to occupy their chairs and do ceremonial work. Professor Wallace Mcleod (U. of T.) informed me that the 'Wilson Lodge Post Office Night' was not a regular annual occurrence but was instead organized by the Master of the Lodge who brought in as guests a number of Masons employed by the Post Office; and the term 'Fourth Degree' in the phrase 'Good Masonic work and an enjoyable Fourth

"Lest we forget."



May Twentieth, Nineteen-Nineteen

Wilson Lodge, A.F. & A.M. No. 86, C.R.C.

Post Office Night.

*Members who are unable to attend are invited to send their names to the Secretary of the Lodge.
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WORKING MASTER

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Wor. Bro. JOHN DREW, Superintendent Mail Transports, Toronto	Chaplain.
Bro. ROBERT DURSTON, Superintendent City Delivery, Toronto	Treasurer.
Bro. GEORGE M. ROSS, Supervisor Despatch Branch, Toronto	Secretary.
Bro. JOSEPH GIBSON, Postmaster, Ingersoll	S.D.
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Bro. F. F. HYATT, Superintendent Postal Terminals, Toronto	S.S.
Bro. W. J. MILLS, Post Office Inspector's Division, Toronto	J.S.
Bro. E. R. SHAW, Mail Transportation Branch, Toronto	I.G.

List of officers on the back of invitation

Degree are assured' is an old Masonic slang for the banquet after the lodge is closed. Further, the Professor drew my attention to the words, 'Lest we Forget' and deduced that the meeting was in some respects intended to commemorate the end of the war and to remember those who gave their lives.

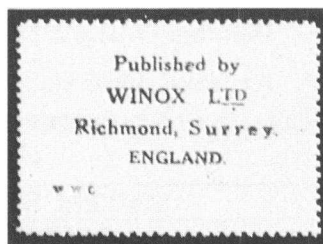
These Propaganda stamps appear to be printed in sheet form and in alternate rows of se-tenant pairs, one pair horizontal and the other, vertical (or vice versa). They are known in three different colours: purple, blue grey, and pale brown - all with black and white centres. The labels are fully gummed and a five-line imprint appears on the back of each reading, 'Published by WINOX LTD Richmond Surrey ENGLAND WWC.'



Block of two se-tenant pairs



'Murdered, October 12th 1915'

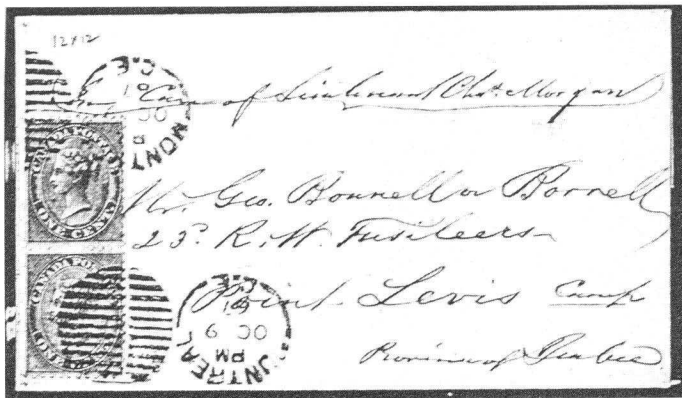


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During the First World War, Edith Cavell (1865-1915), matron of a Red Cross hospital in Brussels, Belgium, was a member of a group engaged in aiding soldiers to escape from behind German lines. This activity was regarded by the Germans as treason and punishable by death. At her trial Edith Cavell made no attempt to deny her participation simply saying that as a nurse it was her duty to save life. She declared that the lives of these, some 200 soldiers, would have been forfeit had she not assisted them. Condemned to death, she was executed by firing squad on 12 October 1915.

After Armistice, her body was brought to England on board the battleship 'Rowena.' Respectful crowds watched the procession as the flag draped casket was carried in state through the streets to Westminster Abbey where royalty attended the funeral service. The same day, at the request of Edith Cavell's family, the body was taken home to Norwich. A stone cross near the south east corner of Norwich Cathedral marks her grave.

Edith Cavell's death created an enormous impression. In Canada, a strikingly sharp peak in the West was selected to carry her name. The Geographical Board of Canada made the name 'Mount Edith Cavell' official on 7 March, 1916. The records of the Secretariat of the Permanent Committee on Geographic Names show the name was approved at the request of Sir Robert Borden, then Prime Minister of Canada, in response to the suggestion in a British Columbian newspaper. Elsewhere, an imposing Colorado Glacier bears her name. In the Tuileries of Paris there is a bas-relief of the famous nurse. At the heart of busy London, in Trafalgar Square, men still doff their hats as they pass the dignified monument erected to her there.

I am indebted to Ann Allan (North York Library), Helen Kerfoot (Secretariat Geographical Names) and Wallace McLeod (Professor, University of Toronto) for their tremendous help in compiling these notes.

Epilogue

Given my own boundless admiration for nurses, which I acquired during my confinement to hospital a couple of years ago, I would gladly seek readmission for respite care – if it weren't for the suppositories, needles, and bloodlettings. Most of all, I really miss being showered!

