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Maple Leaves

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EDITORIAL

Regrettably we return to the subject of fakes and forgeries.

A pane of 20 of the recent 'Canada in Space' stamps was sold at auction in Ottawa in January; from two of the stamps the hologram was missing. The pane sold for \$2,400 plus 10% premium. It was legitimately purchased from a Canada Post sales outlet in Ottawa so was perfectly authentic; other missing hologram stamps have turned up in western Canada and may well be just as genuine.

However the holograms on the 'Canada in Space' stamps can fairly easily be removed with a solvent. It is also apparently possible to soften the adhesive, remove the hologram and replace it upside down. With a juicy

price having been established for the first 'missing holograms' to come onto the market one cannot help thinking that a few more might appear with less impeccable credentials.

The damage is two-fold of course; one collector may pay good money for a spurious item while another, who has a perfectly genuine example, may find its value kept artificially low due to collectors' fears of buying a 'wrong un'.

It is quite likely that many attempts to remove holograms will result in damage to the tagging bars or to the surface fibres of the stamp but Ron Winmill reports a demonstration by a professor of chemistry who did the job quickly and successfully, using a

solvent that was highly carcinogenic incidentally, and no damage could be detected using a UV light and other tests. If you wish to purchase a 'missing hologram' then we strongly recommend that a certificate of expertisation be obtained.

Still on the subject of forgeries, we showed a certain cynicism when commenting on the 39c flag coil counterfeits, brought to readers' attention by the letter from Susan So in the January, 1992, issue of 'Maple Leaves'. We understood at the time that only 220 counterfeits had leaked onto the market but expressed fears that others would follow. Well, they have. What's more, the original haul was of imperforate sheets, the perpetrators not having found a satisfactory means of perforation by the time they were

caught. A number of stamps far in excess of the original 220 have now apparently found their way onto the market, some perforated and some on cover. At this point we should like to commend the action of John Jamieson of Saskatoon, who sold some of the original 'find' at prices commensurate with their then scarcity. He has contacted his customers and offered a 75% rebate on the counterfeits bought from him - full marks John.

No doubt we are very naive but after the authorities have gone to all the trouble of detecting, catching and prosecuting the fraudsters, one would like to think they could keep hold of the dodgy merchandise or, better still, incinerate it. Much the same sort of thing happened in connection with the well-known 6c centennial counterfeits.



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A SECOND AFGHAN WAR COVER

George B. Arfken

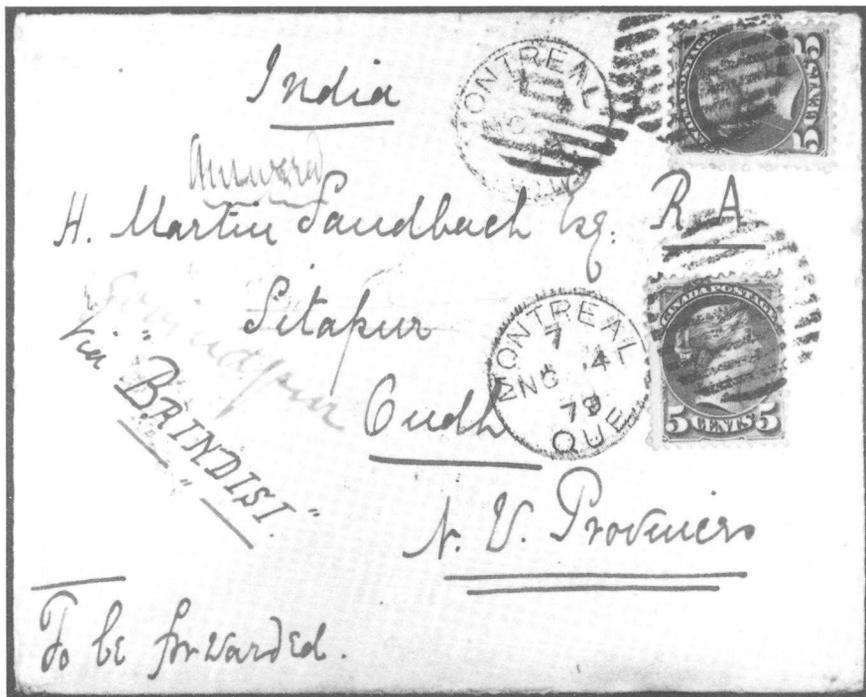


Figure 1. Cover posted in Montreal, NO 4 79 and addressed to H. Martin Sandbach, R.A., Sitapur, Northwest Provinces, India. The 10c covered the 'slow' route from Southampton, England to Port Said, Egypt. It did not pay for passage 'via BRINDISI' as endorsed.

Figure 1 shows a cover addressed to H. Martin Sandbach, Northwest Provinces of India with a significant 'To be forwarded'. The discussion of this cover and of Martin Sandbach's role may be divided into two parts: (1) the routes and the rates and (2) the military background.

The Routes and Rates

The sea routes that this cover followed are well outlined by the posting date and the postmarks on the rear of the cover (Figure 2). The NO 4 date from

Montreal and the NO 17 from London, England, indicate that the cover was carried from Quebec, NO 8, by the Allan Line's 'Moravian' (1). The Sea Post Office DEC 15 (Kirk type 3, (2, p. 17)) and the Sitapur DEC 20 date stamps are consistent with the 3,000 mile, 13 day sea voyage: Southampton - Gibraltar - Malta - Port Said, Egypt. (Going by France, through the Mont Cenis tunnel and on to Brindisi, Italy, and then a voyage to Egypt would have taken about five days. In this case, the cover would have gone on an earlier

ship from Suez to Bombay, inconsistent with the DEC 15 Sea Post Office date and the DEC 20 Sitapur date.) The P. & O. steamer 'Cathay' (2, p-66) carried the cover from Suez, Egypt, 5 December, to Bombay, India, arriving 17 December.

The October 1879 Official Postal Guide lists 10c for India via the 'slow' trip by ship from Southampton and 15cts for the 'fast' trip via Brindisi. The 10c rate represented a UPU authorized surtax of 5cts for the lengthy sea transit. The 15cts rate included an extra 5cts for 'extraordinary service' [3]. The August 1878 - April 1879 Official Postal Guides listed the rate to India, via Brindisi, as 10c. However, the July 1879 Official

Postal Guide listed an increase to 15c for the Brindisi route. The postal clerk in Montreal should have known that a 10c payment was no longer adequate for passage via Brindisi but no correction was made.

From Bombay, the cover went north by rail to Sitapur. Sandbach was no longer there. As part of the British military force, Sandbach had moved into Afghanistan. A letter to his mother states that he was in Kabul by late December. The cover bounced around post offices in northwestern India as shown by the postmarks in Figure 2. Eventually, the cover was carried by British army mail bag into Afghanistan and delivered to Sandbach in Kabul. A

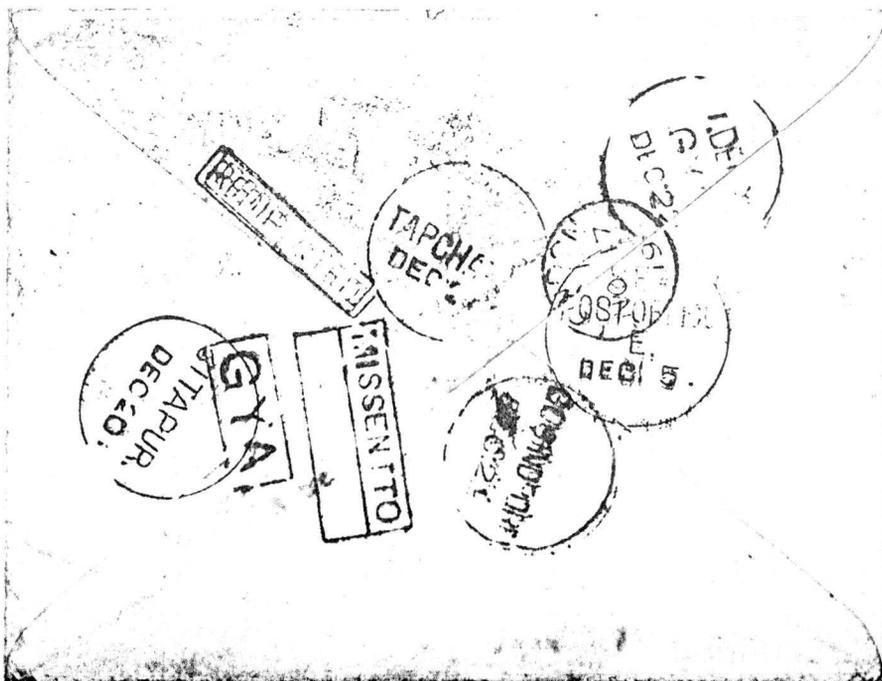


Figure 2. Backstamps in order of date: LONDON (in red) NO 17 79, SEA POST OFFICE DE 15, SITAPUR DEC 20, GORINDPORE DEC 21, MISSENT TO, GYA (Kashmir) DE 22, TAPCH — DE 22.

final note on rates: the 10c rate to India became effective August 1878 when Canada adhered to the UPU rates and regulations. This is the earliest dated cover (reported so far) paying this 10c rate.

