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Maple Leaves

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EDITORIAL

Another successful and enjoyable Convention is behind us and we hope Jim and Anna enjoyed their well-earned trip afterwards. An illustrated report appears elsewhere so we shall restrict our comments to saying how pleasing it was to see so many visitors from overseas, to offer congratulations to new Fellow, Charles King, and to new life member, Wayne Curtis. These are honours not lightly bestowed.

Dick Malott writes to advise that Ottawa's national stamp exhibition, ORAPEX, will be held at the Radisson Hotel, Ottawa, from Friday 30 April to Sunday, 2 May. As well as being the 65th Convention of the Royal PS of Canada and the 32nd RA Stamp Club Exhibition and Bourse; the show incorporates Canada's second National

Philatelic Literature Exhibition

Dick, who will happily supply further details of the above, also advises of a new publication by the American Air Mail Society, which should be of interest to aerophilatelists. Entitled 'Indexes to the Airpost Journal 1929-89 and Aero Philatelist Annals 1953-71 & 1975-82', the hardbound book runs to some 200 pages and provides a comprehensive index to 60 years of aerophilately. A useful ancillary service is provision of photocopies, for a nominal fee, of any article cited. The book costs \$12US + \$2 postage within the US and \$3 elsewhere. Orders, in US funds payable to American Airmail Society, should be sent to Greg Schmidt, 870 Bengal Rd, Neemah, Wisconsin, USA.

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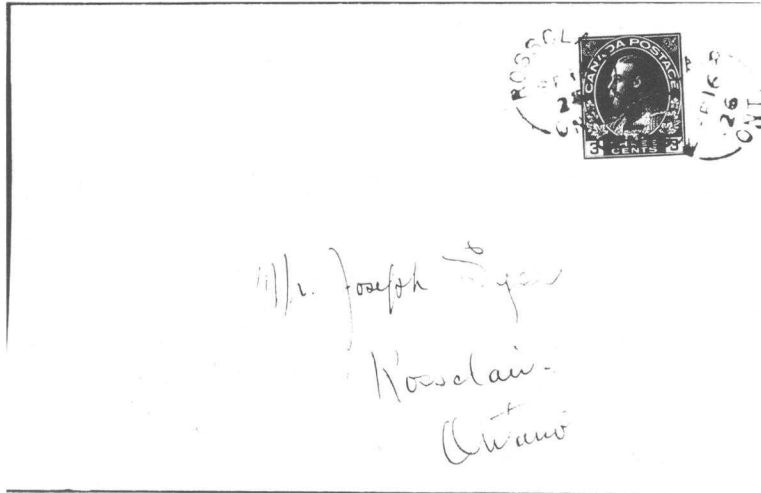
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PREMATURE DELIVERY

By The Yellow Peril

Photo by Super 'B'

I don't think I am overly presumptuous when I say that a good collector of Canada first day covers or, for that matter, a serious Admiral collector would gladly give an eye-tooth for this cover if only it were genuine.

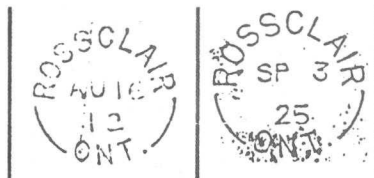


A 16 September, 1926, 2c on 3c Admiral drop letter.

Even though this cover is too good to be true, it is still very interesting (if only for the geography it involves) and merits discussion. The 2c and 3c Admiral surcharged stamp, franking this immaculate cover, is tied by two fine strikes of the 'ROSSCLAIR SP 16 26 ONT' split ring.

The recognized first day of the Admiral two-line surcharge is 4 November, 1926 and the stamp was available only through the philatelic agency in Ottawa. The Rossclair post office was opened in 1912 as a summer office and was closed in 1948. This facility was located in Medora township on the north-west shore of Lake Muskoka about a mile from the mouth of the Indian River. In the area were scattered summer cottages and a

few farms - suggesting a scarcity of permanent residents. These facts lead me to guess that (a) someone must have acquired the hammer after the post office folded or, a more likely explanation, (b) a summer visitor brought the envelope and the overprinted stamp to Rossclair where it was cancelled to order.



1912 and 1925 split-ring hammers of Rossclair.

(Continued on page 7)

THE PEOPLE ON THE STAMPS - LA VERENDRYE.

Alan Salmon.

We've seen the seasons through.

*And it's time to turn on the old trail, our own trail, the out trail,
Pull out, pull out, on the Long Trail - the trail that is always new!
The Long Trail.*

Rudyard Kipling.

This is not the story of one man, it is the story of a man and his sons. The man is Pierre Gaultier de Varennes et de la Verendrye; he appears on the 5c ultramarine of 1958 (SG 504, SS 378) issued to commemorate his explorations of the prairies and his achievement in extending Canada to western Manitoba.



He was born at Trois-Rivieres in 1685, the youngest of 13 children. His father was the governor of Trois-Rivieres but, despite that position and being a fur dealer, the family was destitute when the father died. Pierre was five years old; his life then fell into three distinct cycles, his fortunes rising and falling in each in turn.

The Soldier.

The boy received little education; he wanted to be a soldier and became a cadet in the regular troops of New France when he was 14. During the War of Spanish Succession, 1702-13, he saw action against the English in Massachusetts in 1704 and in

Newfoundland in 1705. He was promoted to ensign but he felt that he would advance his career faster in France. He arrived there in 1708, to join a regiment in which a brother had been killed in action a year before. On this death Pierre became the Sieur de La Verendrye. He was severely wounded, by gunshot and eight sabre cuts, at the battle of Malplaquet in 1709. Then followed capture, release and promotion; but the social obligations of his new rank could not be maintained on his new salary. He requested permission to return to Canada, arriving back in 1712. His military career appeared to be a frustrating mis-fire.

The Minor Farmer and Fur-trader.

Soon after his return he married the daughter of one of Trois-Riviere's richest men. Her dowry allowed the couple to establish a home on an island in Lac Saint-Pierre. Here they lived obscurely for 15 years, they had six children and cleared a 38-acre farm, he retained his commission in the colony's forces. The meagre family income was supplemented by La Verendrye trading furs with the Indians for a few weeks each year. In 1726 he was 41, with little to show for all his efforts; but fortune was about to smile, the most important part of his life was about to begin. That year a brother was appointed to command the Poste du Nord, a vast area north of Lake Superior, and formed a partnership to exploit the fur-trading in the region; in 1727 he

took La Verendrye into the partnership and appointed him second-in-command.

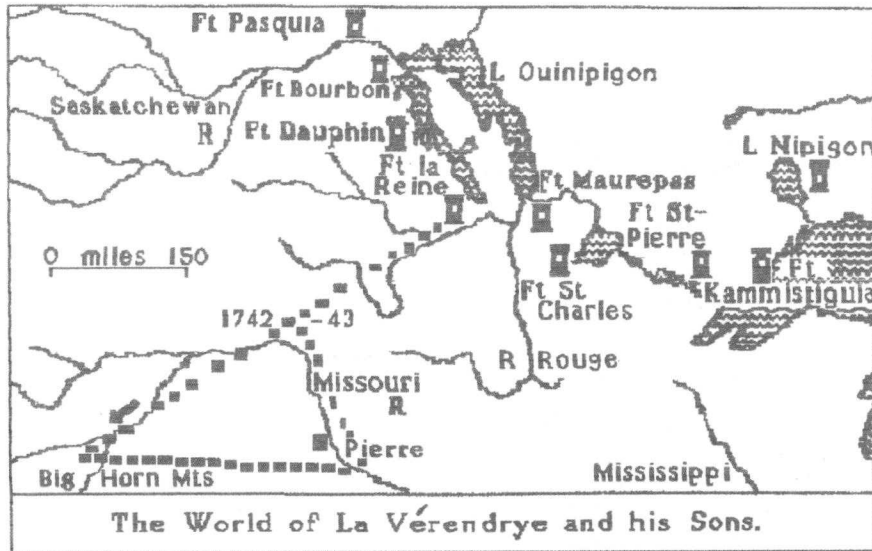
The Major Fur-trader and Explorer.