References: Canadian Nurse 68: 23-26 February, 1972

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Holmgren, Eric T. Over 2000 Place Names of Alberta. 3rd ed. Saskatoon,

Saskatchewan: Western Producer Prairie Books, 1976

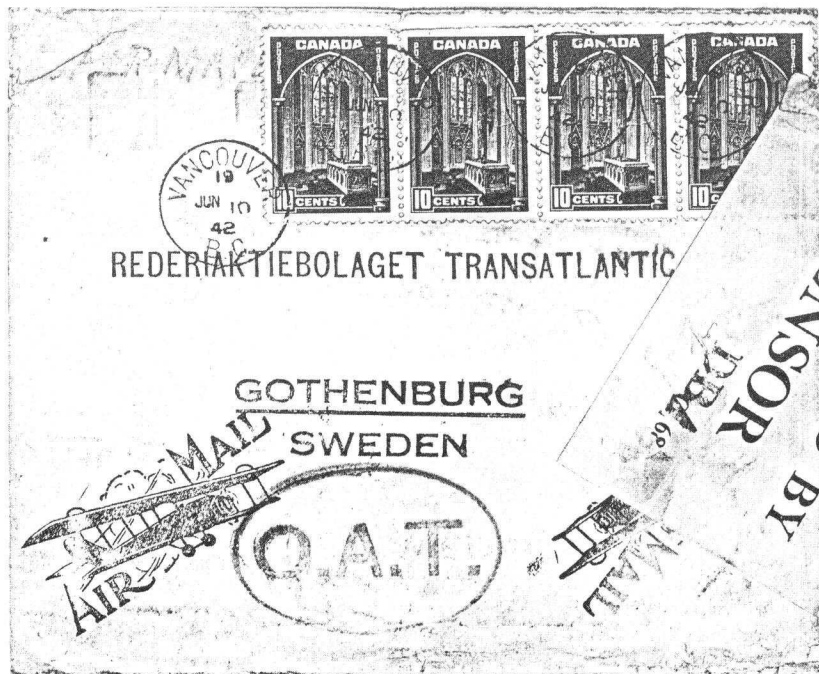
FIFTY YEARS AGO - JUNE 1942

by Kim Dodwell

'The air mail service to Sweden has been resumed. The air mail rate to Sweden will be 40 cents per 1/2 oz or fraction thereof, which will include conveyance over Canadian domestic air routes where necessary, air conveyance across the Atlantic and despatch by air beyond England. The non-air mail and parcel post services to Sweden are still suspended'

Thus ran Section 11 of the June, 1942 Supplement to the Canada Official Postal Guide.

When Germany over-ran Denmark and Norway in April, 1940 the air mail service to Scandinavia, that British European Airways had been providing, came to a sudden end. Thereafter the only mail to Sweden was carried by Swedish ships which, in spite of being neutral, were stopped by the Germans and their mail scrutinised and censored. However the high quality steel ball bearings made in Sweden were essential to the British war effort. In 1942 an air service was started, taking off from Leuchars airfield in north-east Scotland at dusk to cross



the German-held Skagarrack by night and land at Bromma in southern Sweden. The aircraft carried as many ball bearings as possible on their return, but some mail was carried on the outward flights.

The missions were dangerous, German night fighters and anti-aircraft fire both took their toll. A variety of aircraft were used; in 1942 Lockheeds, Whitleys, Hudsons and Lodestars, in 1943 a C.W. 'St Louis' made a few flights, as did Dakotas, but none were as successful as the Mosquitoes, introduced in late 1943. Stripped of armour and armament, they flew so high and so fast that the Luftwaffe could only very rarely intercept, even when daylight crossings were made, and they continued this service until the end of the war with Germany.

The red oval 'O.A.T.' mark on the cover stands for 'Onward Air Transmission'. It was applied in England, after the cover's arrival from Canada. They come in a variety of shapes and sizes, and some authorities claim that they were only applied to the top cover in a bundle, however they are so commonly found on wartime airmail to Sweden that I am sure this was not the case.



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THE PEOPLE ON THE STAMPS - LA SALLE by Alan Salmon

So you should have travelled with them. Or with La Salle.

*He could feed his heart with the heart of a continent,
Insatiate, how noble a wounded animal.*

*Who sought for his wounds the balsam of adventure,
The sap from some deep, secret tree.*

'Coueurs de bois' Douglas Le Pan

Three men led the French efforts to explore 'the great river', the Mississippi, which the coueurs de bois had discovered west of the Great Lakes. The story of Louis Jolliet and Father Marquette, has been told in Maple Leaves. The third man, René-Robert Cavelier, sieur de La Salle, followed the river to the sea. The 300th anniversary of his arrival in Canada is commemorated on the 5c stamp of 1966 (SG 571, SS 446).

He was born in Normandy in 1643, his parents were rich and of standing in provincial France. Like Jolliet, he was educated by the Jesuits and decided against being a priest to undertake a life of less restricted adventure, he was unsociable, ambitious and impatient, he needed faster routes to fame and fortune than could be provided by the priesthood. In 1666 he went to Canada, the same year as Marquette. His elder brother was already in Canada, a member of the Order of Saint Sulpice. The Sulpicians granted him seigneurie of La Chine, south of Ville Marie*. Here, a seigneur, he worked unenthusiastically as a



pioneer farmer, close to the fur traders and to the Indians. He set-up a fur trading post and was remarkably friendly with the Iroquois who visited to trade. He heard tales of the lands beyond the St Lawrence, of their peoples and of the rivers threading through them.

*At this time 'Montreal' was the name of the island; after about 1680 it signified the town, and Ville Marie fell into disuse.