The Second Afghan War, 1878 - 1880

Two later covers from the Sandbach correspondence [4] show that H. Martin Sandbach was attached to the Hazara Mountain Battery. So the 'R.A.' on the cover may mean Royal Artillery. Sandbach was in the Second Afghan War, 1878-1880.

In late 1878, there was a Russian mission at Kabul but Afghanistan refused to receive a British mission on British terms. On 21 November 1878, British armies invaded Afghanistan through the Khyber pass and two other passes from northwest India.

With the Russians advising the Afghans to seek peace, a treaty was signed on 26 May, 1879. It was agreed that there would be a permanent British embassy at Kabul. Afghanistan was to conduct its foreign relations with other states in accordance 'with the wishes and advice' of the British government.

With many Afghans fanatically resenting the British presence, peace was short lived. On 3 September 1879, the British envoy and his escort in Kabul were murdered. British military forces returned and by the end of October, they had occupied Kabul. The British stayed in Kabul during the winter of 1879 - 80. In July 1880, the British recognized a new Afghan government and, very wisely, agreed **not** to require a British envoy anywhere in Afghanistan. The British army defeated a dissident Afghan force at Qandahar on 31 August 1880 and the Second Afghan war was effectively over.

Sandbach was an active participant in this Second Afghan War. In a letter to his mother dated Camp Kabul, 30 Dec, 79, we read:

"We were surrounded on all sides by the enemy. The whole of the Jhilzais had risen against us. They fired into our camp at night but at long range and did no damage though the bullets whistled over our heads. For three nights we had to sleep at our guns out in the open with it freezing hard, as we were expecting a night attack which we were all ready for but never came off.

We are gradually recovering the bodies of our officers who were killed and had to be left where they fell.

But they are all dreadfully mutilated and barely recognisable."

To this writer, this Sandbach India - Afghanistan cover is a fascinating rate cover. To collectors interested in military history, this could be a fantastic military cover that just happens to pay a 10c rate.

References

- (1) 'Atlantic Mails,' J.C. Arnell, *The National Postal Museum*, 1980, p.363.
- (2) 'British Maritime Postal History, Vol. 1 The P. & O. Bombay & Australian Lines, 1852 - 1914', R. Kirk, *Postal History International*.
- (3) 'Letter Mail to India During the Small Queen Era, The U.P.U. Surtax,' George B. Arfken, *BNA Topics* vol. 46, pp. 20-25, Sept.-Oct. 1989.
- (4) One of these covers, dated JA 9 80, is illustrated In 'Canada and the Universal Postal Union,' George B. Arfken, *Uni-trade Press*, 1992, p.62, This is a BNAPS handbook.

THE PEOPLE ON THE STAMPS - WOLFE & MONTCALM

Alan Salmon

*Come, each death-doing dog who dares venture his neck,
Come, follow the hero that goes to Quebec;
Jump aboard of the transports, and loose every sail,
Pay your debts at the tavern by giving leg-bail;
And ye that love fighting shall soon have enough;
Wolfe commands us, my boys, we shall give them Hot Stuff.
Hot Stuff Sgt. Edward Botwood, 47th Regiment*

The lives of Wolfe, Montcalm and Sgt Botwood came to a climax at Quebec where they were all mortally wounded on 13 September 1759. Wolfe and Montcalm are together on the 7c olive-green stamp (SG 192 SS 100) in the set issued in 1908 to commemorate the tercentenary of the founding of Quebec by Champlain.



The Seven Year War

Our story of these two soldiers is inextricably linked with the conflict generally called The Seven Year War. In Europe, Britain and Prussia were allied against France, Austria, Saxony, Sweden, the Germanic Empire and Russia. In America, where it came to be called The French and Indian War, it was Britain against France, with the Indians mainly on the side of the French.

In 1749 the French, concerned about the western movement of English traders from the coastal colonies, sent a party of about 300

men to fly the French flag in the valley of the Ohio. The gesture had no effect, the westward trading push continued. The Ohio was particularly important to the French as their North America was like a giant dumb-bell, with Canada and Louisiana at the two ends joined by a string of forts, the Ohio being a vital part of this tenuous link. In 1753 a much larger force, 1,500 men, was despatched from Montreal to back their claims to the region. From its capital, Williamsburg, Virginia responded and the first serious fighting began in 1754 with 200 out-numbered Virginians, led by George Washington, being defeated; the other colonies had been slow to approve and send support.

The next year the fighting became widespread, as the English colonists decided to combine their resources to squash the French. One might have expected a walkover, there were 75,000 settlers in New France and Nova Scotia compared with 1,500,000 English colonists. However, the colonies each tended to be parsimonious in their support of the war effort and jealous of their individual rights: also, except for Massachussets and to some extent New York, they were not used to fighting, being essentially traders and farmers. In Pennsylvania the powerful Quakers were opposed to any fighting. The French had determined central

direction, a militia used to fighting in the wilderness, the support of their clergy, and they believed they were fighting for their existence.

In June, Fort Beausejour was captured by a force from Massachusetts led by Monckton. In July he attacked Fort Duquesne and was defeated; 1,200 colonial troops were ambushed by some 600 Indians allied to the French. An ignominious retreat left the border open. The French encouraged the Indians to raid. Washington wrote "Every day we have accounts of such cruelties and barbarities that are shocking to human nature. Such numbers of French and Indians are all around that no road is safe". The disaster at Fort Duquesne led directly to the founding of the packet boat service, for the transport of mail only, from New York to Falmouth, England. London had decided they needed far better communications with the Colonies. In August a colonial attack on Fort Niagara was

abandoned due to a lack of provisions and due to the strength of the French at Frontenac and Niagara. In September there was better news, an attack on Fort William Henry by a French force of 1,500 was repulsed, and the French commander captured.

Montcalm

England and France were not yet at war, but were preparing to battle in North America. In January 1756, the Marquis de Montcalm was appointed to command all French forces there. In May he arrived in Quebec, that same month England declared war - after nearly two years of fighting in America. Thus began the most terrible conflict of the 18th century.

Montcalm was born into the nobility, near Nimes in the South of France, in 1712. He had a private tutor who regarded him as extremely stubborn, but he acquired a sound knowledge of Latin, Greek and history together with a love of reading. At the age of 15 he was commissioned into the



The Battlegrounds, 1754-1763

army and in 1732 he saw his first active service. His father died three years later, leaving Montcalm a large estate and many debts; he recovered from this misfortune by marrying well. Madame de Montcalm bore him ten children, five survived childhood. From 1740 to 1748 he was almost perpetually on operations in Europe, rising to the rank of brigadier. In 1752 he petitioned the Minister of War for early retirement on the grounds of his service - 31 years, 11 campaigns and five wounds - and his small personal fortune. This was granted and he had a period of tranquillity before his recall to lead the French troops in North America. On this appointment he became a Major-General, small and portly but a brave, thoughtful and experienced commander. Louis XV sent 1,200 troops to Canada; 100,000 French troops were sent to support Austria, such were the relative priorities. Vaudreuil was the Governor-General in Canada; Montcalm's orders stated he was subordinate to Vaudreuil, but he

was not welcomed enthusiastically as Vaudreuil had hoped to command the troops himself. Montcalm was also not pleased; he found corruption was rife amongst the officials of the colony. He wrote to his mother "What a country where all the scoundrels make a fortune and all the honest people are ruined".

In June the Indians reported that the English were massing 10,000 men to attack Fort Ticonderoga, Montcalm hastened there. The Indian disquiet may have been provided by the activities of the famous Rogers Rangers. Throughout the fighting near Lake George and Lake Champlain a Robert Rogers of New Hampshire led bands of New England men, moving and living like Indians, with great effect. However, the reports proved premature so Vaudreuil sent Montcalm to attack Fort Oswego with 3,000 men; in August the colonial garrison of 1,700 were overwhelmed. Thus the French had the great advantage of control of Lake Ontario. 1757 began with an assault

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by 1,600 men, mainly Canadians and Indians, on Fort William Henry, but although the garrison only numbered 350 they managed to fight off the attackers. This led to conflict between Montcalm and Vaudreuil as the latter had appointed his brother to lead the attacking force whereas Montcalm would have preferred another commander. However both agreed that reinforcements were needed, the number of French regulars in Canada was increased to 6,600. The British now planned an attack from Halifax on Louisbourg, the strongest fortress on the continent, but delays, in both England and America, and the arrival of a French fleet, led to the enterprise being abandoned.