The next year his brother was recalled for military service, against the Fox Indians south of Lake Superior; La Verendrye remained - as commander-in-chief. His main trading post was at Kaministiquia (now Thunder Bay), with a secondary post at Nipigon; a third post was near Sault. In the space of a year La Verendrye had transformed from a poor farmer to the commander of the northwestern flank of New France, with trading rights over a vast area.

La Verendrye was always ambitious, now he saw two great opportunities: the fur trade in and even beyond his present fiefdom, and the discovery of 'the Western Sea'. The concept of the Western Sea had arisen from the tales of the Indians trading

with the French. If these were to be believed there was another great gulf (Hudson Bay, the Gulf of California and the Gulf of Mexico were well known), from the Pacific Ocean, stretching almost to the territory of New France. This was obviously of great interest to the governments in Quebec and Paris. La Verendrye heard of Lake Ouinipigon (L. Winnipeg) from the Indians and decided that a post there would be good for trade and could be a springboard to the Western Sea. In 1730, in Quebec, he obtained the approval of the Governor of New France, Beauharnois, to establish such a post as part of the search for the Sea, but it all had to be at his own expense; Paris approved the project.

He obtained the financial support of a group of Canadian merchants and a title-deed from Beauharnois to the trading rights, for three years, in the region of Lake Ouinipigon; he was now the commandant of Poste de l'Ouest. In



June 1731 La Verendrye, with his sons Jean-Baptiste, Pierre, Francois and 50 hired men, set out from Montreal. One of the party was de la Jemmerai, his nephew and brother of the venerable Mother d'Youville (SG 923, SS 768) the foundress of the community of the Grey Nuns of Montreal. La Verendrye spent the winter at Kaministiquia, having sent Jean-Baptiste with an advance party to establish Fort St-Pierre on Rainy Lake. In the spring of 1732 the two groups rejoined to travel to Lac des Bois, this was the farthest west the French had reached. Here they built Fort St Charles which was to be La Verendrye's headquarters for several years. He began organising the fur trade and trying to keep peace amongst the Indians; the Crees and Assiniboins were the deadly enemies of the Sioux and the Ojibways, he sided with the Crees and the Assiniboins as he was based in their territory. His sons were sent on path-finding expeditions; the next spring the advance party got to within 50 miles of Lake Quinipigon; eventually Fort Maurepas was completed on the Riviera Rouge, a few miles from its mouth, in June 1734.

Maurepas was the Minister of Marine, responsible for the colony, in Paris; La Verendrye had to petition him, via Quebec, for support as the expenditure on the expedition was now much greater than the income. The merchants in Montreal were restive at the dearth of profits; La Verendrye returned to Montreal, in 1734, to encourage his partners and to learn the result of his request to Maurepas. The latter was unhappy, believing that the Western Sea was nearer than the explorations of La Verendrye's family indicated, so there was no help from Paris. He returned to the west in 1735 with his youngest son, Louis-Joseph,

but Beauharnois required a new arrangement: La Verendrye was to concentrate on the search for the Sea, the merchants would be responsible for trading and provide La Verendrye with a salary. As might be expected the new system did not work, the merchants concentrated on maximising profit and left the forward posts unsupported. In 1736 La Verendrye had to send a 20-man emergency team, led by his son Jean-Baptiste, to Kaministiquia for supplies; it was attacked by the Sioux on an island in Lac des Bois, and massacred. La Verendrye had paid dearly for siding with the enemies of the Sioux. This was the second mortal blow that year, de la Jemmerai had died at Fort Maurepas.

La Verendrye reached Fort Maurepas in 1737 where Louis-Joseph was in command; they reviewed their information and concluded that the best option was southwest through the land of the Mandan Indians; a second possibility was north and west on a river they called the Blanche, which we now call the Saskatchewan. La Verendrye wanted to go to the Mandans immediately, but his men refused; he had to return east to recruit fresh men, and he complained to Beauharnois about the merchants. This seemed to bear fruit as co-operation improved; in part due also to the fur trade now doing well and an improving supply of Indian slaves to New France. But La Verendrye had to promise that he would reach the Mandans in 1738. Under pressure, he left to build Fort La Reine (Portage la Prairie) as an advance base, and as another trading post. With his sons Louis-Joseph and Francois, plus 22 other Canadians and 25 Assiniboins, he set out from there to the southwest; after about six weeks he reached the

main Mandan village, the date was 3 December 1738. The expedition left La Verendrye exhausted - the Mandan village was close to the Missouri, which he believed was the River of the West which ran into the Western Sea, but he sent Louis-Joseph, alone, to view it.

In 1740 he struggled back to Montreal to rearrange his debts in preparation for a deeper foray to the southwest; he found his wife had died the previous year. However Beauharnois gave him considerable support - the trading monopoly of the posts he had founded. The next year he was back at Fort La Reine from whence he sent Pierre to build Fort Dauphin (Winnipegosis, north of Lake Dauphin); Fort Bourbon (north of L Winnipegosis) and Fort Pasquia (The Pas) were also established - the Bay was being cut-off from the interior. In 1742 Louis-Joseph and Francois were sent to the southwest again; how far they got is uncertain but they probably reached the Big Horn Mountains of Wyoming. On their way back Louis-Joseph left an inscribed, lead tablet at a Pawnee village which was near present-day Pierre, South Dakota. This tablet was discovered in 1913. The expedition did not find the River of the West or the Western Sea; the results convinced La Verendrye that the way forward was farther north, via the Saskatchewan.

The Displeasure of Distant Paris.

La Verendrye had never been able to convince Maurepas that his over-riding objective was not furs; the profusion of posts appearing in the north did nothing to dispel this idea. Maurepas conveyed his considerable discontent to Beauharnois, suggesting that La Verendrye and one of his sons be replaced. Beauharnois protested, in Quebec it was more obvious than in

Paris that New France needed the furs and that the colony's influence was extending; nevertheless La Verendrye resigned in 1744, but his sons retained their posts. Beauharnois managed to get him appointed captain of his guards.

La Verendrye now relaxed in the social life of the colony and, still keen for adventure and advancement, began courting the richest widow in New France. In 1746 the new commandant of the Poste de l'Ouest resigned and La Verendrye was, somewhat surprisingly, reappointed to the position. He began to organise another expedition across the prairies, this time via the Saskatchewan. He planned to depart in May 1750, he would then have been 64, but in December 1749 he died after 'a bad fever'.

The First, Great, Itinerant, Canadian Trader.

He never did become rich; he left a small estate, that of an impecunious nobleman. However, his work in the last period of his life was of great benefit to New France. Its influence was extended far to the west, most of the fur supplies to the English on the Bay were diverted to Montreal and the French fur trade prospered. He never discovered the Western Sea, it was a mirage; but he was one of the great explorers of North America.

PREMATURE DELIVERY

(Continued from page 3)

These postmarks are from the 'Split Circle Proof Strikes of Ontario'. The 1912 strike is about 18 mm and the 1925 strike, about 20 mm. As the postmarks on the cover are identical to the 1912 proof, I conclude that the cancels tying the stamps to the cover are struck from the original hammer but dated 16 September - 49 days before the first day of issue!



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THE MAP STAMP PRINTING SEQUENCE

Fred Fawn

The traditional theory, presented by Boggs, Vol. 1, p 341, (1) contends: 'Apparently the black portion was first printed and then the 'ocean' portion of the map was added, and finally the red was printed'.

In recent years a number of progressive plate proofs, in sets of three, have been offered by auction houses and by private treaty. These invariably contain:

1. Black engraved
2. Black and carmine
3. Full colour plate proof

However, no 'black and blue' proofs were seen in these sets, which indicates that the carmine colour was printed first.

Tom LaMarre writes in 'Insight' 1989, page 44:

'First came the black frame, then the red British possessions and finally the lavender or blue oceans'.

and on page 46:

'By the 1920's, two sets of rare die proofs had come to light. One was in the possession of Fred Jarrett of Toronto, author of the Standard B.N.A. Catalogue. The other was owned by Allan Whalen. Whalen was in his teens and had just started collecting stamps when his mother gave him the die proofs. They were on a single sheet of postal stationery,

embossed with the Postmaster General's crest in the top left corner. Across the top, in Old English letters, was the inscription 'Private Secretary's Office'. A handwritten note provided the following explanation:

'In 1952 an Ottawa collector offered to trade a \$10,000 house for the sheet, but Whalen refused.'