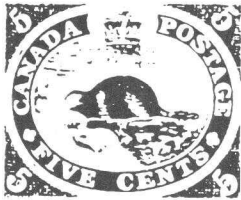
The Call of the West

At La Chine he talked of reaching the Orient by travelling west, not surprisingly considering the name of his seigneurie and that Champlain had regarded the La Chine rapids as the gateway to the Orient. He also knew of the idea that the Mississippi might lead towards the Pacific. In 1669 La Salle sold most of his estate to the Sulpicians, although they had given it to him for nothing: he kept the fur trading post. He then set off, accompanied by two Sulpicians, to explore the land south of Lake Ontario - Iroquois country. It was on this journey that he met Jolliet returning, by the new route, from the Sault. La Salle parted from the missionaries at the western end of Lake Ontario. Where he then went is unknown; there are suggestions, but no firm evidence, that he went across present-day Pennsylvania and down the Ohio as far as Louisville. This is unlikely because La Salle never reported the discovery of the Ohio, which surely he would have done if he had found that important river. However he did learn how to travel great distances on foot, relying on game and a small bag of maize; previously the French had travelled almost exclusively by canoe. Certainly he was not available in 1672 when Talon wished him to lead the expedition down the Mississippi; Jolliet and Marquette were sent instead, the Jesuits were delighted.

La Salle reappears in 1673, building a post at Cataracoul (now Kingston) which was to become Fort Frontenac. The objective, which had been proposed by Talon and later supported by Frontenac, was to establish a trading post and a fort to safeguard the entrance to the Great Lakes and to be a bastion in case the Iroquois became aggressive again. Frontenac put La Salle in command of the fort. In 1674 he went to France, as Frontenac's representative, where Louis XIV rewarded him for his explorations by a grant of nobility for himself and his descendants. Frontenac's endorsement stated he was 'a man of intelligence and ability, more capable than anyone I know to accomplish every kind of enterprise and discovery'.

The Grand Design.

La Salle returned to New France in 1675 to begin, at the behest of Frontenac, the building of more trading posts and forts. Frontenac was bent on expanding his territory and the fur trade; La Salle was bent on the ambitious, imaginative, concept of a string of trading posts, right down to the Gulf of Mexico, which would benefit both him and New France. He visited Paris again in 1677 and returned with a great prize - a royal commission, for five years: 'to discover the western part of New France', build forts (which could, no doubt, be trading posts) and to have the monopoly of trading in the Mississippi valley. The bad news was it had to be done at his own expense; and La Salle, for all his vision,



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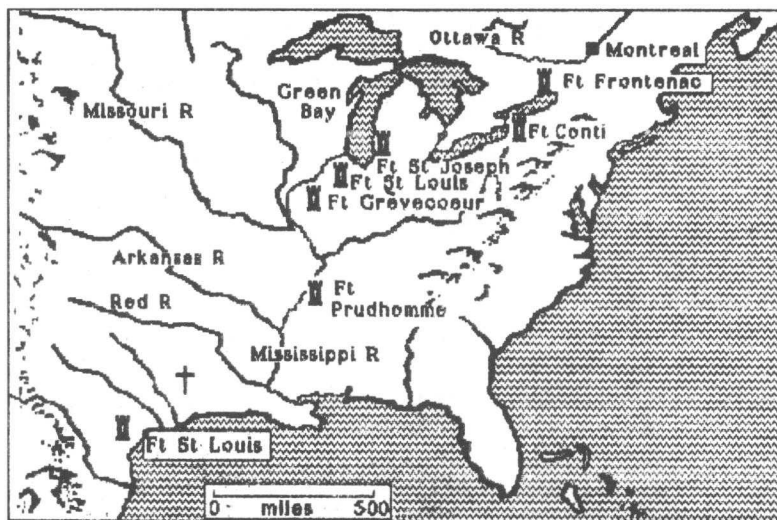
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The Grand Design of La Salle.
 † marks the spot where he was murdered.

was not a manager. To keep accounts was, he said, a hateful task.

La Salle's first task was to get funds for his string of posts down to the Gulf, and for sailing ships throughout the Great Lakes to carry the furs to Fort Frontenac. He obtained one large tranche from his family. Frontenac supplied some, and some came from moneylenders at high interest rates. His next step was to build a shipyard. Fort Conti, where Buffalo now stands; then to build Fort La Joseph near the southern end of Lake Michigan. His first ship, *Le Griffon*, was built on the Niagara; La Salle sailed on her maiden voyage, in 1679, to Green Bay where she was loaded with furs to pacify his creditors, she sailed in September. Louis XIV had forbidden La Salle to trade with the Indians in that region as they were the market for the Montreal merchants; thus both Montreal and Paris were antagonised: he had a capacity for making enemies. He then went down the Illinois to establish Fort Grèvecoeur where a sailing ship was to be built for the Mississippi.

Disaster, Disaster and Disaster.

Nothing had been seen of *Le Griffon* since she sailed; her possible loss was serious both for La Salle's operations and for his finances. On 1 March 1680, greatly disturbed by the lack of news, he set out from Grèvecoeur to Fort Conti for information; much of the journey was on foot as many of the rivers were impossible at that time of year. Nothing was known of the ship at Fort Joseph or Niagara, so he went on to Fort

Frontenac, arriving there on 6 May - nearly 1,500 miles, from the Illinois to the St Lawrence, in 65 days! There was never news of Le Griffon, presumably she sank in a September storm, as she never reached the Sault. At Niagara La Salle found Fort Conti burnt down and learned of the loss, in the Gulf of St Lawrence, of his latest supplies from Europe.