In July William Pitt was made Minister of War, henceforward the war would be conducted with resolution and despatch. But it was too late to save Fort William Henry; Montcalm, with 8,000 men, including 2,000 Indians, took it in August. The main British Army of 12,000 men was still at Halifax, the frontier had been denuded. The fort's garrison of 2,200 lost 300 killed or wounded, they surrendered with Montcalm's agreement that they should be escorted out by French troops. But he was not able to control his Indian allies; despite strenuous efforts they massacred every man,

woman and child they could find, the estimated number butchered ranges up to 1,500, but was probably about 200. Vaudreuil wanted Montcalm to press south, perhaps even Albany could be taken, but Montcalm refused claiming the road was too bad for his heavy guns; relations between the two senior Frenchmen were not improved.

Montcalm's next trial was in July 1758, he was in command of some 3,600 men defending Ticonderoga; the English general, Abercromby, attacked impetuously with the largest army ever assembled in North America, 15,000 men, but without any preparatory bombardment, he was ignominiously defeated with 2,000 casualties, the French had 400. Nevertheless Montcalm had decided that Canada was indefensible and asked for his recall to France, this was denied. He was promoted to Lieutenant-general and Vaudreuil was instructed to defer to him in all matters. However, the efforts of Pitt now began to tell, Louisbourg fell that same month with 6,000 prisoners taken. The outstanding British commander was a Brigadier Wolfe who led the landing on the most heavily defended beach and intrepidly attacked the French positions throughout the siege.

(To be continued)

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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

DECEMBER 7

The Yellow Peril

Photo by Fearless Fred

Having been a member of the armed forces for 27 years (now turned out to pasture) I automatically think of Pearl Harbour on every December 7. On the other hand, the stamp collector in me remembers two very distinguished persons. The first is Captain Bligh of 'Mutiny on the Bounty' fame, who died in London on this day in 1817. The 1940 Pitcairn 2d stamp, by the way, depicts Bligh and the 'Bounty.' The second is Postmaster General Sir William Mulock who issued the ever popular 'Christmas' map stamp on 7 December, 1898, a closer-to-home 'red letter day.' The purpose of this stamp was to bring the British Empire nearer together by encouraging postal communication. To this end the cost of sending a letter between the colonies (those that joined the scheme) was reduced from 5c to 2c. Letters bearing the 2c map stamp posted on and cancelled with 7 December 1898 postmark are first day covers.

Map first day covers are more interesting than other Canadian first days and differ from them in several respects. The map stamps were printed with two distinct colour oceans - lavender and blue - and at different times, as recently outlined by member Robert Lunn (ML June 1990 p378). This information is contained in several authoritative works. Even though I have wondered why every first day examined was franked with only lavender and not the blue ocean stamp, this point did not 'sink in' until Rob announced his discovery of a 20 December, 1898, 'Department of the Interior Memorandum' (Ottawa) which states, in part, the blue ocean stamps

were "placed on sale today." This implies that for Ottawa at least, the first day of the blue ocean map stamps is 20 December, 1898 - 13 days later. The chore now at hand is a comprehensive study of the cities of origin, especially Ottawa, of 20 December and earlier covers with blue ocean stamps.

There seems to be confusion amongst some collectors as to which is the actual first day, the date of issue or the date of the rate change. For the map stamp with the lavender seas, the first day is unquestionably 7 December, 1898. Pre dates (dates before 7 December, none known to me) or first day of the new rate, however interesting, are not first days. Another intriguing feature of map first days is their relative scarcity. A survey conducted by yours truly came up with an estimate of only 25 such covers, half of which are known to exist.

As to the rate for which the map stamp was issued, it is somewhat ironic that it did not come into effect until Christmas Day, 1898 - 18 days after the stamp appeared. First day covers singly franked with the 2c map are either local (drop) letters or post cards. Domestic first days, letters to the United States and to other countries carry a combination of other stamps and/or multiples of the map stamps to make up the required rate. Surprisingly, there are very few first day covers that were sent abroad.* One of these is illustrated on the opposite page.

Members who have early blue ocean map covers from Ottawa are

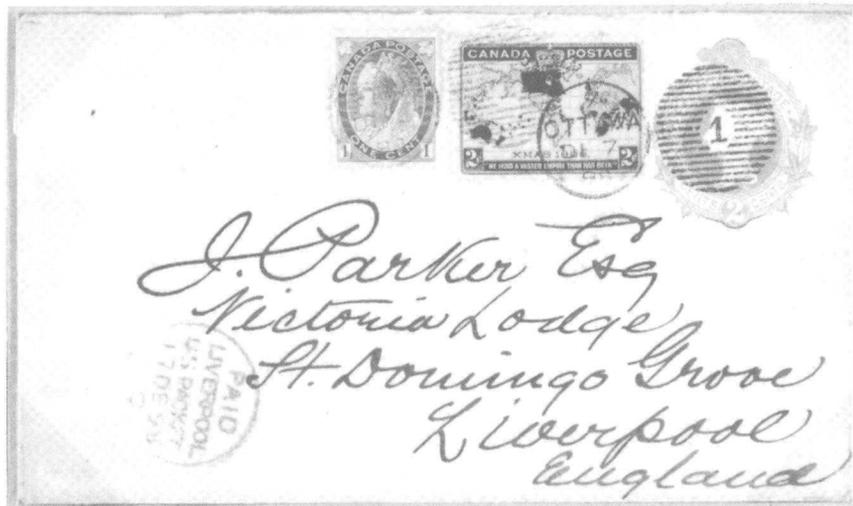
requested to advise the editor - the type of letter (first class, registered etc), postmark (cnds or machine) and destination.

*I have faint recollections of a map first day on a 1c QV Jubilee stationery post card passing through my hands

years ago, It was sent to the UK and was overpaid by 1c.

References:

Hough, G.L. Chambers, 'Dates' 2nd ed. Edinburgh, W&R Chambers Ltd., 1963
'Maple Leaves' June 1990, p378
'Maple Leaves' October 1990, p70/1



1c QV numeral and a 2c lavender map on a 2c 'Patriotic' QV stationery envelope makes up the 5c Empire rate to England, all tied by two strikes of the 7 December, 1898 Ottawa '1' d u p l e x .

PREMATURE DELIVERY

We regret that an editorial oversight resulted in the Yellow Peril's article, in the January issue, finishing prematurely. The continuation on page 7 should have carried on:

I would like to know if there are such similar covers with the one-line surcharge and whether the Rossclair post office had and used both hammers.

I am grateful to Mr Kimmo Salonen, a fellow collector for providing the 'very difficult to find details' of Rossclair.

Reference: 'Split Circle Proof Strikes of Ontario' - Vol.11 of 'Proof Strikes of Canada', edited by J. Paul Hughes and published by Robert A. Lee Philatelist Ltd of Kelowna, B.C.

Erratum

Lionel Gillam's article, 'Canadian Railway Postmark Errors (11)' suggests, on page 51 of the April issue (col.1 line 2) that the SUD & SOO branch line wag completed In 1800. This should have read 1888. Your editor apologises to all and sundry for failing to spot this printer's error. But then the article was about errors wasn't it?

At the 1991 Convention, Roger Grigson presented a first class display on a subject he has been researching for some years. A full exposition has appeared in 'TOPICS', in serial form, over a number of issues. We felt an abridged version would be welcomed by non-BNAPS members and possibly even BNAPS members who lack stamina!

THE CANADIAN POST OFFICE DIRECTIONAL MARKINGS AND DEAD LETTER OFFICE, 1870-1899

Roger Grigson

During the formative years of the postal services in most countries, circumstances have shown that they rarely ran as smoothly as was planned, and one problem or another arose from some unforeseen situation causing regulations and instructions to be continually issued or updated. A majority of these early problems came about through mail, of all types, which for one reason or another, could not be readily delivered. In order to deal with this undeliverable mail, instructions were issued to post offices by their respective governing bodies, together with marking devices, - referred to here-on as handstamps - for dealing with and marking such items.

There were two distinct categories into which undeliverable mail could fall, one being concerned with a postage payment deficiency of some kind, i.e. underpayment, wrong rate, etc., and the other concerning the intended destination of the item of mail, i.e. addressee moved, missent to, the wrong town, and so on.

Canada was no exception to these situations and had its own unique system and handstamps for dealing with them. Any mail falling into either of the aforementioned categories became known as 'Dead' and was

subsequently sent to and dealt with in the 'Dead Letter Office' which had its own staff and operational directives. Whenever a 'Dead Letter' was received in this office it was struck with a receiver's date stamp and the reason for it being sent there was noted, either on the letter itself or in a record book kept at the office. The subsequent process for dealing with it usually took a period of several days, and in some instances months, before it was replaced in the mails for eventual delivery or return to the sender.

Research into this subject is still very much in its infancy, with little or no original documentation available, consequently new material and information is continually being found, thereby updating, contradicting or confirming existing facts. Therefore with the research to date this article will deal with the early years, 1870 to 1899, together with descriptions and details of the handstamps and postmarks peculiar to Canada's 'Dead Letter Office'.