For a number of years, I have exhibited Map stamps across Canada; U.S.A., Europe and Australia. Although I usually included the above sheet in the exhibits, I have yet to be offered a house for it! Nevertheless this document could well disprove the traditional theory of the order of printing and in fact, demonstrate that the order of printing is indeed the reverse.

Fellow members are kindly invited to report on the existence of the 'second sheet'.

Reference

1. *The Postage Stamps and Postal History of Canada* Winthrop S. Boggs.

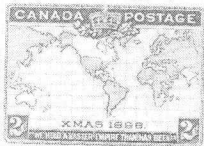
The printing sequence, according to the PMG's office, is shown on pages 10 & 11.

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(b). result of 2nd impression -



(c). Result of 3rd. Impression.



These are really not stamps, never having been gummed or perforated, but are intended merely to show the process of printing. They are the only stamps in the world requiring three distinct printings.

(d) This is the completed stamp.



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**DEALERS IN
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SINCE 1924**

50 YEARS AGO - JANUARY 1943.

Kim Dodwell

The only thing that really frightened me was the U-boat peril The Battle of the Atlantic was the dominating factor all through the war".

Winston Churchill.

From the war's start Germany had been building U-boats faster than we could sink them; we had been losing merchant ships to the U-boats faster than we could build them. By the end of 1942 the attrition of the merchant fleet bringing vital food, petrol and munitions from North America to Britain had reached crisis point, with only a few weeks between us and starvation. That winter was the worst for Atlantic gales for many years, and through its long months the most bitter mauling battles were fought between the outnumbered convoy escorts and the packs of U-boats. As many as 250 of them could be out in the Atlantic at a time; some of the most heavily attacked convoys lost a quarter of their ships in the slow 3,000 mile crossing.

The new year started as badly as 1942 had ended, with hardly a convoy coming through unscathed. It was not until the coming of better weather in the spring, combined with the fruition of the desperate efforts the Allies were making to improve the survival rate, that disaster was averted. The most important factor was improved air cover, newly provided by long-range Liberator bombers flying out from Northern Ireland and Newfoundland. Between them they could at last cover the 'black pit' between Greenland and Iceland in which U-boats had previously operated with comparative impunity. In addition, more and better naval ships and equipment, improved

tactics born of harsh experience, and burgeoning American help, all combined to tilt the scales of battle. After some crucial and dramatic convoy battles in March and April the ascendancy of the U-boats was over, although they remained a threat until the end of the war.

Canadian Involvement

Canadian involvement in The Battle of the Atlantic was important from the start, and built up steadily. Canadian harbours were, of course, the termini for early convoys and vital staging posts for the later huge convoys sailing from the Eastern U.S. ports. Canada provided and manned many merchant ships, and the RCAF gave invaluable air cover, but it was the RCN that had the most telling impact. After a slow start from small beginnings (11 ships and 1,800 men) it was to end the war with 306 ships and 76,000 men, and a skilled and experienced staff in Halifax, N.S. that controlled the whole of the Allied convoy operations in the North Atlantic.

From the classic novel 'The Cruel Sea' to detailed histories covering the Atlantic battle, some whole books with a single convoy as their subject, much has been written. Surprisingly, in view of the millions of letters carried in both directions by beleaguered convoys, and the multitude of ships and men involved, the postal history of this vital campaign is scanty. Perhaps the

reason is that it is difficult to find material that illustrates it in a direct and significant way. Surface mail had a

very low priority in the scheme of things. After initial delays in the censors' offices, mail bags were thrown

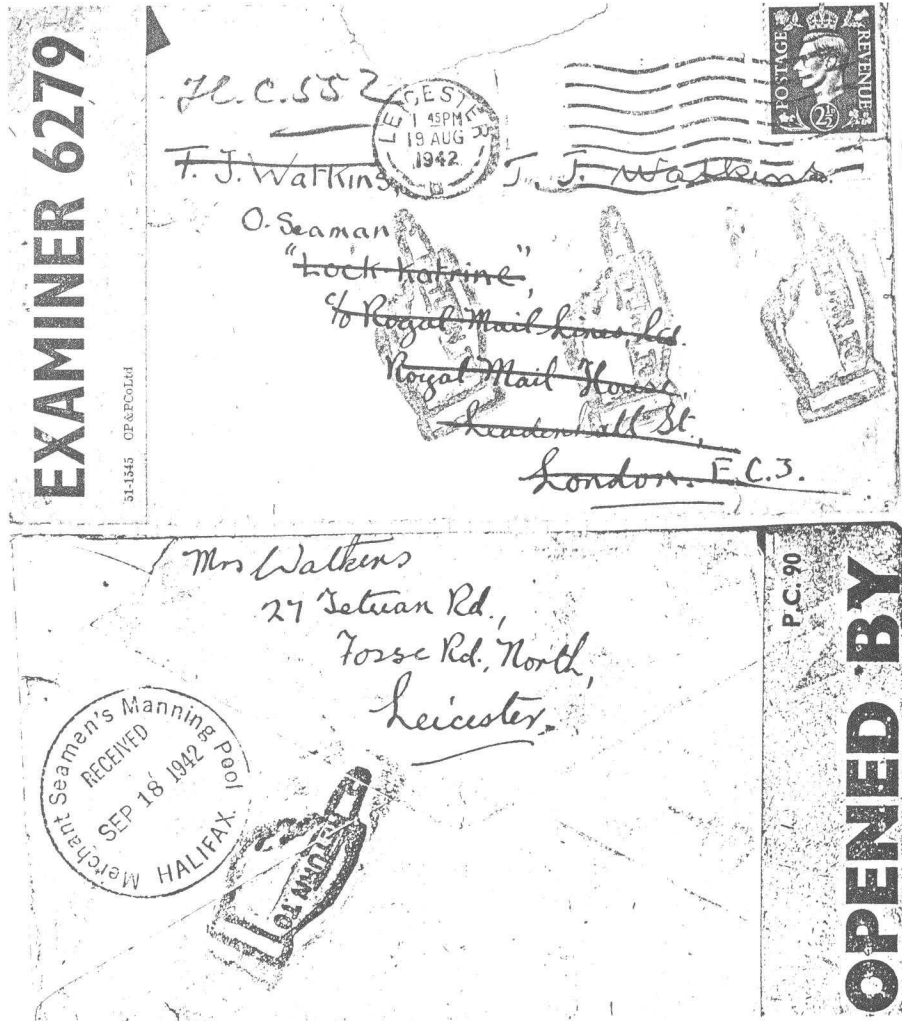


Figure 1



Figure 2



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BOOKLETS & BOOKLET PANES	PATRIOTIC COVERS & POSTCARDS
BRITISH COLUMBIA POSTAL HISTORY	PENCE ISSUES
CENTENNIAL (1967) ISSUE	PERFINS (PRIVATE)
CINDERELLA MATERIAL	PLATE BLOCKS
DEAD LETTER OFFICE	POSTAGE DUE ISSUES
DISASTER COVERS	POSTAL HISTORY COLLECTIONS & LARGE LOTS
DUPLEX CANCELLATIONS	POSTAL STATIONERY
EDWARD VII ISSUE	PRECANCELS
EXHIBITION & FAIR COVERS	P E I POSTAL HISTORY
FANCY NUMERAL & SPECIALTY CANCELLATIONS	PROOFS
1859 FIRST CENTS ISSUE	QUEBEC POSTAL HISTORY
FIRST DAY COVERS	QUEBEC TERCENTENARY
FLAG CANCELLATIONS	RAILROAD POST OFFICES
FOREIGN COVERS	RATE COVERS
FORGERIES	REGISTERED COVERS
INTERNATIONAL MACHINE CANCELLATIONS	REGISTRATION STAMPS
JUBILEE ISSUE	REVENUES
LARGE QUEEN ISSUE	ROYAL TRAINS COVERS
LEGISLATIVE MARKINGS	SASKATCHEWAN POSTAL HISTORY
LITERATURE	SEMI OFFICIAL AIRMAILS
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onto any 'clean' (that is, non-oil cargo) ship in port that was handy. They often had to wait for days for the convoy to assemble and sail. Thus the date of posting is of small help in trying to decide which convoy carried a particular letter, or in trying to find mail carried by a convoy involved in one of the more famous battles.