Complications were also arising with the Indians; the Andastes had been beaten by, and absorbed into, the Seneca tribe of the Iroquois; and the Mohawks had made peace with the Mohicans. Thus the Iroquois were stronger, and free for further adventures. They decided to rule the western fur trade, ensuring conflict with the French once more; also they desired their lands which the Miami and Illinois tribes had occupied while the Andastes were being subdued. The battleground was to be the entire territory where La Salle had his posts and which he used for his 1,500 mile approach to the Mississippi. In September 1680 600 Iroquois invaded the Illinois' lands, Fort St Joseph was sacked. La Salle's men at Grèvecoeur were in revolt, feeling deserted; they abandoned the fort just before it was burnt and the surrounding twelve Illinois villages were devastated; no wonder it was called Fort Heartbreak.

To the Gulf, Regardless and Again.

Creditors were pressing for some return on their investment; again Frontenac helped La Salle with funds. It was not until 1682 that La Salle had enough resources to set out on the long-deferred journey down the Mississippi. In January he set out from near Chicago with a large canoe party. He had planned to go down the great river in an imposing sailing ship but her building at Grèvecoeur had necessarily ceased; now he had his armada, he was going to achieve his objective even though the country was in turmoil. The journey was not remarkable, once away from the Iroquois they were welcomed by most of the various tribes they met; on 6 April the party of 23 Frenchmen and 31 Indians saw the sea. La Salle planted the cross and raised the arms of France and 'in the name of His Majesty, took possession of that river, of all rivers that enter it and of all the country watered by them'.

On the return journey La Salle was seriously ill, even worse he found that his protector, Frontenac, had been replaced as Governor and his successor, La Barre, was hostile, being friendly with the Montreal fur merchants. La Salle was ordered to return to France, there however, after much scheming, he obtained permission to establish a colony on the Mississippi to forestall other European powers. Louis XIV was also casting covetous eyes on the silver mines of New Spain. La Salle sailed, from La Rochelle, in July 1684 with a warship and three other ships, 100 soldiers and 250 colonists. The expedition was a disaster; La Salle was

continuously at loggerheads with his senior military officer, one of his ships was captured by Spanish pirates. La Salle was ill again and then he failed to find the Mississippi, he landed 450 miles too far west. The warship sailed before the mistake was appreciated; he built a fort, St Louis, and surrounded by unfriendly Indians, established a colony in Texas.

He seems to have been uncertain of his objective - the silver mines or the Mississippi - or he may simply have been lost. La Salle was becoming increasingly melancholic, he was ill again, disease and the Indians were taking a steady toll of his colony and his two remaining ships sank. Expeditions were mounted: in 1685 southwest towards New Spain, in 1686 northeast towards the Mississippi; he made no contact with the Spaniards and he didn't reach the great river. His marooned colony was becoming terribly feeble and his remaining men were losing faith in his leadership; it had always been demanding, now it seemed bad and almost mad.

In January 1687 he set out once more to the northeast; all that was left of the colony was 35 men and seven women. Torrential rain flooded the countryside so the going was hard and slow; antagonistic factions formed. Arguments broke out about the division of their spartan diet. Five of one faction murdered three of another whilst out hunting; when La Salle arrived at the scene he was shot dead. In July five survivors, of the 17 who had set out, reached a trading post on the Arkansas. The wretched colony was destroyed by Indians; The Spaniards found ten survivors. Neither Montreal nor Paris made any attempt to help, La Salle had too many enemies.

The Visionary

Thus ended the dreams of La Salle, a man of great ideas, burning ambition and determination. He never obtained all the resources required for his grand design, probably they were not available to any individual at that time. Also, he never managed to get his men to work as a real team; he was too demanding, without any leaven of human understanding. Perhaps he was slightly mad, as his many enemies said. He was defeated by these traits and, in the end, by a waning of his abilities, evidenced by his illnesses, his indecision and his failure to march to the Mississippi - seven years earlier he had walked three times that distance in winter. Nevertheless, he had his great vision and a life of extraordinary adventures, his great achievement was to lay claim to the vast territory, which he called Louisiana, extending New France from the Great Lakes to the Gulf of Mexico. Over a century later Napoleon I sold Louisiana to the USA for a pittance.

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SINCE 1924**

BOGUS MONEY LETTERS

by Horace Harrison F.C.P.S.

In an auction sale last year (1991), a lot of Money Letter and Registered Stampless covers contained seven covers with a bogus Money Letter handstamp, described as forgeries in the lot description, along with a number of genuine postal history items. The earliest bogus Money Letter (see figure 1) is from Queenston, U.C. February 19, 1840 to Toronto and is docketed as a will. The bogus handstamp is a cross between #3 and #7 of those illustrated in Postal History Society of Canada Journal 51, found on page 27; and #7 and #11 of the handbook on Canada's Registry System, published by the American Philatelic Society in 1971 and now out of print.