The Canadian Dead Letter Office 1870 - 1899

A Dead Letter Office had been part of the postal organisation from the beginning of Post Office operations in

Canada and although there was brief mention of it in the early annual reports, issued by the Postmaster General, there are no great details available of its workings to give an accurate picture of how undeliverable mail was dealt with in the early years.

During the period 1870 to 1899, as the country and the postal service expanded, the various problems concerned with running an efficient mail service gradually increased. The simple matter of mailing a letter would on the face of it not appear to present too many difficulties. Far from it. It didn't take long before instructions and regulations began to appear in Post Office guides with reference to 'undeliverable letters' and 'dead letters' whose numbers were fast becoming quite a problem.

The first detailed procedures for handling undeliverable letters had appeared in the March 1868 General Regulations, but over the next few years, due to experience gained, these very basic procedures were improved.

For the period 1870 to 1899 the most important changes to the regulations pertinent to this subject appeared in the Official Post Office Guide of October 1875 and these dealt mainly with postage charges and improved procedures for dealing with undeliverable letters. The principal directions in this guide were :

i) Postage rate

'The rate of postage on a letter posted within the Dominion of Canada, for transmission by mail to any place in Canada, is 3 cents per half ounce weight: but the statute provides that this rate must be prepaid by Postage

Stamp at the time of posting the letter.'
Official Post Office Guide

It now became mandatory to prepay all postage on letters and use the postage stamps relevant to the rate. Up to this date it was possible to send a letter 3 cents cash, post paid, or unpaid at 5 cents collect on delivery. This change generated still more undeliverable letters because of non-compliance, albeit in most cases through ignorance, with the new regulation and as a result:

ii) Postage deficiency

'Any such letter posted wholly unpaid cannot be forwarded to its destination, but will be sent to the Dead Letter Office for return to the writer.'

Official Post Office Guide

iii) Other reasons

'Letters or other articles, which from any cause remain undelivered in any Post Office, or which, having been posted, cannot under the regulations of the Department be forwarded to destination, are sent to the the Dead Letter Office at Ottawa, there to be opened and returned to writers, on payment of any postage which may be due thereon, together with three cents additional on each letter to defray the cost of returning.'

Official Post Office Guide

In a statement issued by the Dead Letter Office on 30 June 1875 it was noted that - '572,127 letters were received and disposed of ', this figure increased considerably after the October regulation change, so it was now fairly evident that the number of 'undeliverable' or 'dead letters' received in this Office had reached such proportions that something had

to be done in order to cope with an ever increasing problem.

One month later on 8 November 1875, in order to alleviate the heavy work load in the Dead Letter Office as soon as practicable, a Post Office Department order created what was to become known as the 'REQUEST LETTER'. This now allowed the sender of a letter to have a return address printed on the envelope - a practice which until now had been not permitted - so that in the event of non-delivery, '... provided that the letter had originated in Canada or the USA and a full rate of postage had been paid at the time of posting', it could be returned direct to the sender without going through the Dead Letter Office. The regulations regarding these 'REQUEST LETTERS' were updated several times over the next few years thereby taking more and more undeliverable mail out of the 'Dead Letter Office'.

Registered letters though were the one exception to this new Department order. Before the new 'REQUEST LETTER' regulation all undeliverable registered mail had to be sent direct to the Dead Letter Office and it was only from there that it could be returned or dealt with. This practice was still to be strictly observed and used irrespective of whether a return address was present or not. Then if, after investigation, these registered letters could not be returned, and their contents were money, the Postmaster General could '... appropriate it as postal revenue, keeping an account thereof and paying the amount to the rightful owner as soon as he can be found.'

A later report published in 1900 by the Post Office Department showed during the year 1 July 1875 to 30 June 1876, 114,610 unpaid letters had been

sent to the Dead Letter Office out of approximately 41 million posted in Canada - the total number of letters dealt with by this office for all reasons was in the region of one million. Toward the end of 1899 published figures showed slight reductions in the volume of dead letters although the totals of items dealt with was still a considerable amount.

Occasionally a 'REQUEST LETTER' was sent to the Dead Letter Office and sometimes opened in error by one of the clerks. In 1879 the first adhesive 'label' or seal was issued exclusively to the Dead Letter Office for use in resealing these and more usually any mistakenly opened registered letters. These labels were not sold to the general public, paid no postage and bear no denomination of value (Sc OX1).

A second issue came in 1902 (Sc OX2,3), and the third and last issue in 1913 (Sc OX4). Use of these labels was discontinued in about 1929. Canada was the only country ever to officially issue adhesive labels for this specific purpose. (Newfoundland had only one issue and this was in 1905, discontinued in 1915).

Annual reports continued to be issued by the Dead Letter Office on 30 June of each year with very detailed lists of the 'items' handled and which in a lot of cases still remained unclaimed in the Office. The last report in the period covered by this article, dated 30 June, 1899, listed just over one million letters of all types having been dealt with, these ranged from ordinary letters, documents, books, and parcels to such bizarre items as false legs, teeth and on one occasion a glass eye!

(to be continued)

THE 50 CENTS ADMIRAL VARIETIES

H.Reiche FCPS

As the Hon. G.C.Marler points out in his book 'The Admiral Issue of Canada' four different plates were used for printing the 50 cents value. Distinguishing marks can be found on each of the plates used and it is possible to separate each plate in that way. Marler writes, "The author found no re-entries and no retouches on the proofs of Plates 1,3 and 4, but a number on the proof of Plate 2."

A recent study of large multiples, including two sheets, indicates that a number of varieties such as re-entries and retouches come from Plate 1. One of the reasons for these varieties not showing up on the proofs is that the proof represents only the first state. The 50 cents had four states. Every time plate 1 was used and refurbished, another manufacturing order number was entered. The numbers are: 88, 101, 117 and 193. Each time the plate was

'improved' to meet the printing quality. This resulted in varieties from this plate not found on the original plate proof.



Figure 4



Figure 1

Figure 2

Figure 3

Figure 5

Figure 6

Fig. 1 shows a guide line plus a part of a circle line on the left side.

Fig. 2 is a retouched upper and lower right spandrel line.

Fig. 3 is another retouch top right, opposite GE and on the outside right frame

Fig. 4 is a strange retouch, badly executed on top left frame line with many odd lines in the design which may indicate a misplaced entry.

Fig. 5 is a retouch with two short lines above the retouch.

Fig. 6 is a minor re-entry on the right.

PLATES OF THE SIX CENTS SMALL QUEEN - UPDATE

John Hillson FCPS

While the authors of the third edition of 'Constant Plate Varieties of the Canada Small Queens' are to be commended on the clarity of the illustrations in comparison with the earlier editions, it is a pity the work is spoilt by much inaccuracy in the text. While more reliable information is available elsewhere, new light has been thrown recently on the six cents value which, as far as I know, has not yet been made generally available.

There are not three plates from which this value was printed, as Reiche and Sendbuehler insist in the book, but four and just possibly, five. They can be identified as follows:

1. The first plate was made in 1871 (July) and evidence suggests it was a single pane plate with the stamps arranged ten by ten. All but stamps from the left hand vertical row show a position dot in the left hand bottom corner, the 'missing' dot appears in the right margin, not left as R & S suggest. Above the top row, positions 4-7, was placed the Type IV imprint BRITISH AMERICAN BANK NOTE CO., MONTREAL & OTTAWA - in colourless letters 1mm high. The position dot associated with this imprint is to be found in the 'P' of 'POSTAGE' on the second stamp, top row, from this and other six cents plates with this identification. The major

re-entry, technically a 'fresh entry' - i.e. evidence of plate repair prior to the plate being put into production, comes from this plate. All printings are in shades of yellow-brown and known in the major perforations of the period, including 11¹/2x12.

2. The second plate, made in 1873, was identical in format and imprint, with the exception that letter 'A' was placed centrally over the imprint from the beginning. It was printed in yellow-brown and, after 1889, in red-brown as it was still in use in the second Ottawa period. The stamp in this colour was first reported in the press in October 1890. While the plate started life with the usual single lower left position dot, additional dots were added during its life, as may have been the case with the first plate, and seem to be associated with plate repairs, so by the end of its life, after three major repairs, some positions are known from second Ottawa printings with four lower left position dots. Row 2/10 and row 3/1 from a late state of the plate show weak 5c/6c re-entries - the writer can confirm this from examination of an appropriate piece. A major re-entry, in red-brown only, comes from row 3/4.

3. The third plate, from which printings are very scarce, has three identifying characteristics.

A. Impressions are uniformly weak due to poor entry work, giving rise to the nickname 'the Ghost Head Plate'.

B. Guide lines and other extraneous markings have not been cleaned off - in fact the plate gives every appearance of being a rush job, or perhaps the work was of such poor quality that it was not intended to use the plate at all, so no attempt was made to bring it up to production standard.