RCAF covers related to the campaign are easier to identify - if you can find them - as the Squadron's orderly room handstamp on the back identified the sender's unit and date of posting, but the attribution of RCN material to the writer's ship is almost impossible. Security was paramount, and nowhere does a ship's name or serial number show on ship's mail. All used similar RCN censorship markings, and although work has been done recently (notably by Canadian, Wilf Whitehouse) in detecting small differences in one ship's markings from another, most of them remain, as intended, anonymous.

The 'Loch Katrine'

In spite of these difficulties it is sometimes possible to find a cover with a direct connection with the Atlantic battle, and these two I owe to Sandy Mackie. The 'Loch Katrine' was torpedoed on 3 August 1942, 300 miles east of St Johns, Newfoundland, with the loss of nine lives. Ordinary seaman Watkins survived and eventually ended up in the Merchant Seamen's Manning Pool in Halifax, N.S., where seamen were kept while waiting allocation to another ship (incredibly, they ceased to be eligible for any pay from the moment their previous ship had been sunk). The first cover (Figure 1) would have been forwarded, together with letters for other members of the crew, in a covering envelope by The Royal Mail

Line, which the British censor opened en route.

The second letter (Figure 2) was sent by Mrs Watkins, by airmail, direct to the MSMP; presumably The Royal Mail Line had informed her of her husband's (or son's) whereabouts. However, before it could reach him he had been allocated to another ship that had already sailed and the letter was returned, but only after it had been held in Halifax for two and a half months. During this period, in December 1942, the use of 'dumb' or 'security black-out' cancellations was introduced in East Coast ports, superseding the previous marks that showed the city/town name, and the cover bears both types of mark.

'Black-Out' Cancellations

The purpose of the 'black-out' marks was to prevent the enemy learning from which port a convoy had sailed in the event of a ship being attacked at sea and the mails falling into enemy hands. In practice the object of the scheme was nullified by the continued and unrestricted use of return addresses and other markings, such as those on the cover here. Cancelling machines soon developed flaws and damage to their dater hubs, leaving distinctive impressions in the postmarks, so that after a few months many of the black-out cancels became easily recognisable and attributable to their ports of origin.

The introduction of the security black-out cancels may not have presented much of a problem to the German Intelligence Service, but at least they have provided plenty of fun for present-day postal historians. Their study has become increasingly popular; a Study Group of the British North American Philatelic Society has been formed recently and issues informative Newsletters devoted to the subject.

Bill Topping travelled from Vancouver to be with us at Perth so we asked him to report on the activities at –

CONVENTION '92

The Station Hotel, Perth, was the site of the 46th annual Convention. Jim McLaren and his charming wife Anna presided over the meetings and social events. The social events each afternoon are, in the view of some, more important than the philatelic displays that take place morning and evening.

On the Wednesday evening John Hannah presented an admirable display of plate varieties of the first colours of the Admiral issue. John admitted to having checked hundreds of thousands of Admiral stamps, acquired when they could still be bought by the hundred, 'unpicked'. Fortunately for those who failed to bring their magnifying glasses, each page contained an enlargement of the variety with suitable description. This outstanding display should serve as a lesson to all those planning to attend future conventions - never go without a strong magnifying glass.

The Admiral issue was also the topic on the Thursday morning. Sandy Mackie gave an excellent dissertation on the postal rates during the Admiral period, supported by carefully selected covers. In the afternoon, despite rain throughout most of the Convention, the weather cleared for us to enjoy a trip to Glamis Castle, birthplace of the Queen Mother. In the evening 50% of the CPS members in South Africa, John Wannerton, showed an award-winning collection of Boer War covers (Canadian Contingent), including much interesting peripheral material. The ladies were entertained with a slide show on western China.

On Friday morning John Hillson

showed an excellent collection of Small Queens, featuring the stamps and the cancellations. In the afternoon, through a Scottish mist, we visited the Glenturret Distillery where samples of Scotch mist were served all round. In the evening, with the ladies safely at the theatre, members were treated to a display of British Columbia Coastal Steamship Mail, supported by slides of other covers and the ships that carried them. Bill Robinson of British Columbia, President of BNAPS, did the honours.

Saturday was a working day, with the annual meeting, judges' critique and the auction. In the evening members and guests were piped into the banquet in true Scottish style. During the proceedings Charles King was honoured for his continued work on behalf of the Society by being installed as a Fellow. Jack Henderson, immediate past president of the Perth P.S., toasted the Society and our President, Jim McLaren, replied. Frank Laycock and Tom Almond toasted 'The Ladies' and 'Guests and Overseas Visitors' respectively, while Margaret McGregor and Bill Robinson responded. The evening ended with a display of Scottish dancing by the pupils of a local dancing school.

As an overseas member of CPS I can assure those who have not attended a CPS Convention that it is well worth travelling half way round the world to attend and the 13 other overseas guests fully agree.

Photographs on pages 19 & 20 courtesy of John Gatecliff and the Editor



Look out, it's the paparazzi! Harry Duckworth remains phlegmatic in the face of Dorothy Hollingsworth's dire warning.

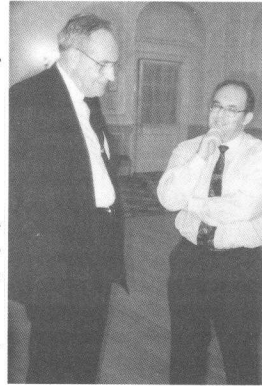


Pararazzo caught - Editor David Sessions fails to impress Lynda Schutt.



(L) New Fellow Charles King.

(R) More 'new' boys, new life member Wayne Curtis and Secretary Tom Almond.



(LL) Lets twist again... outgoing President Jim McLaren (a lovely mover!) explains some of the duties required of his successor Alan Salmon.

(LR) John Wannerton took the Founders Trophy, Anna McLaren looks on.



Visitors from afar.....



Whit Bradley ON, Canada



Reg Hiscock PQ, Canada



Bill Robinson BC, Canada.

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REGISTERED TO NEW ZEALAND

George B. Arfken

Early Packet Service to New Zealand

In the early 1860s, British and Canadian mail to Australia and New Zealand was carried by the Peninsular and Oriental Steam Navigation Co. (P & O). The mail went overland across the Suez isthmus. Pointe de Galle in Ceylon was a transfer point for mail to India, to Hong Kong and to Australia and New Zealand. The mail service to the Australasian Colonies was monthly. The P & O packets ended their run at Sydney, New South Wales. Mail for New Zealand was carried by other ships from Melbourne, Victoria and from Sydney. Registration was available for Canadian letters going via England and the P & O but no such registered covers are known to us.

In 1866, New Zealand and New South Wales contracted with the Panama, New Zealand and Australian Mail Co. to carry mail from Sydney and Auckland across the Pacific to Panama. Crossing the isthmus by rail, the mail for the U.K. would be picked up at Colon by the Royal Mail ships from England. Mail for Canada and the U.S. would go by packet from Colon to New York. This trans Pacific mail service began 15 June 1866 and continued for 2 1/2 years. Canadian Department Order No. 70, 12 February 1867, called attention to the new mail service and gave the rate as 22c per 1/2 oz.

The importance of trans Pacific mail service to New Zealand and to New South Wales should not be underestimated. For New Zealand, it meant that it was first in line rather than the last to get mail from the U.K. The saving in time was about two weeks.

For New South Wales, a trans Pacific route meant that Sydney merchants received mail before their rivals in Melbourne.

The abandonment of the trans Pacific, via Panama, route to the U.K. was a disappointment to New Zealand and New South Wales. However, a new opportunity for trans Pacific mail came with the completion of the U.S. transcontinental railroad on 9 May, 1869. New Zealand and New South Wales contracted with another group for packet service to and from San Francisco. This via San Francisco packet service began in June 1870.