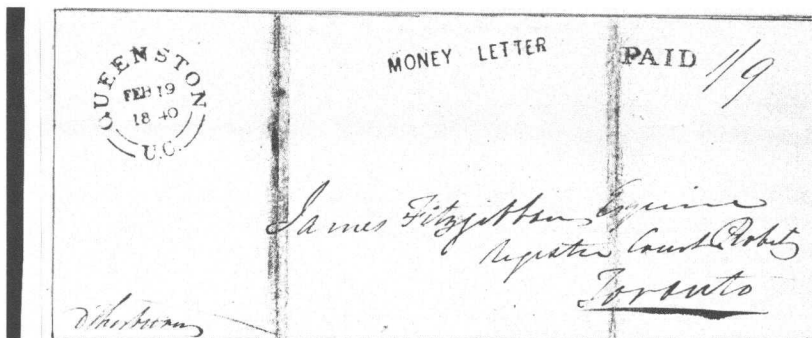


Figure 1

The second bogus handstamp example is on a cover from Montreal, dated December 9, 1847 addressed to Barrie and would have passed through Toronto, to which the earlier cover was addressed, raising the possibility that the handstamp might be a legitimate usage at Toronto. This hypothesis is emphasized by the third example, postmarked at Montreal on July 1, 1855 and addressed to Kingsville, C.W. However, the July 1, 1855 date gives the handstamp away as bogus, since the Money Letter handstamps were abolished on May 1, 1855 and replaced with 'REGISTERED' ones at the inception of the Registry System. The second cover is also docketed as 'Crofton - Statistics', unlikely to contain money. The fourth cover is a dead giveaway as a bogus item (see Figure 2) as it is a genuine Registered cover from Montreal to Guelph, dated June 19, 1857 to which the bogus handstamp 'Money Letter' has been added. The fifth, sixth, and seventh bogus handstamp 'Money Letter' covers are dated 22 January 1861 at Milford, C.W.; August 6, 1864 at Lindsay, C.W.; and January 12, 1867 at Brantford, C.W. All are

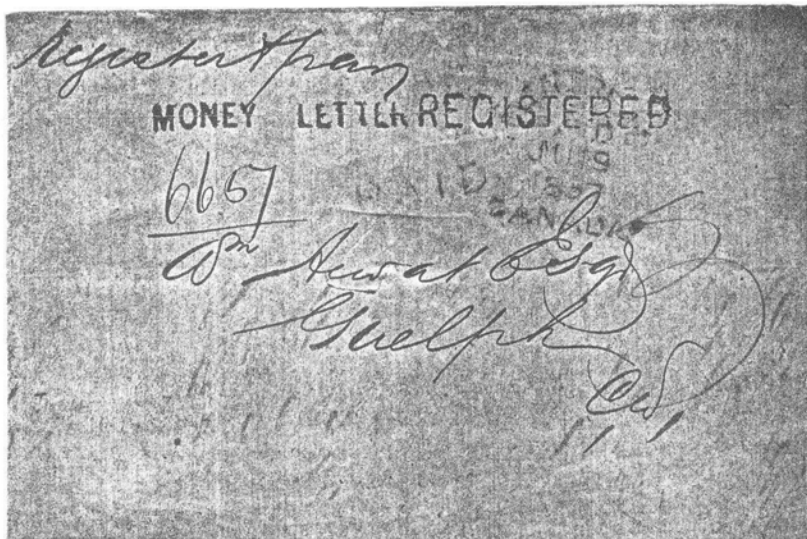


Figure 2

addressed to people, to whom money might be enclosed, but these late dates preclude any possibility of genuine usage of a 'Money Letter' handstamp.

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The first two covers, seen separately, might have fooled the unwary, but no postal historian, seeing them together, would have been deceived. However, more of these, some as dangerous as the first and second, may be circulating in philatelic circles so collectors and dealers are warned to beware.

MAP STAMP - ESSAY.

by Fred Fawn

Map stamp collectors will be interested to know that an essay of the final design does exist.

Having purchased a very bulky Map collection, I spent many evenings and nights sorting out stamps and covers. Among the covers a rather tatty mount contained this mystery item (engraved part identical with the die proof).

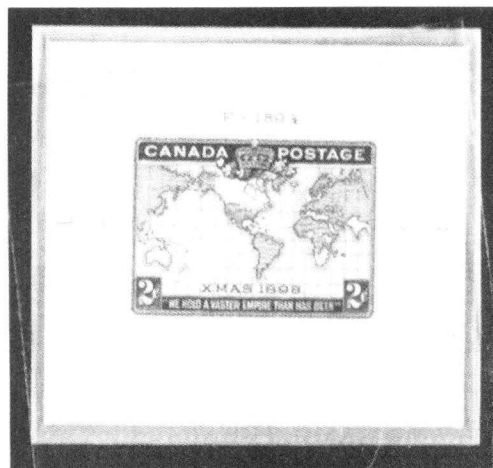


The Essay

The Lichtenstein collection had held a 'full colour' essay, a comparison with the old auction catalogue matched both the illustration and description:

"1898 Imperial Penny Postage issue. 2c black blue & carmine, hand-drawn watercolor essay on thin bond paper (51 x 37 m), weak at right. Probably unique."

The Canadian Postal Archives does not hold a similar essay.



The Die Proof

Incidentally it is interesting to note that many publications and catalogues invariably used to refer to the Map stamp as '1898 Imperial Penny Postage'. Today, the Ottawa Postal Museum's description is 'Penny Postage'.

Scott 1992: 'Imperial Penny Postage issue'.

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CANADA TO IRELAND - BY BREMEN LINE

George B. Arfken

Department Circular No. 1 of the Canadian Post Office, dated 16 January, 1868, announced that the postage rate on Canadian letters to the United Kingdom had been reduced from 17c to 15c per 1/2 oz. (1, p.426). This was for letters sent via New York. Letters going by Canadian packet (Allan Line) continued to be charged 12 1/2c per 1/2 oz. These 15c and 12 1/2c rates remained in effect until 1 January 1870.