C. The position dot appears below the 'C' of 'CENTS'. As this is in virtually the identical position to that of the second Large Queen six cents plate, where the position dot is located under the 'S' of 'SIX', some have concluded it must have been made at the same time, i.e. in April 1869. I doubt this; although probably made by the same siderographer I suspect it was made later than the 'A' plate, possibly in 1876 when quantities printed to that point would have entitled the printers to invoice for a third plate. The printing was only in yellow-brown.

4. A piece exists with the same type IV imprint as the 1871 and 1872 plates but in a measurably different position in relation to the stamps than the other two. This could be from a fourth, so far unrecorded, plate as its Canadian owner believes, and it is probable. Though unlikely, it is also just possible that it could be from a left or right hand pane of the first plate. The piece is printed in yellow-brown, and apart from the position of the imprint has nothing else to distinguish it from that plate.

5. Described somewhat eccentrically by R & S as the 'first plate' we now come to the only certain six cents twin pane plate, that is a plate having two panes arranged 10 x 10 horizontally. It was made in 1887 toward the end of the Montreal period and because of this it is

possible it was proofed in yellow-brown. No evidence has come to light that any sheets printed for issue were in anything other than red brown. However, since one of the distinguishing characteristics of this plate is the complete absence of lower left position dots, if anyone has a horizontal pair, or larger piece (other than vertical strips) none of the stamps of which show these dots, and which is printed in yellow-brown, I would be delighted to hear from them.

This plate had a different imprint from the others - the Type V 'British American Bank Note Co., Montreal'. The left hand pane additionally had a check letter which looks like an 'R' with broken legs, but which in fact is a reversed and inverted 'B' partially obliterated when the imprint was rolled into the plate; the right hand pane similarly has a reversed 'C' but sufficiently above the imprint to escape truncation. These are not, as R & S suggest, separate plates. Nor are examples from it known perf 11¹/₂x12. At least three major re-entries come from this plate, two from the 'C' pane at R1/7 and R9/1, and one from a so far unidentified position on the 'B' pane. This 'B' pane also has one of the major 5c/6c varieties at R3/5, and it seems likely that the other proven major 5c/6c comes from this plate too, but so far unidentified as to position or pane.

Any references to varieties in yellow-brown as coming from the 'Montreal' plate, i.e. this one, are likely to be spurious. As far as is known it was used for production in Ottawa only and was issued in red-brown only. Indeed early printings from it show signs of corrosion on the plate, consistent with the three year gap between its manufacture and being brought into use.



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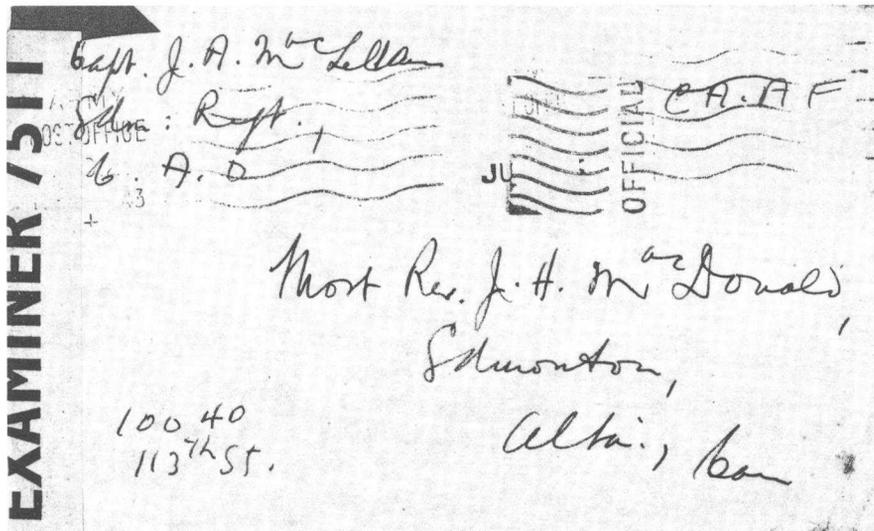
Kim Dodwell

After the see-saw battles of the North African campaigns, the Axis armies were at last defeated in Tunisia by 13 May, 1943, and the Allies were poised to launch into Europe. Among those preparing themselves were the 1st Canadian Infantry Division, who had been awaiting active employment with mounting impatience since arriving in Britain from Canada at the end of 1939.

The 1st Battalion of the Edmonton Regiment was a unit in the 1st Division and the cover illustrated is from their Chaplain, writing home to the Catholic Archbishop of Edmonton. The Edmontonians left their billets in the Peacehaven/Newhaven area on 8 May and, after a month of rigorous Combined Operations training on the west coast of Scotland embarked on the 'Durban Castle' - a peacetime liner of the Union Castle Line converted into a troopship - at Gourock on 14 June.

They remained in the Firth of Clyde for the next two weeks, the men only going ashore three times. Once on the Isle of Arran for a rehearsal of their coming operation, once on Holy Island where they bathed and washed their clothes in streams, and lastly for a route march round Gourock on the 22nd, before the ship, together with others in the convoy carrying the rest of the Division, finally sailed on 28 June.

Well into the Atlantic the men were told of their destination - Sicily. The convoy was fast and the voyage uneventful. Gibraltar was passed on 5 July and, after rendezvousing with other convoys, carrying American troops from New York and British from North Africa, the combined force went ashore on the night of 9/10 July. The Canadians landed almost unopposed. It was not until they had moved well inland that they met



German formations and the pace slowed. The Sicilian campaign and the Italian one to which it led make a long story, one that was important and sad for the Canadian troops involved. I hope to return to it in a future issue.

During the wait in the Firth of Clyde and on the voyage to Sicily, there was plenty of time for writing. The Edmonton's Regimental History tells of letters written by many who sensed these might be the last they would ever write. I have a letter written by a soldier of the 1st Division to his mother, which could have been typical of many. He

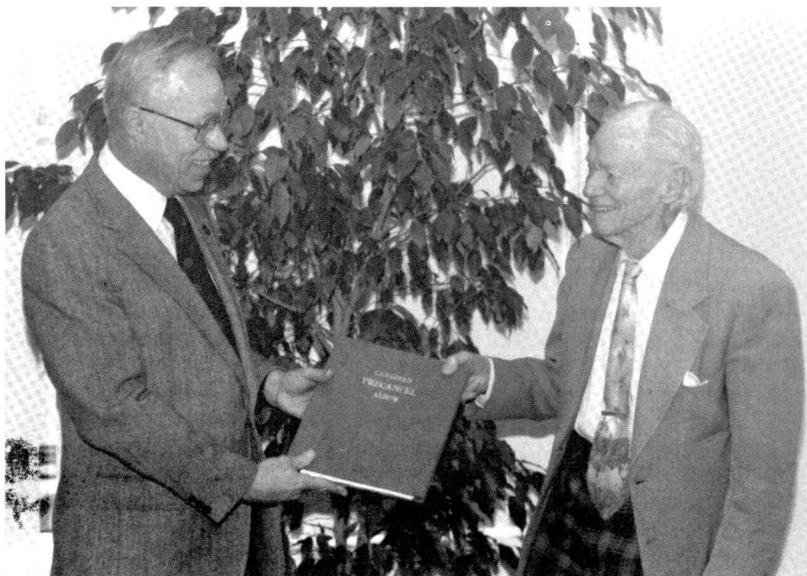
writes, "It is going to be a hard nut to crack, but we have every confidence in ourselves the next few months will be trying for us all. I ask you not to worry but to have faith in God and in my capabilities as a soldier".

Letters written on board were bagged and taken back to Britain in a returning ship. They received a red 'OFFICIAL/PAID' between seven wavy lines before going to the Canadian Overseas Postal Depot in Manchester, where the SC2 machine mark with its five wavy lines in black, was applied en route to Canada.

NEW CANADIAN PRECANCEL ALBUM

Publisher and auctioneer Bob Lee has announced the first album for Canadian precancels for 30 years. The album was produced in consultation with Mr H.G.Walburn, Editor in Chief of the Standard Precancel Catalogue, and follows the arrangement of the latest

(1992) catalogue. Details will be found in Bob's advertisement in this issue; meanwhile our picture shows Bob presenting the first copy of the album to Geoff Walburn; Bob and Geoff are both long-time CPS members.



IT MAY BE JUST ANOTHER COVER, BUT

Stan White



Transatlantic Air Mail Service. First flight, cover signed by Capt. J.C. Kelly Rogers.

When I picked up the cover illustrated a while ago for a modest sum, I remembered the 40th anniversary flight cover issued to commemorate the first British airmail service across the Atlantic 5 - 6 August 1939. This anniversary cover was flown in a Concorde with Captain P.R.W. Duffey in command, the cover insert described briefly that 1939 flight and it also left me wanting a little more information about the aeroplane and the pilot that had carried the 1939 cover,

Collectors of Transatlantic covers will know that it was the Short C-Class Empire flying boats that pioneered a regular airmail service between England, Canada and the U.S.A. Range and payload have long been vital considerations in developing passenger and airmail services and it was necessary for the Empire flying boats to overcome this problem if this route and service was to be successfully operated.