The trans Pacific packet service was interrupted in mid March 1873. All Canadian mail for New Zealand had to go via England. This situation lasted until late January 1874. Trans Pacific mail service was taken over by the Pacific Mail Steamship Co. A Canadian Post Office Department circular dated 20 January 1874 declared that mail for Australia could again go via San Francisco.

The 20 January circular stated: 'Mails for the above places (Australia, New Zealand and the Fiji Islands), hitherto forwarded by way of England, will in future be sent by way of San Francisco, U.S.' For Canada, the trans Pacific route was much shorter than the via England route. The difference in route lengths meant that Canadian letters to New Zealand might arrive a month sooner if sent trans Pacific rather than trans Atlantic. The restoration of the trans Pacific mail service in 1874 meant the end of 'via England' mail from Canada to New Zealand.

The U.S. Postal Convention with New Zealand.

Establishing U.S. postal relations with New Zealand and the various Australian colonies for prepaid mail and prepayment to destination was a gradual affair. New Zealand, the colony nearest to the U.S. and the farthest from the United Kingdom, was the most interested. A postal convention between the U.S. and New Zealand was negotiated and became effective 1 December, 1870 (1). The postal convention with New Zealand established a rate of 12c per $\frac{1}{2}$ oz. or fraction thereof on letters from the U.S. and 6 pence per $\frac{1}{2}$ oz. or fraction thereof for letters from New Zealand. These rates were maintained for the various Australian colonies.

Registration

Article V of the U.S. - New Zealand Postal Convention consisted of two sentences: "The two Post Departments may by mutual agreement provide for the transmission of registered articles in mail exchanged between the two countries. The register fee for each article shall be ten cents in the United States, and _____ in New Zealand." (The blank preceding 'in New Zealand' appeared in the Report of the (U.S.) Postmaster General.)

Canadian Department Order No.5, 27 October 1870, announced that letters for Australia and New Zealand could be sent by packet from San Francisco. The postage was 15c per $\frac{1}{2}$ oz. Registration was not mentioned. The July 1872 Tables of Rates of Postage listed registration as 12c. The January 1877 Official Postal Guide added some details about the postal and registration charges. Of the 15c postage, 12c was credited to the U.S. Of the 12c registration, 10c was credited to the U.S. These 12c and 10c credits

covered the charges listed in the 1870 Postal Convention with New Zealand for U.S. letters.

From August 1878 until April 1879, the postage to New Zealand was listed as 12c, the registration 10c. Apparently these reduced charges were temporary aberrations. In April 1879, the postage went to 15c and the registration also went to 15c. The postage was reduced to 12c in January 1889 but the registry fee remained 15c until October 1891 when New Zealand and the Australian Colonies joined the UPU.

Only one Canadian registered cover to New Zealand has been reported during this entire pre-UPU period. This unique cover is shown, in exploded form. Registered in Bradford, Ont., 30 June, 1880, the cover went to Toronto, Windsor and then to San Francisco. The 6 July 1880 stamp (in purple) was probably applied when the cover reached San Francisco. The 2 August, 1880 stamp (also in purple) would have been applied when the cover was sent to the ship. Packet service was supposed to be every four weeks. Apparently the cover just missed the July packet by one day. There is a Nelson, NZ 28 August 1880 receiving stamp. The 15c postage was paid with a 15c Large Queen. Payment of the 15c registry fee is illustrated with three 5c RLS. Truly a fantastic piece of Canadian - New Zealand postal history, the first Canadian registered cover to New Zealand and the only one in the 15c registry fee period.

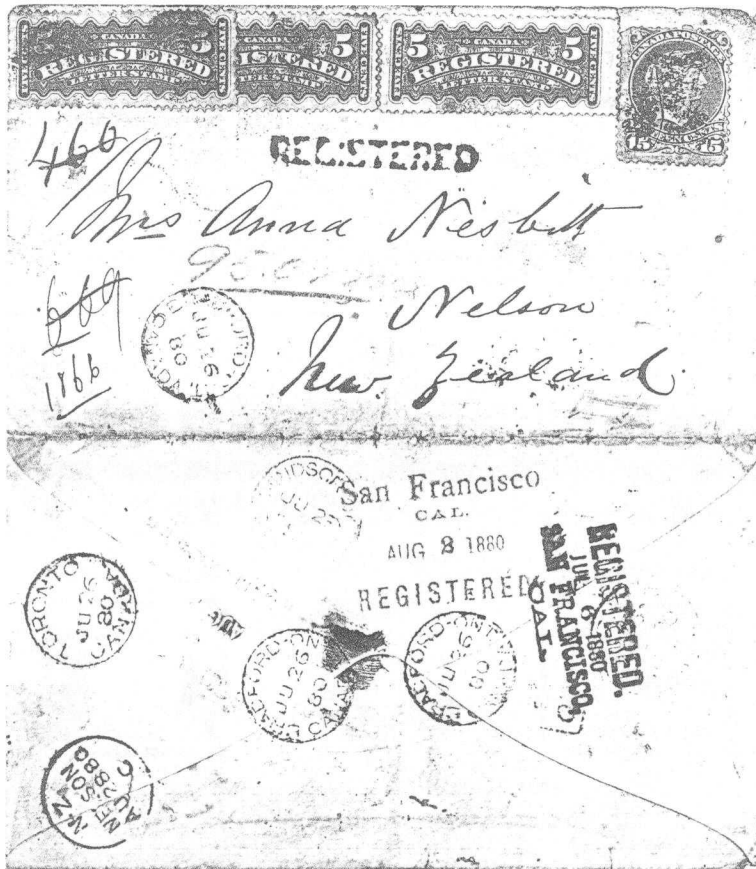
Now, a little explanation. This cover is genuine and well deserves to be written up, but Mr. Harrison does not plan to exhibit this cover. Some contemptible creature with the soul of Attila the Hun, and with no

appreciation for a true postal history rarity, removed the original registered letter stamps! The three 5c RLS are replacements, hinged in place to show what the front of the cover may have looked like on June 30, 1880. Mr. Harrison is not absolutely positive that this was the way the 15c registry fee was paid but it's a plausible reconstruction. He was tempted to hinge on a 2c RLS, a

5c RLS, and an 8c RLS but that reconstruction might have caused some scepticism in postal history circles.

Reference

1.) 1870 Report of the (U.S) Postmaster General pp. 137-139. This Convention was amended, effective December 1, 1877, to eliminate a charge on delivery of newspapers, etc.



Cover from Bradford, Ont., JU 26 80, registered to Nelson, New Zealand. The postage was 15c per $1\frac{1}{2}$ oz. to non UPU New Zealand. The registry fee was also 15c. The cover reached Nelson, New Zealand AU 28 80. This is the only registered cover so far reported from Canada to non UPU New Zealand, Courtesy of Horace W. Harrison, FCPS..

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SECOND THOUGHTS

Robert Lunn

When I started to collect the map stamp, my ambition was to form a collection of genuine stamps in fine condition. I pretty well strove towards this objective, avoiding defective and unsightly stamps. Fakes were out of the question! That was the reason I didn't bother to read the recent series on faked stamps in *Maple Leaves*. Last summer I began to have second thoughts about my approach when I was shown a phony 39c stamp that looked like a coloured photocopy of the real thing. 'Who would fake a 39c stamp?' I asked. I was flabbergasted when I was told that \$5,000,000 worth of these fakes were made by someone in Montreal and that several arrests were made. I was even more intrigued by the rumours that the forgers had planned to sell them to various mail order firms (and others) for 20c each. At a recent Toronto show I saw a dealer offering pairs of these fakes for \$100, an increase of 250 times the amount that the forgers were asking. My curiosity led me to dig up and read the interesting stories of forgeries in our journal.