The July 1868 and 1869 Tables of Rates of Postage carried the heading: 'Table 2. Rates of Postage from Canada to the United Kingdom, British Colonies and Foreign Countries, by Cunard Steamers, sailing from New York for England every Wednesday, (closed mail) and by Bremen Steamers, sailing from New York every Thursday'. (Bremen steamers had initiated this Thursday sailing schedule in March 1867.) Except for that 'closed mail', the Cunard Line and the Bremen Line were presented on a reasonably equal basis. Actually the schedule strongly favoured the Cunard Line. In their Appendix G, the Duckworths list closing times for the New York sailings. For Toronto and Montreal, the closing times were Monday for the Cunard sailings on Wednesday and Tuesday for the Bremen sailings on Thursday. Letters missing the closing time for the Bremen Line could go on the Allan packets sailing from Quebec on Saturdays (Portland, Maine during the winter). There might be three or four days before Monday when Cunard would be a logical choice. Tuesday was the only day on which the Bremen Line would be a logical choice.

As a result of the sailing schedule and possibly a strong British preference, almost all of these 15c rate letters to the U.K. went by the Cunard Line. Of the 34 15c rate covers that have been recorded, 31 went on Cunard steamers. Three went on Bremen steamers. Listing them by date, the three Bremen Line covers are:

- 29 Ju 68. Illustrated in Sissons sale 246, lot 1258, 27 January 1966
This was a deVolpi sale.
- 3 Au 68. Illustrated in Sissons sale 239, lot 240, 27 October, 1965
(deVolpi) and in Cavendish sale 389, lot 169, 9 November, 1985 (Carstairs).
- 2 No 68. Illustrated and discussed by the Duckworths (1, p.375). The Tables of Rates of Postage specified: 'Letters, &c., intended for despatch by the Bremen Steamer must be specially so addressed' This is the only cover with a Bremen Line endorsement.



PUBLIC AUCTIONS

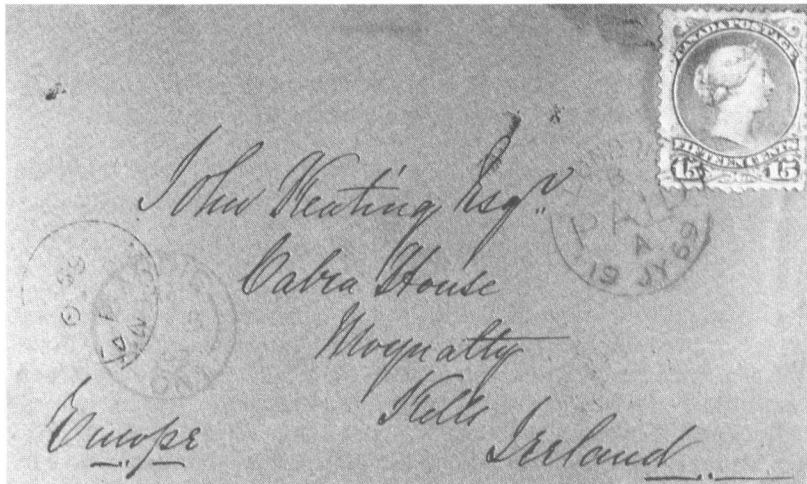
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Franked with a 15c Large Queen and posted in Barrie, Ont, JY 5 69, this cover was carried by the North German Lloyd or Bremen 'Deutschland' to Southampton. LONDON PAID 19 JY 69 stamped and the cover forwarded to Kells, Ireland. Kells JY 20 69 backstamp.

Recently a fourth Bremen Line cover has come to light. This new discovery is illustrated. Like the first two covers listed above, there is no Bremen Line endorsement. The cover was posted in Barrie, Ont., 5 July, 1869. The date stamp and a 2-ring 32 cancel are in blue. The cover was franked with a 15c Large Queen for the New York route and was addressed to Kells, in the south of Ireland. Assuming Cunard service, the red LONDON PAID 19 JY 69 transit stamp is incongruous. The Cunard 'Russia' sailed from New York Wednesday, 7 July reached Queenstown, 15 July and discharged Irish mail there. Cunard mail for Ireland would not have a LONDON PAID transit stamp. Apparently this cover from Barrie reached Toronto too late for the Cunard mail and was sent on for the Thursday, 8 July sailing of the Bremen 'Deutschland' The 'Deutschland' did not stop at Queenstown but discharged mail for the U.K. at Southampton on 18 July. This cover went to London by rail, received the 19 JY 69 transit stamp and was sent westward to Ireland. There is a JY 20 69 Kells backstamp and a Moynalty JY 20 69 receiving stamp overlapping the Barrie date stamp. The dates and that London transit do not fit Cunard service. They agree perfectly with transit via the Bremen 'Deutschland.' Here, then, is a fourth Bremen Line cover. In terms of geography, Bremen service to the London area made sense. However, Canada to Ireland by way of London was the long way around.

I would love to claim that it was my keen observation of the inappropriate LONDON PAID and my brilliant deduction that led to the recognition and understanding of this rare cover. But that cannot be. All credit for recognition and analysis must go to Allan Steinhart.

1. 'The Large Queen Stamps of Canada and Their Use, 1868 - 1872,' H.E. and H.W. Duckworth, Vincent Graves Greene Philatelic Research Foundation.

REPORTS FROM THE REGIONS

The London Group reports that the following members provided sheets for 13 frames for the two-day show for the Association of Essex Philatelic Societies at Rayleigh on 28/29 March: David Armitage, John Ayshford, Colin Banfield, George Bellack, Len Belle, Arthur Hobbs, Arthur Jones, Charles King, Derrick Scoot, John Wright. Three displays were also presented at Open Forum on the Saturday morning. One new member was recruited.

The Group has been meeting monthly through the winter season and we hope to have a report of the annual Beaver Cup competition in the next issue.