When on 5 August, 1939, two Short S30C class flying boats named 'Caribou' and 'Cabot' started the first British North Atlantic air mail service to Canada and the United States, they carried 1,000lbs of mail and no passengers. They needed air-to-air or in-flight refuelling from a tanker aircraft. This solution to the range problem had been worked out with the help of Sir Alan Cobham's Flight Refuelling Ltd, the pilots involved with the refuelling trials being Don Bennett (later to win fame as the founder of RAF Bomber Command's Pathfinders), Captain Gordon Store and Captain J.C. Kelly Rogers. The technique of in-flight refuelling that they developed required the First Officer and the Radio Officer to wind out a grapnel on a long cable from the flying boat's tail, while a tanker aircraft formed to starboard and fired another cable by rocket to catch on the grapnel of the first. A hose was then wound out

on the cables, from the tanker aircraft to the flying boat, and drawn tight into an airtight fitting. Eight hundred gallons of fuel was then passed through the hose, nitrogen having previously been forced through the hose to prevent electrical discharge. The operation was controlled by flag signals from the aircraft windows!

It was J.C. Kelly Rogers who was flying 'Caribou' on that inaugural flight on 5 August, so presumably the in-flight refuelling presented him with no worries. Coincidentally 'Caribou' herself had participated in the refuelling trials, and on this flight she was replenished in the air over Foynes, Eire. After landing and refuelling at Botwood, Newfoundland, 'Caribou' went on to Montreal and finally New York, where the aircraft was landed by the redoubtable Rogers in bad weather at night time on unfamiliar waters. The flight time was over 30 hours.

Kelly Rogers, like most of the Imperial Airways captains of that period, must have been quite a character as well as a most professional airman. In earlier days he had incurred the displeasure of the airline's management (he belonged to the newly-formed British Airline Pilots Association - BALPA) when he sought the withdrawal of the Budapest service during the winter as it was not adequately equipped. For this he was dismissed, but Imperial Airways had such problems with its pilots and with its own organisational structure that, under some pressure, they paid Rogers first a retaining fee and then offered re-employment. Soon Imperial Airways was to be swallowed up within the British Overseas Airways Corporation, but that's another story.

Around the same time as he made the inaugural Southampton - Montreal

New York flight, Captain Kelly Rogers, as a highly experienced captain, had been given the task of directing salvage operations involving another Empire flying boat, named 'Corsair', which had been forced off course by bad weather over the Congo. The flying boat had been holed while landing on the River Dangu, and had sunk in a few feet of water. After repairs to the hull had been made, Captain Rogers had a dam built across the river to create an artificial lake, thereby avoiding having to wait several months for the rainy season. He was at the controls of 'Corsair' in January 1940 when the aircraft lifted off successfully to return to her normal duties, after some nine months amongst the remote marshy swamps of the Belgian Congo. The village that was created by the 'dam builders' at the scene of this operation was subsequently called 'Corsairville'!

In 1941, J.C. Kelly Rogers was placed in command of a flight of three Boeing 314 Clipper flying boats named 'Bangor', 'Berwick' and 'Bristol'. Winston Churchill flew in these aircraft on more than one occasion, happily taking the controls himself for a while at Kelly Rogers' invitation. The Captain was duly rewarded with an invitation to lunch with the Prime Minister and his family at No 10 Downing Street. My simple researches have not shed any light on Captain Kelly Rogers' career after this time.

What became of the particular aircraft that carried those first mails? 'Cabot' and 'Caribou', during the German invasion of Norway, were given the task of taking an RAF unit to set up radar stations in Norway. It was said that out of sheer airline habit, and although they were now pressed into RAF service, they ran up the Norwegian flag from the cabin mast

when these flying boats alighted at the small port of Bodo. Unfortunately, both aircraft were soon spotted by the enemy and were strafed and destroyed, their crews being brought back to Britain by the Royal Navy. Other

aircraft would take on the task of developing the North Atlantic route at a less stressful time.

That 1939 cover certainly had some interesting associations!

TRACE MAIL PRODUCTS

Dean Mario

Canada Post Corporation introduced the current trace mail tracking system in 1989. It replaced the former registration and certified mail systems with adhesive labels encoded for tracing through the mail system. The labels are attached to the item (registered, security-registered, signature, proof-of-delivery) and a bar-

coded adhesive strip is removed to be placed within an electronic filing system. Now senders can refer to a toll-free number which gives the location and delivery time of the item by providing the individual code on the receipt. The illustration shows a training example of a proof-of-delivery label.

Receipt
Recu

PROOF OF DELIVERY
LIVRAISON

Canada Post Corporation / Société canadienne des postes

No N° 29 000 000 000

Access Code Code d'accès 0000

Name Nom

City Ville Postal Code postal

Declared Value Valeur déclarée

Fee Droit

Type of Service Genre de service

Expedited Accélééré Regular Normal

Accepted Accepté Date

Discard this portion / Jeter cette section

Sample / Échantillon

PROOF OF DELIVERY / **PREUVE DE LIVRAISON**

Canada Post Corporation / Société canadienne des postes 40-076-618 (89-11)

CW 000 000 000 CA CW 000 000 000 CA

Signature required / Signature requise

Sample / Échantillon

CW 000 000 000 CA

Signature required / Signature requise

Sample / Échantillon

CW 000 000 000 CA

SOCIETY NEWS

REPORT FROM THE SCOTTISH REGION

The Association of Scottish Philatelic Societies' annual congress was held at Falkirk Town Hall on Saturday 20 March, when the Scottish Philatelic Society hosted the proceedings, with our own member, Lynda Schutt from Bristol, as Honoured Guest and Congress Opener. Lynda's grandfather, Adam Smail, was the first President whilst Lynda herself was a staunch member before moving south.

It is pleasing to record that their Honorary President, A. Bruce Auckland FCPS, now in his 98th year, was in attendance.

Thanks are due to the A.S.P.S. for allowing the use of a meeting room for our Scottish members, thus allowing Sandy Mackie, Ian Gregory, Norman Reilly, Bill McVey, Robert McLeish and Jim McLaren to meet and renew acquaintances.

The Collectors day had the usual manned table on behalf of the Society, with our Scottish trio seeking to keep the interests of Canadian philately to the fore.

Editor's note: Our reporter Jim McLaren was too modest to reveal that he received a trophy from Lynda for his 'Enlist Now' flags.

NEWS FROM THE SOUTH WEST

The South West group will be meeting, as in previous years, at Portishead, near Bristol, on Sunday afternoon 8 August.

The meeting will be held in conjunction with the Bristol Philatelic Federation's annual convention. The convention is held over two days, Saturday and Sunday, and there are usually at least a couple of dozen dealers in attendance. The Federation's annual competition entries will be on show and refreshments will be available. It is well worth while coming along early to take advantage of the facilities on offer; we shall be meeting from 2pm. The meeting is informal and members are asked to bring along some sheets for mutual entertainment. Anyone requiring further details should contact the Editor.

AND FROM WESSEX

Dorothy Sanderson tells us that her small but keen band met in March and plan to gather again in June. If you are within striking distance of Southampton and require details please get in touch with Dorothy.

FROM THE C.E.O.

At a recent meeting of the Executive, it was mentioned that there was little activity in the Society's Study Groups. There are six listed in the Members Handbook:
Railway and TPO; Slogan postmarks; Small Queens; Flags and Early Machine Cancellations; Newfoundland and Postal History. Contact members are listed in the Handbook.

We ask members interested in these topics to get in touch with the contact members in an effort to re-activate the Groups. Also, if any member is interested in forming a new Study group, please contact the Editor of 'Maple Leaves'.

FROM THE PRESIDENT

In the April issue of 'Maple Leaves' you will have received your booking forms and competition entry forms for Convention '93 at Chester, please make your bookings as early as possible, it does make the organisation easier. My thanks to those who have already booked. If you have mislaid a form, let either Brian Stalker or me know and another will be sent.

An outline of the provisional programme is as follows, a definitive programme will be in your Convention packet on arrival:

Wednesday 29 September

Tea from 3.30pm

8.00pm - Bill McCann 'Telegraph Covers & Telegrams'.

Thursday

9.30am - Dr Dorothy Sanderson 'Pre-stamp & Stampless Postal History of Canada & the Maritimes.- 18th & 19th Centuries'.

1.30pm - Coach Outing Albert Dock & Maritime Museum, Port of Liverpool.

8.15pm - Talk to Ladies 'Wandering in Chester'

8.15pm - John Parkin 'Revenues & Cinderella Material'.

Auction material on view.

Friday

9.00am - Meeting of Fellows.

9.40am - Committee Meeting.

11.00am - Presentation of Competition Entries.

Afternoon free for wandering in Chester.

7.45pm - Ladies' Theatre Visit.