Obviously, I was too close-minded about my collecting goals as forgeries and the likes are just as interesting and in some cases even more so than the real

stamps. At this point, I referred to the 'bible' on map stamps by Fred Tomlinson. With regard to the map forgery it states in part, 'Nevertheless it is an extremely scarce item and if the smallest number of Map stamp collectors decide a copy ought to grace their collection - well, it should command a very high price indeed. There are hundreds of the highly priced imperforates in existence for each copy of the forgery.' Armed with this information, I approached my dealer. As my good fortune would have it, he was in the process of appraising a reference collection for purchase. It included two forgeries of the stamp.

My enthusiasm was a factor in his offer which was accepted and I, in turn, accepted his offer of the two fakes even though the price was 'unreal' - much more than the price of a genuine single imperforate or the price of a used stamp. The seller justified the price by saying that the imperforate forgery is at least a hundred times rarer than the genuine specimen and the perforated forgery, a hundred times rarer than the imperforate forgery. Judging by the price of the 39c forgeries, his statement would appear to make sense. As seen in



Imperforate forgery on the left, genuine map in the centre, perforated forgery on the right. Note the thin ring and lettering on the perforated forgery.

the illustration, the forgery exists in both states. The question is why would the forger put more effort into making a perforated and much cheaper catalogued stamp?

The write-up on the original page where the two stamps were mounted is interesting. It reads, 'These forgeries of the 1898 map stamps are believed to be a dealer's similitude which were trimmed from its original position on a letterhead.' In *The Postage Stamps and Postal History of Canada* by Boggs he states, 'A counterfeit, strictly speaking, is an imitation made to deceive the post office or collectors. The similitudes, however, were engraved by a reputable firm to be used on a philatelic letterhead or visiting card.' These crude reproductions on a poor quality newsprint type paper are anything but engraved and therefore not similitudes. They are just plain out and out forgeries. The perforations on the

forgery are rather crude and measure $11\frac{1}{2} \times 11\frac{1}{2}$. The genuine stamp is perforated 12. Perhaps it was the intention of the forger to manufacture a map stamp perforation variety (though any experienced collector could easily tell the difference between the forgery and the genuine stamp).

Some interesting facts about these forgeries are that they are the most frequently asked for forgeries; they are the only forgeries made in three colours; the postmark is printed on so is invariably on the left side of the stamp; the land areas do not have the lines running horizontally across them and when immersed in water the colours tend to run. The colours, incidentally, are quite good and the oceans are in the lighter blue green colour.

I wonder if there are any examples of forgeries used on covers, or if any member has any pairs or multiples of these forgeries?

An Invitation

To Members of the Canadian Philatelic Society of Great Britain

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

Members receive *The Canadian Philatelist*, published bi-monthly, and other benefits.



Annual Dues:	Canadian Members	\$25.00
	U.S. Members	\$25.00(US)
	British Overseas Members	\$25.00(US)
Admission Fee:		\$ 5.00

GROW WITH THE ROYAL

THE PRECANCEL NAILHEADS

Hans Reiche, FCPS

The 'Canada Precancel Handbook' by the Precancel Committee and the 'Canada Constant Precancel Varieties' by the author, described the so-called nailhead varieties and listed some of the finds that had been made. The nailheads are screws not nails, that is evident from many copies showing the screw slot.



Clear example of 'nailhead'

Some further study shows that these screws, which became loose during the printing process and which protruded from the plate surface, were not just an odd occurrence but were rather a more or less systematic means of fastening the overprinting plates to a base. The number of dots that can be found on many issues of the bar, city and number styles is fairly large. Initially it was suggested that the outside margins of the overprinting plates contained these fastening screws. When examining examples of these varieties it became evident that not only margins must have contained such screws but positions throughout

the plate. Large multiples have been noted which contain complete vertical stamp rows with each stamp showing the dot. Although it can not be confirmed yet if all ten vertical rows did have such screws, certainly for one particular vertical stamp row on the sheet, each stamp in the row has been found with such dots on some issues such as Halifax NS on the 1c yellow Admiral, the 2c green Admiral and the 5c violet Admiral. This would indicate that at least thirty such screws may have existed in accordance with vertical multiples noted with three vertical rows of eight stamps, or twenty four stamps. Other smaller multiples of two vertical rows of four stamps did show the same pattern.

Where are these screws located? Although not all can be found in certain specific areas, the majority of dots are located between names of cities or names of provinces. That is a city name, a dot, another city name, another dot etc. Whether this was done on purpose cannot be determined. It could be that the manufacturer anticipated certain problems and did not want to interfere with the actual overprint, so set the screws next to the information. There are a few examples which show the dots in between the bars and again this may be another attempt to avoid obliterating the overprint with such dots.

Mr. Claude Vekeman, printing expert, explained that for many years overprinting plates have been made from thin metal foils. These foils are mounted on the rotary presses by special snap-on clamps, similar to a three ring binder. This avoids the use of fastening screws.

FROM THE PRESIDENT.....

In this, my first epistle to the members of the Society, I must begin by thanking you for entrusting me with the Presidency for 1992/3. I will do all I can to make it a successful year, ending with a fine Convention '93. That will be in Chester from 29 September to 3 October - put the dates in your diary now.

The Convention at Perth was a great occasion, many thanks are due to Jim and Anna McLaren and their band of helpers - notably Les Taylor for the auction and Elizabeth Stephenson for her continuing work with the social trips. Members may not appreciate how much effort is involved in the auction. It continues for over a year; even as I write, in October, the first offerings for Chester are already with John Parkin who is managing the 1993 auction and Les is busy sending any unsold lots to vendors, collecting cheques from successful bidders, sending them to me, as Treasurer, as well as sending me lists of cheques to pass to successful vendors. Many thanks to the hard-working auction managers. Of course they would be helpless without their suave front-men, the auctioneers Frank Laycock in 1992 and Geoff Manton in 1993 - our sincere thanks to them also. At Perth the auction sales were £4,500; John Parkin will be asking you to send your offerings for the Chester auction, send him all you can - all we sell adds to the Society's funds which can be used to improve the services to you.

I have two and a half objectives for this year. One is to see the Exchange Packet back in circulation; we have had some lost packets which dismayed us, perhaps unnecessarily as the insurers tell me that there has been a dramatic increase in stamps lost in the post

during these last two years. 1993 should see the resurgence of the Packet. Do use it, by submitting reasonably priced material and by making purchases. The second objective is to see the fall in membership halted, this will require each of us consciously to seek new members. One way is for existing members to give talks to their local philatelic societies on their Canadian interests, whether it be stamps, postal history or whatever. The extra half an objective is to recruit some junior members; most local societies have enthusiastic young members, we should have some young blood too, they could be a vital component of our flourishing existence. Their membership fee is only £5 a year, do please go and recruit some young philatelists.

This may be just a little late, but Nan and I wish you all a prosperous and, above all else, a Happy New Year.

Alan Salmon

REPORT FROM THE CHIEF EXECUTIVE

Following my two requests in Maple Leaves for comments on any aspects of the Society, I received only six letters.

The topics mentioned were as follows:

1. The chief subject was the discontinuation of the Exchange Packet. This has been discussed at length by the Committee and at A.G.M. and more details will be published in Maple Leaves. It is hoped that the Packet will restart before long.
2. Another letter mentioned the contents of 'Maple Leaves' implying that many of the articles were too specialised. It is suggested that

members who wish any particular subjects to be dealt with convey their wishes to the Editor. Of course, many topics have been published in previous issues of 'Maple Leaves' which are obtainable from Dr. Gatecliff.

3. Another comment was that members remain on the Committee for too long and that two consecutive years should be enough with a lapse of two years before being re-elected. It was pointed out that the bulk of members attending Convention and being available for election was virtually the same every year and unless there are new regular delegates and new nominations it is difficult to introduce changes.

Other points mentioned to me at the end of the Malvern Convention were:

1. Not holding the Committee meeting and A.G.M. following one another on the Saturday morning. This was agreed and they were held on separate days at Perth.

2. That dinner jackets be not compulsory for the banquet. This was agreed as they have been optional for many years.

3. That study groups, which used to be an integral part of Convention, be restarted.

Should any members have any points relating to any aspects of the Society, will they please send them to me.