Down in the west, attention is focused on the Bristol Federation Convention at Portishead, near Bristol, on Saturday and Sunday 8/9 August. The South West Group has booked a room for the Sunday afternoon and all who can possibly do so are urged to come along. If you bring along a few sheets as well it will ensure we do not remain completely idle. For those who have not been before, there will be a number of dealers' stands as well as the Federation competition to look at. If you need further details, contact the Editor.

Our Scottish contingent were well represented at the Scottish Philatelic Congress at Falkirk in March, with Sandy Mackie down from Aberdeen, Les Taylor in from Edinburgh, Chris Moffat from East Kilbride, Bill McVey from Glasgow and Robbie McLeish and Jim McLaren from Perth. The Society had its usual table on 'Collectors Day'; the revenue and bill stamps created interest. One new member was enrolled and another is anticipated.

Congratulations are offered to Chris Moffat who won the Ferris Trophy, for General Class pre 1900, and the Cowell Salver for best first time entrant at the ASPS national event.

Scottish members are asked to note that SCOTEX, will be held in the Clyde Hall, Glasgow, on 31 October and 1 November. The Society plans to have a table on 1 November.

BOOK REVIEW

PROOF STRIKES OF CANADA

Edited by J. Paul Hughes

These books have brought order out of utter chaos at the Canadian Postal Museum, whose archival material has now been transferred to the Canadian Archives with a competent archivist, Tom Hillman, in charge of the postal material. The impressions are from the original proof books, where available, otherwise from photostatic copies of proofs held elsewhere, such as London, U.K, or N.Y.C. No attempt has been made to improve the impressions, and what you see is what there was to get. In a very few cases, it might, and I underscore might, have been helpful to include a typescript of the lettering on the cancelling device where they appear to be weak and/or indistinct.

Perhaps it is best to quote from the brief introduction, rather strangely omitted from Volume 1, but found in every other volume. The emergence of 'postal history' as an important field of philately has led to the publishing of a number of fine reference works. Included amongst these articles, books, and journals are listings of post offices in almost every province and territory in Canada from day one, for split circles, full circles, railroad post offices, duplexes, squared circles, etc.

One area that has not been readily available are the proof strikes. They are available on microfilm and to those collectors and researchers visiting or living in the Ottawa area, although finding a specific town or hammer (cancelling device) type is a formidable task.

The purpose of this series of books is to present all of the proof strikes available in Ottawa in a logical and straightforward manner; first by hammer type, second by province, and thirdly alphabetically"

Publishing began in the fall of 1989 with 'SPLIT CIRCLES' in four volumes; Western, Ontario, Quebec, and the Maritimes; followed by 'DUPLEXES' in 1990; 'FULL CIRCLES' in 1991; and 'REGISTRATION MARKINGS' in January of 1992. Still to come are the Railroad Post Offices; Roller Cancellations; Directional and Postage Due Markings; Military; Inter Office, Customs and Excise Markings; Moon, Moto, Moods and Pocons; and lastly Miscellaneous Markings.

Having attempted to record the Registration Proof Strikes which were in Proof Books kept in the Canadian Post Office Department Library in 1966-69, and never finding them in the same location twice, I can attest to the facilitation that these books bring to the postal



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historian, no matter how close he may live to Ottawa, Mr. Hughes has brought order to an essentially unorganized collection of proof strikes; in the case of the Pritchard and Andrews Proof Books, pasted down as they were produced chronologically front to back and then back to front, on the reverse side of the pages. When I was there some 25 years ago, the glue had dried out on many of the strikes pasted in the books, and some few strikes had come loose. Over time and with transfers of these earlier books from location to location, it is nearly certain that some, if not many of the proof strikes have been lost. However, Mr. Hughes has provided a very valuable service to postal historians by his organization of the contents of these books into usable form. Every philatelic library should have a set, and most collectors of Canada postal history should own a set for the Province or area collected.

Published by Robert A. Lee Philatelist Ltd, 203-1139 Sutherland Avenue, Kelowna, B.C., Canada V1Y 5Y2. Softbound 8 1/2 x 11 : Fifteen volumes so far and continuing. Various prices between approximately \$20 and \$30 each in Canadian funds postpaid from the publisher.

Horrace Harrison

FROM THE PRESIDENT

The work of the Society's office-bearers goes on unabated even though the summer season is now upon us. Hopefully they (and members at large) will enjoy their holidays and so return fresh for commencement of philatelic activities come the autumn.

Convention arrangements are proceeding. Social outings have been booked to Glamis Castle (adjacent to Glamis Village) and The Glenturret Distillery (on the outskirts of Crieff) for the afternoons of 1 and 2 October respectively.

At the Executive Meeting held on 8 March, 1992 a general overview was made of policy, finance, membership and indeed all aspects of the Society's affairs at this time. Suffice to say that some movement towards change is advocated with a start being made at Perth, In order to make the Saturday morning perhaps more amenable to members a philatelic function will be included - the AGM to be brought forward. It is, therefore proposed to hold a display/study group (or a review of competition displays) commencing 10.30 am.

Once again I take the opportunity to send best wishes to you all from Scotland.

Jim McLaren.