8.15pm - Geoffrey Whitworth 'Stamps & Covers of the Pence & Cents Issues'.
Auction material on view.

Saturday

9.00am - AGM

10.30am - Dr Harry Duckworth 'Cancellations on the Large Queens'.

2.00pm - Auction conducted by Geoffrey Manton.

7.00pm - Sherry Reception.

7.30pm - Annual Banquet & Presentation of Awards.

My Guest at the Banquet will be Dr Brian Holyoak, Chairman, The Chester & District Philatelic Society.

A brief word on the 'Presentation of the Competition Entries'. There have been suggestions that we are not able always to appreciate fully the entries, possibly lack of specialised knowledge, and that we do miss an opportunity to learn from the entries. So, this year, each competitor will be given the chance to tell us about his or her display so that we can benefit further from the devotion involved in preparing the exhibit. The maximum time allowed for each talk will be ten minutes, so it should not involve a great increase in the workload of the competitors; the talks will have no bearing on the assessment of the entries, they will be judged by the usual methods. The talks will simply be for the enjoyment and education of members and, hopefully, add to the satisfaction of the competitors.

Book now for Convention, and enjoy a few delightful, philatelic days in beautiful, old Chester.

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**DEALERS IN
FINE STAMPS
SINCE 1924**

BOOK REVIEWS

A continuation from the April issue of reviews of fairly recent publications concerning BNA philately, kindly provided by Ron Winmill.

'Catalogue of Canadian Railway Cancellations and Related Transportation Postmarks - Supplement No.1 1991', Lewis Ludlow OTB, FCPS. Published by the Canadian RPO Study Group; original catalogue £16, supplement £1.50 - both still available from the Handbooks Manager.

This work, like the original volume, is spiral bound with card covers. The final page of the original was 272 and this work continues that pagination to 332. The supplement is impeccably and precisely done to match the original in format. Lewis Ludlow, an extremely careful student of long standing in this field, had the assistance of an army of 303 reporters contributing to his cause.

The supplement is a compilation of new data published in the R.P.O. Newsletter since the original work appeared in 1982. As James Felton notes in his introductory remarks, there are a few very minor alterations in the cause of technical accuracy. In this format, the work is far more useful to all students possessing the 1982 work.

We all owe a debt of gratitude to Mr Ludlow for his years of devoted service in this field.

'The Lewis M. Ludlow Collection of Canadian Railway Cancellations and Related Transportation Postmarks'.

No editor or author is given but the work is published by Robert A. Lee Philatelist Ltd. The soft bound book is a faithful reproduction, on 222 pages, of

three of Ludlow's collections, namely, 'Canadian Mail by Rail, 1836-67', 'Railway Mail Clerk Strikes' and '19th Century Railway Registration Marks'.

The write-ups are an excellent reference and the opportunity to view this material and derive the benefit of Mr Ludlow's years of research is well worth the price of this volume. This work is not for everybody but will be best appreciated by true students of the R.P.O. There is much to be learned by studying this volume.

'Canadian Revenues', Ed Zaluski. Five of seven volumes published to date. Available from the author at 2777, Springland Drive, Ottawa, ON, Canada, K1V 9X2; prices vary but range around £10 per volume.

Each volume is spiral bound, with card covers and a well prepared text. Perhaps one can criticise the quality of some illustrations; however, placed in the context of price, they are acceptable. Each volume deals with a different aspect of the subject; for example, volume four covers the revenues of the Prairie Provinces while volume five deals with the Atlantic Provinces.

Mr Zaluski has painstakingly researched his subject matter and each volume of about 150 pages is packed with information. The few corrections are noted in later volumes - and the number of such corrections are remarkably few! One feature of great value to the student and collector alike is the excellent bibliography.

The author has achieved a delicate balance by incorporating an appropriate amount of technical data and historic research. Mr Zaluski also demonstrates an understanding of the legal ramifications of Revenues; more than the mere stamp attracts his attention. Technical information and historic data are well melded and appear, to the layman, to be well and logically presented.

The reviewer, not being a 'Revenuer' sought the opinion of three men knowledgeable in the field and all concurred that this is by far the finest work ever assembled on the subject. One described the work as "Monumental, encyclopedic in content..." while another said, "This work is to revenue collecting what Boggs represents to the philatelist.... it is the revenue collector's bible." Perhaps these comments are the over lavish praise of the converted; however, if these volumes are only a fraction as valuable as claimed, then Mr Zaluski has presented us with a fine gift.

Editor's note: Volume one in the series was reviewed in the October 1988 issue of 'Maple Leaves' and we spoke of a planned programme of one volume a year. With five down and two to go, Mr Zaluski is bang on target!

'The Specimen Overprints of North America' (2nd edition), Dr N. Boyd, FRPSC. Available from BNAPS at about \$SCAN15 plus handling.

In his introduction to this second edition, Dr Boyd writes, "The new material released from the archives of the American Banknote Company last September has added very greatly to the knowledge of this field of specimen overprints..." In the new edition Dr Boyd has incorporated all the new

material that came to light. He has succeeded in dealing, at a high level of competence, with the specimen overprints on the Canadian pence and cents issues and on various New Brunswick and Nova Scotia stamps.

This work will satisfy a long felt need by collectors of these issues as well as by collectors of forgeries, for this is an excellent reference work for such collectors. No student or collector of proofs should be without a copy.

The only criticisms which could possibly be levelled would relate to the quality of the illustrations and possibly to the conclusions drawn from a study of the material. The latter would seem unlikely and the former flaw does not detract from the academic value of this work.

'Senator James A. Calder's Complete Plating of the Canada 17c Jacques Cartier From the 1859 Cents Issue', edited by J.G.Verge and published by Casca Enterprises at \$SCAN 29.95.

Limited to 100 numbered copies, this plastic, spiral-bound, 144 page book features a durable plasticised cover. Verge notes, "When I was informed that Senator Calder's plating of the 17c Jacques Cartier from the 1859 Canada first cents issue was on the market, I felt that before it returned to institutional or private hands, something should be done to share Senator Calder's monumental work with the philatelic community".

This reviewer acknowledges not having seen the original Calder work in ten years; however, based on dim and distant recollections, this work compares favourably. Verge includes a brief biography of the late Senator, followed by a bibliography of his

works. He also cites a selection of the works of other writers on the cents issue and follows with reprints of some Calder articles.

The 'meat' of this work consists of the reproduction of the pages, complete with diagrams which are very clear. The Senator's notes are reproduced below the reproduction, in type, for ease of reading. A further bibliography follows.

While it can, with some justification, be argued that this work is unnecessary to those with a strong library, many articles cited can only be found in scarcer works. The strength of this work lies not in any great academic contribution to the subject matter, but rather in rendering the material available to those now taking up this speciality or to those new to the hobby. Within the context of the above remarks, this work is highly recommended.

'Canada and the Universal Postal Union. 1878-1900', G.B.Arffen. Published by Unitrade Press, Toronto 1992 at \$CAN 29.95 (soft bound).

This 127 page treatment of the subject covers the period of the GPU-UPU to the end of the century. It is an excellent survey of the subject as affecting Canada. While Codding provided a more in-depth picture, he covered a broader period, in a not dissimilar fashion, but it was not his intention to focus on BNA.

Since the work parallels studies made by the reviewer for his research purposes over the years, it is difficult to find fault with Dr Arffen's work. It might be added that this book is particularly useful in conjunction with other books on rates and stamps during the period, such as Arffen's own work

on Small Queens and Winmill's on the Map stamp. The work is profusely illustrated with many scarce items which will probably never be seen elsewhere by the majority of students.

If any criticism can be offered it concerns the footnotes, which reflect the sources available to Dr Arffen and may not be readily available to those in Canada or Great Britain. In some instances it may not, indeed will not, be possible to locate alternatives. To many the PMG Reports (US) will present problems, however, all GPU (UPU) Conventions can be found in English in any number of Treaty Series or the United States Statutes at Large - far more readily available. The Canadian and British PMG Reports are sessional papers and should normally be sought in collections of same, though of course they do exist independently.

Dr Arffen has demonstrated his deep knowledge of the subject through his references - he has demonstrated his familiarity with all the major relevant documents and presents his material with unsurpassed clarity. This excellent work is highly recommended and is an imperative for all serious students of nineteenth century BNA postal history and stamps.

'British North America and Great Britain 1838-1865' and **'British North America and France, to, from and through 1685-1865'**, Allan Steinhart. Privately printed, Toronto, 1991.

Allan, dean of Canadian postal historians and, without question, a leading authority on the Trans Atlantic mails to and from BNA, has provided the student with two very fine reference volumes.

To quote Allan in his introduction: "This book is a record of my collection of prestamp and stampless covers to and from British North America, that is Canada, Nova Scotia, New Brunswick, Prince Edward Island, British Columbia and Vancouver Island and Newfoundland..." Together these two volumes constitute an unsurpassed study in print. Allan succeeds in accomplishing precisely what he set out to do. There are several hundred pages (one side only) of photocopies of the many fine items in Allan's collection. These items illustrate the many facets of routes, rates, marks and other factors.