Dr. Charles Hollingsworth
17 Mellish Road, Walsall,
West Midlands WS4 2DQ

THE EXCHANGE PACKET

Following discussion at the AGM it was agreed to endeavour to restart circulation of a general packet in January 1993. It was decided that:

- i new insurance arrangements should be made;
- ii the Exchange Packet Rules should be updated;
- iii notes of guidance for vendors should be prepared; and
- iv the updated rules, notes of guidance and a questionnaire should be sent out to those UK members who previously have expressed an interest in supplying or receiving the packet.

The new insurance arrangements have enabled us to retain a vendors' commission of 10% on sales but with no vendor charges for insurance. Hopefully that might attract more vendors. However registered mail must be used when circulating the packet.

If you have not received a questionnaire pack and you are interested in supplying or receiving the packet please get in touch with the Packet Secretary, Reg Lyon, whose address is given inside the back cover.

FROM THE SECRETARY

The following are the main points arising from the 1992 AGM. Minutes are available from the Secretary.

Chief Executive Charles Hollingsworth, reported that his request in Maple Leaves for comments on the Society drew only five responses. Three responses stressed the importance of providing an exchange packet and the others commented upon Maple Leaves, officers' tenure and subscriptions.

Secretary Brian Stalker, reported that the Executive had initiated the introduction of a half-year subscription for joiners after the end of March each year. The decline in membership continued, primarily as a result of members not paying their subscriptions. In an attempt to reduce this loss, an award will be introduced for the member proposing the most new members in a year.

The Secretary, who retired after the AGM, thanked those who had given him advice and support during his six-year period of office. In return, the President thanked him for the contribution that he had made to the society during his time as Secretary.

Subscription Manager John Gatecliff, reported that the Direct Debit system worked well and he acknowledged the efforts of Wayne Curtis who collects subscriptions in North America.

Librarian Colin Banfield, reported that the level of borrowing had not been high. Many new volumes have been added since the last Library list was published and he intends to produce a new list.

Editor of Maple Leaves, David Sessions, stated that to contain costs, recent issues have been pegged to 32 pages. Nevertheless, the last five issues carried more pages than in the days when six issues were produced each year. He thanked George Bellack, the outgoing Advertising Manager, for his outstanding service.

Handbooks Manager Derrick Scoot, reported that 61 books and 12 binders have been sold during the year.

Advertising Manager George Bellack, reported that the level of income was higher than last year. However we have lost three regular advertisers as a result of auction houses reviewing needs.

Publicity Officer Charles King, said that attempts to raise the profile of the Society in the philatelic press would continue.

Treasurer Alan Salmon, reported that the Society broke even in 1990/91 and that a small profit is forecast for 1991/92. However, more members are needed to keep subscriptions at a reasonable level. In view of this, an increase in annual subscription to £10.50 for 1993/94 was proposed and accepted by the meeting.

President
Dr A Salmon.
Vice President (North)
Dr J E Gatecliff.
Vice President (South)
Mr A E Jones.
Vice President (Scotland)
Miss A E Stephenson.
Secretary
Mr T E Almond.
Treasurer
Dr A Salmon.

Committee Members
North - Mr N J A Hillson.
South - Vacant.
Scotland - Mr J Hannah.

Officers elected by the Committee are listed in 'Maple Leaves'

The competition and trophy winners were as follows:

Class 1

1st W L Bradley - Major re-entries on Plate V of the Map stamp.
2nd W G Robinson - BC Coastal Steamer markings.

Class 2

1st London Section - Postal History of London Ontario, 1857-59.

Class 3A

1st F Laycock - Study of 12¹/₂ cents 1859-64, used.
2nd G Whitworth - United Kingdom rates, 1859-72.

Class 3B

1st J C McLaren - Flag cancels of the Diamond Jubilee of Confederation.
2nd A S Mackie - Rural rates of the Admiral period.

Stanley Godden Trophy

F Laycock.

Bunny Cup

J C McLaren.

Admiral Cup

H Reiche.

Members Trophy

W L Bradley

Aikens Trophy

H K Dodwell

**REPORTS FROM THE
REGIONS**

The London Section continues to meet at 8 Trinity Street, Southwark, SE1

IDB. The nearest station is Borough on the Northern Line and meetings start at 6.30pm. The remainder of the season's programme is:

18 January - Maritime Provinces
15 February - Viewcards/postcards
15 March - Orb and parcel cancels
19 April - Beaver Cup competition
17 May - AGM and subjects 'T', 'U' 'V'

Members are asked to each bring a few sheets to the meetings if possible. Any queries should be directed to Colin Banfield.

John Hillson writes:

'The importance of active local groups was rightly stressed at the recent AGM. In Scotland there has been difficulty because of our comparatively few numbers and the distances involved. There are, however, two annual occasions in Scotland attended by collectors from all parts of the country. These are the annual Congress of Scottish Philatelic Societies in spring and Scotex in late autumn. Discussing the matter with Jim McLaren at Perth, we have decided to try to book a room at both events, on the Saturdays, to enable all Scottish members and others to meet at least on a half-yearly basis, bringing along a few sheets for discussion and, hopefully, visitors from the local societies for potential recruitment.'

Jim McLaren has advised that the Clyde Hall in Glasgow did not make rooms available for group meetings at Scotex this autumn so no get-together was possible. Scottish members (or any other interested party) should contact Jim on 0738 37372 or John on 0461 205656 to check the arrangements for Congress in March 1993.

CONVENTION AUCTION 1993

The 1993 Convention will be held in the Queen Hotel, Chester from 29 September to 2 October, with the Auction taking place on Saturday 2 October.

All lots should be sent to John M.H. Parkin, 10 Alsfeld Way, New Mills, Stockport SK12 3DD to arrive not later than 31 March, 1993.

This date must be adhered to in order that the catalogue may be prepared for despatch in good time, especially to overseas members.

Only B.N.A. material is acceptable and lots should be accompanied by a brief description and estimate (preferably £5 and upwards). Any reserve should be clearly stated at this stage. The Society charges vendors 15% commission, there is no buyers' premium.

Single stamps and small lots should be mounted on card. No responsibility will be accepted for loosely mounted or badly packaged material. Hoping for an early and positive response I await the arrival of my postman.

John Parkin

BNAPEX 1993 - TORONTO

This will take place from 3 - 5 September in the Royal York Hotel, Toronto. The hotel, recently fully refurbished and centrally situated, has offered special terms, not just for the duration of BNAPEX but from 31 August to 7 September inclusive. The Convention rate is C\$109 per room per night, single or double occupancy, meals not included. Taxes around 17½% are additional but a partial refund can be claimed by overseas visitors.

The programme will include seminars, social events, bourse and top quality competitive displays.

Charles King has bravely undertaken to investigate the possibility of a group visit and would be pleased to hear from anyone interested in taking part, without commitment at this stage. **Write before 31 January** to Charles at 10 St Leonard's Rd., Claygate, Esher, Surrey, KT10 OEL, tel. 0372 464730. Please give number likely to travel, age if over 60 (for insurance purposes), preferred UK departure airport and possible duration of stay.

LETTERS TO THE EDITOR

Jonathan Rosen

ADMIRALS

Two 10c brown Admiral (Sc.116) items in my collection may be of interest to readers.



Figure 1

Figure 1 is the most common brown-purple shade; what is uncommon is that the left stamp is a well-centred jumbo copy while the right has much smaller margins. In many early issues, including the Admirals, a jumbo stamp often adjoins stamps with much smaller margins.

Figure 2 shows an example of weak lathework, Type B, in the rarer

deep brown-purple shade. On the back of the latheworked margin there are some unusual brown purple ink splatters. The largest almost penetrates the paper and can be seen from the front, although it does not show in the photograph. Having seen many Admirals, I've observed that the darker the shade, the more the tendency to over-ink, especially the 3c brown and 10c brown purple. If anyone knows of other examples of over-inked Admirals, back or front, please write to me at Suite 28, 211 W92nd St., NYC, 10025 USA; I will answer all letters.



Figure 2 (front)

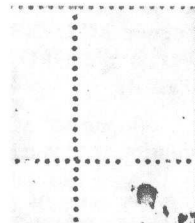


Figure 2 (back)

Editor's note: Presumably over-inking itself would tend to enhance the darker colours.