LETTERS TO THE EDITOR

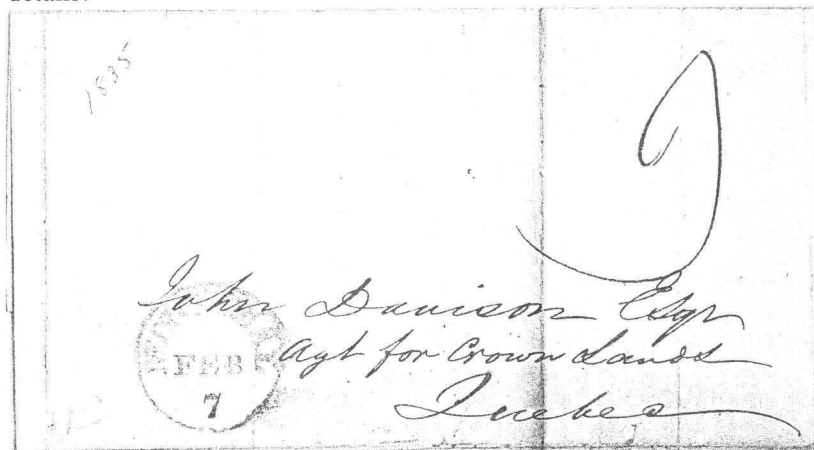
Clarence Stillions

In the January issue David Armitage asks about the first day of issue for Newfoundland 2c provisional of 1946 (SG 292). The first day was Thursday 21 March, 1946. Where the catalogues get their 23 March date from is beyond me as there are numerous eye witness accounts: see BNA Topics, May 1946, p56/7 and St. John's Evening Telegram of 20 March, 1946, p3 cols 2/3 and 23 March, p6.

George Bellack

Among Canada's earliest postmarks there are some that could be described as 'incomplete circular datestamps'. 'Incomplete' because, as shown on the 1835 Montreal to Quebec cover illustrated, the year indicia are absent. 'Feb 7' is all that we are told! On my cover the mark is struck in red.

Over the years, I have never managed to obtain any information on this interesting postmark. Can anyone please help with issue and usage details?



Can anyone help with this postmark?

Jonathan Rosen

I very much enjoyed Stan Lum's excellent article on the Admiral pyramids in the January issue. I have just two pyramid pieces, the 10c blue block of four and the 'Marler' 2c green booklet pane of four with four vertical pyramid lines in the selvedge (see illustration)



2c green Admiral booklet pane with four vertical pyramid lines.

I have done some research on the pyramid line booklets and the only pyramid lines I have recorded so far are on the 1c yellow and the 2c green panes of four. It seems the more vertical pyramid lines in the selvage, the rarer the booklet pane. I've never seen the 1c yellow with more than two vertical lines. The more common 2c green, however, appears with one to four vertical lines; the one and two-lined being relatively common, the three-lined rare and the four lined the rarest of them all; even rarer than the 1c yellow. My four-lined example is from the 1982 Marler sale and is illustrated on page 81 of 'The Admiral Issue of Canada'.

The only other four-lined 2c green that I'm aware of was in the Alfred Cook Admiral booklet collection which was sold by Sissons in November 1989.

J.M. McCrea

TWO YELLOW PERILS

I have exchanged letters with Maple Leaves' Yellow Peril, and some moons ago we agreed that 'Maple Leaves' should get notice of the Mobile Post Office Society's, erstwhile the Railway Mail Service's, Yellow Peril.

Mr. Edwin B. Bergman of Omaha, Nebraska, has put in long service as an officer of the Mobile Post Office Society, and is a philatelic author of considerable repute. He wrote the MPOS's monograph '29 Years to Oblivion', a very useful work for U.S. RPO collectors whose subtitle tells its content, 'the last years of railway mail service in the United States'. Apparently Ed started working in the US Railway Mail

Service Division in 1948, and 29 years later the last working RPO was discontinued.

Ed was assigned to the RPO trains on the main line of the Union Pacific out of Omaha, where he worked with crews of the Omaha & Ogden East Division RPO between Omaha and Cheyenne. He ran in the postal cars of the Chicago - West Coast 'Streamliners', which had received diesel power, fast schedules, 'Cities' names and vivid yellow paint jobs during a post-WWII re-equipment of the line's rolling stock.

He became known as the 'Yellow Peril' as a result of a number of misadventures with moving exchanges of mail pouches. Mail landed beyond the end of the platform and perhaps under the train. Mail cranes or catch posts and side structures sustained damage. In the postal car there was at least one incident of the pouch retriever rod hurtling about the car like a drunken javelin, harpooning mail sacks and racking up near misses past his co-workers. To quote from '29-Years', "In the interest of public safety Ed was transferred to the Union Depot at Omaha, where he spent 18 years in the important function of Transfer Clerk." And to think, Maple Leaves' Yellow Peril only wields a pen!

Editor's Note: Fortunately 'our' Yellow Peril did not acquire his nickname as a result of his misadventures. This is just as well as we could not possibly recount



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ANNUAL GENERAL MEETING

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting, to be held at the Station Hotel, Perth, on Saturday 3 October 1992, commencing at 9.00 am (note that this is earlier than previously). In accordance with Rule 18, nominations are sought for the following offices:-

1. President
2. Three Vice Presidents
3. Secretary
4. Treasurer
5. Three Committee Members, one from each region.

The three retiring Committee Members are Mr J Hannah F.C.P.S.(Scotland), Mr C A King (South) and Dr C W Hollingsworth F.C.P.S. (North).

Nominations and any proposed amendments to the Rules should be sent to the Secretary to be received not later than 3 July 1992.

FELLOWSHIP

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

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

Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship Rule No2. Such nominations must be on a prescribed form which is available from the Secretary, and must be submitted by 3 August 1992.

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James Bendon Ltd, PO Box 6484, Limassol, Cyprus, have advised that they have a limited number of Rob Woodall's well known book in hardbound edition. Price, including postage, is £21 (US\$37.50, CAN\$44.50).

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