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Annual subscription, due on 1 October, £10.00, payable to the Society, to
Dr John Gatecliff, Subscription Manager

The dollar equivalents are \$21 CAN (+\$5.00 if airmail delivery required) and \$18 US (+ \$4.00 if airmail delivery required)

It would help the Society considerably if Canadian members pay in \$CAN via Wayne Curtis as we are liable to a bank handling charge of £6. Please make your cheque payable to Wayne, his address is PO Box 74 Stn A, Toronto, Canada M5W 1A2

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.

Dr Joseph Caplan,

FIFTY YEARS AGO - October 1942.

On page 411 of the October issue there is a reference to a missing RCAF Sgt. Carrol. The illustrated cover is actually addressed to a Sgt. Carroll Bernard. That's easy to understand as a proof-reading error.

Here comes the real question. How, at the height of the war, did a letter get from Red Deer to somewhere in England and be marked 'Missing' in 24 days, with the return trip taking months? Secondly, how did it get to Red Deer, lacking a return address? Or did it? It spent nearly three months at Ottawa MPO 304 (Nov 13 - Feb 3), was in the DLO five days later -and thats it.

Perhaps Mr Dodwell has a solution to this curious conundrum.

Editor's note. Dr Caplan's letter arrived just as we were going to typesetting. A hasty call to Kim Dodwell produced the following:

A letter posted at Red Deer could reach the east coast in 4/5 days, where it might just have caught either an 'independent' troopship or a convoy. Ships with a top speed of 16 knots sailed independently and could cross the Atlantic in 4-6 days. Convoys, which were leaving about every eight days, were either 'fast' or 'slow', depending upon the ships involved. A 'fast' convoy could cross in 8-12 days, a 'slow' convoy in 12-20 days. Thus the letter could have arrived in England within 24 days.

However, the 'missing 30.7.42' actually relates to the date Sgt. Bernard was reported missing, not the date of the annotation, so the 24 days is a red herring. Some time probably elapsed as

the letter was sent on to the squadrons mentioned. It was then returned to Canada in November and arrived at the D.L.O. on 8 February.

There may have been a return address on the back flap, covered subsequently by the 'deeply regretted' label, or on the letter inside. If the writer could be so traced, then the letter would almost certainly have been returned by the D.L.O. in an outer (ambulance) cover so no further transit/receiving marks would appear on the cover in question.

The reference to Sgt. Carroll in the article was incorrect, it should indeed have been Sgt. Bernard.

Ron Winmill

CATHCART, ON.

My old friend Lionel Gillam enquired about Cathcart, Ontario, in the October issue of 'Maple Leaves'.

Cathcart is, as he states, a place of little consequence - indeed, according to the Ontario/Canada 1986/7 Official Road Map, it was populated by a mere 93 souls. The place is situated in Burford township (Brant County) at a hamlet known as Sydenham; Cathcart post office was opened on 1 January, 1856. The first postmaster was one Isaac S. Lawrence and the post office was still open in 1986. It is stated to have been named in honour of General Cathcart, who died at Alma during the Crimean War. The postmistress in 1986 was Susan Stephenson Thompson the job had been in the family for 87 years!

The above paragraph is largely taken from Floreen Carter's 'Ghost & Post Offices of Ontario'.

Ged Taylor

SHOOT FIRST!

Having read the Yellow Peril's article in the August issue of 'ML', I knew I had a somewhat similar card in my collection.

It only confirms that the practice continued more than two years later, in August 1897, except that the mark of the P.O. Inspector at Victoria is in purple not blue. The Jubilee stamp is cancelled 5 August and the Inspector's handstamp was applied on 6 August. The two additional 1c SQs were affixed and cancelled on the 10th and the card arrived in Oregon on 12 August.

The message on the card is interesting: "I forgot to explain that I bought the last of the 1/2c and last of the 6c stamps (Jubilees) for sale here; I

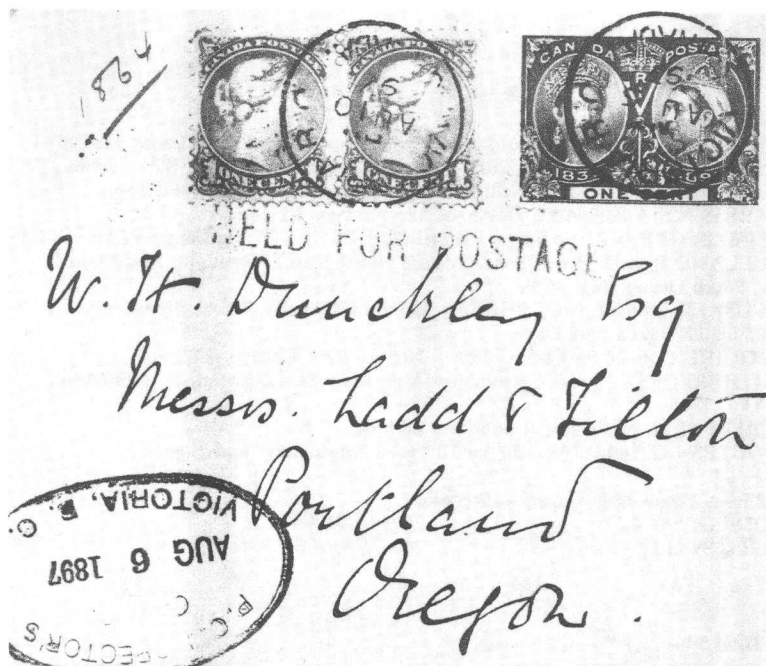
cannot succeed in getting an eight cent stamp anywhere..."

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 2676 GILBERT Patrick W, 6216 Eadie St, Montreal, Quebec, Canada H4E 3V4. C.
 2677 ENTWISTLE, Alan G, 105 Headswell Ave, Bournemouth, Dorset, BH10 6LA CG,CGA,CGC,PC,Per R.

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2604 BRACONNIER Mike, Box 196, Black Diamond, AB, Canada, TOL OHO C
 2320 DROZD Victor B, PO Box 237, Wellborn, Texas, USA 77881-0237 B, PEI
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 2442 WINSTONE David J, Ivy Cottage, Poplar Terrace, Kingswood, Bristol. PH.
 1188 YAFFE I. 2309#N Falls Gable Lane, Baltimore, Maryland, 21209 USA. P,RPO.
 2642 YULE D A, I Hawthorne Ave., Garstang, Nr Preston, Lancs, PR3 1EP. C,PC.

Resigned

2551 SLUGOCKI P A. 2289 VOSS Rev J K

Deceased

1222 PIKE J A. 2179 TEMPERLEY W R.
 1019 SMITH A F.

Change of Address

2490 BARNES Marila A, 16 Bideford Ave, Herons Reach, Blackpool, Lancs, FY3 8PU.
 1776 CHURLEY G H, Box 30642, 201-4567 Lougheed Hwy, Burnaby, BC., Canada, V5C 6J5.
 2474 GRAYBIEL Steve M, 1153 Nellis St, Woodstock, ON, Canada N4T 1N4.
 2305 HARRIS N S. 6 Bens Acre, Horsham, West Sussex, RH13 6LW.
 1993 HEPWORTH R V A, c/o Scotia Philately Ltd, PO Box 75, Twickenham, Middx TW1 1QA.
 2671 HULLAND Ron D, Royal Tor, Radcliffe House, Petitor Road, St. Marychurch, Torquay, South Devon, TQ1 4QF.
 973 McCUSKER Prof J J, Dept of History, Trinity University, 715 Stadium Drive, San Antonio, TX 78212-7200 USA.
 1876 McGUIRE C R. 24 Parkside Crescent, Nepean, ON, Canada K2G 3B5.
 2286 RUTHERFORD T S, 2E Calderhaugh Mill, Main St, Lochwinnoch, Renfrewshire, PA12 4AJ
 2374 STREET H M, No longer at published address.
 1064 SWAILES J G. Insert "Manchester" between "Middleton" and "Lancs".

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2568 GODFREY W R. 2603 LEWIS J D H
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