Neither of the books is expensively bound, each is reproduced by the photocopy process. However, the true student of philately is not interested in fancy reproduction on expensive glossy paper. He wants good, sound information on which to base his own studies and write up his own material. These two works provide all the information through the medium of actual examples. Highly recommended, these books will be of some general interest and of profound interest to students of Trans-Atlantic mails.

'A Source book of U.S. Postal Relations in the Western Hemisphere', edited by R.D.Harris. Published in Fishkill, NY, by the Printer's Stone c1990 at \$US50. Available from Argyll Etkin Ltd., 48 Conduit St., New Bond St., London, W1R 9FB.

The Printer's Stone Ltd., under the able guidance of our old friend Dr Arthur Groten, has produced a number of informative reference works and reproductions.

This publication, designed to present original documents, is largely

oriented, as the title suggests, to US postal history. However, there are items of specific interest to BNA specialists. For example, there are nine conventions or amendments thereto relating to Canada-US relations from 1851-1882. Newfoundland is further represented by four items in the 1872-76 era. However, other portions of this work, while not directly concerned with BNA, are of interest because the US served as a conduit for some Canadian mails. Charts of incoming rates and fees (1881-1953) and other similar items are of potential interest and use.

Plastic spiral bound, the 280 pages are crammed full of information. The paper inner cover is enclosed in a clear plastic cover, offering additional protection against the rigours of usage.

From the perspective of a student of BNA postal history the work is flawed because it is not all-inclusive; the Nova Scotia-US Postal Convention is lacking as are some Canadian and Newfoundland Conventions and the British Columbia one. Nor are the PMG (US) Letters relating to service at Pembina (Red River service via Pembina) present.

However, these deficiencies are not to be viewed as failings because the volume only claims to be a survey; completeness in this area is an impossibility in a single volume. The book is designed to reflect the needs of the entire Western Hemisphere, not merely BNA.

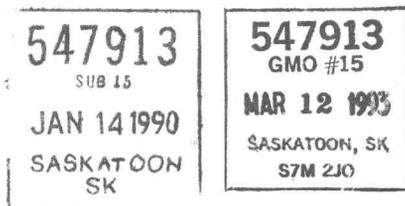
This work is not for every student of BNA material as not all will require the original text; yet all students can benefit from it. The book is recommended provided the student accepts the limitations.

LETTERS TO THE EDITOR

Dean Mario

GROSS MARGIN OPERATOR

Members may be interested in a new type of POCON (or sub-type) which has recently come to my attention. It has the initials 'G.M.O.' which, the postmistress indicated, signifies 'Gross Margin Operator'. The new cancellation device is somewhat smaller than the older POCON and has the postal code inserted. The previous cancel stated 'SUB 15' and this may be a new name for these postal sub-stations which may not classify as 'R.P.0s' (Retail Postal Outlets). The location is a confectionery/card shop. The changeover occurred on 15 February, 1993, so I assume there will be many others introduced.



POCONS old (L) and new

Sandy Mackie

MYSTERY MILITARY MARKINGS

I have recently acquired two W.W.1 covers bearing cancellations I have not seen before, perhaps someone can enlighten me.

Figure 1 is from a Canadian Soldier's letter written on a Soldiers Clubs Association envelope to Victoria, B.C., it is the only cancellation.



Figure 1



Figure 2

Figure 2 is on an envelope which also received the Purfleet Camp cancel on the same day and was then forwarded to Canada where a 2c 1Tc brown coil stamp was added and cancelled at Hamilton on 13 June, 1917, before the cover was forwarded to Courtland, ON, where it was backstamped on 14 June, 1917.

Lionel Gillam

CATHCART, ON.

In the October, 1992 issue you were good enough to publish a letter in which I asked if members had any knowledge of the origins of the name of the above village in Ontario and especially if it



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was derived from the Lord Cathcart who was, I believe, Governor-General of Canada for a brief time in 1846.

It has sometimes been suggested, on what grounds I do not know, that when members seek information via your columns they search in vain. This has never been my experience, and it was certainly not so as far as my October letter was concerned.

Apart from Ron Winmill's letter, which you published in your January 1993 issue and which was followed up personally, I also received a very informative letter from Mr. Rosenblat, a most helpful one from George Manley and most intriguingly of all, two copies of THE BURFORD TIMES. The last were postmarked Brantford, Ont., and both copies refer to local activities in Cathcart which make interesting reading. The fact that neither help in the least to answer the query that I raised does not detract from the fact that a member in those parts took the trouble to help in the only way that he (or she) could, when he (or she) could quite easily have done nothing. I should be grateful therefore if, for no other reason, you would publish this letter since it is the only way in which I can thank the sender. Let me add too that I have read all of both newspapers with considerable interest.

Since I have, of course, written to both Messrs. Rosenblat and Manley personally I do not feel that I should encroach upon valuable space apart from saying that, from information received, it is most unlikely that the village was named after Lord Cathcart; it is much more likely that, as in so many other cases, it was named after an early settler who came from Cathcart in Scotland. This, I believe, is now in

suburban Glasgow. If I am wrong then surely a score (at least) of our Scottish members will sharpen their quill pens and put this ignoramus right.

Hans Reiche

LATHEWORK ON 50c ADMIRAL

Mr R. Bayes listed some very interesting 50c Admiral lathework items in BNAPS' 'Topics', vol.50, no.1. He mentioned that no block with full lathework has been reported. The accompanying illustration shows a block with full lathework. It is the only known block with a part plate inscription at the bottom. It comes from plate 3.



Unique block?

John Hillson

SMALL QUEEN PERFORATIONS

On page 65 of the April issue a letter from Mr Leith states "accurate perforation values can be used to draw meaningful research conclusions on the Small Queen stamp issue, contrary to Mr.Hillson's assertion." Since I hope I have from time to time drawn meaningful research conclusions from the study of SQ perforations, I do not recall ever saying anything so ridiculous. All I said in the letter he cites was that paper was not stable as it expands when wet and shrinks when dry, and that too much importance should not be attached to minor differences in perforation. Since the latter part of Mr Leith's letter is devoted to showing how reducing the length of perforation pins by sharpening will affect the gauge, I am surprised he has not written in enthusiastic support of my 'assertions' which I would have thought were self-evident.

He mentions an article of his in a BNAPs SQ Study Group paper in which he wrote that sharpening shaved 1/2mm off the pins - one notes it is now 1mm. Is this new evidence, or guesswork? In that article he also wrote"..... an attempt to tie Small Queen printing runs with perforation gauge is tough and probably impossible." Quite so.

'Mac' McConnell

RMS AORANGI

Just before the CPR establishes an irrefutable claim to a record Pacific crossing, based on my note in 'Maple

Leaves' of April 1993 (p71), I would point out that the Aorangi reached Auckland on 17 September (not 7th) 1939.

Editor's note; sorry Mac.

The Yellow Peril

THE CANADIAN ROCK OF GIBRALTAR

Feedback from the 'Rock' article (ML Oct 92) includes information on a recent showing of 'Beautiful Dreamers' on a Toronto TV channel. The programme portrays Walt Whitman's visit to Canada and is available on video.

Dr Maurice Bucke, superintendent of the London insane asylum, was in despair at the treatments in use during the Victorian era. They consisted mainly of restraint and electric shock. At a medical conference in Philadelphia Bucke met Whitman. The doctor was so impressed with the poet that he invited the famous American to visit him in the summer of 1880. The poet's avant-garde ideas on the subject of mental illness, sexuality, the emotions and life in general, radically changed Bucke's life, that of his wife and patients. Bucke subsequently adopted a more humane approach to patient care and began to remove restraints, introduce music and hold social gatherings for women patients and organised sports for men. By 1882 all restraints had been removed.

The show is both entertaining and humorous and it is not necessary to be a doctor, a poet or insane to enjoy the film, it is highly recommended.

Incidentally, the reference to 1899 in line 1 of page 405 is incorrect, it should read 1889.

Jonathan Rosen

ADMIRAL WAR TAX

Admiral collectors may be interested in the accompanying illustration of the UL block, from the right hand sheet, from Plate A1 of the 2c red War Tax issue. It shows a nearly full guide arrow in the upper margin.



War Tax block with guide arrow

According to Marler, guide arrows were used as cutting guides on sheets of 20x20 subjects, the arrow illustrated falls between the 10th and 11th columns. There are tiny guide dots under the arrow on the straight edge stamps, one on the top stamp and two on the bottom, unfortunately they are not visible in the illustration.

Incidentally, the Unitrade Specialised catalogue (1992) shows both the 1c and 2c as the same price. The 2c red is much scarcer.

Editor's note: The respective printings of 267.5 million (1c) and 118.4 million (2c) bear this out. The catalogue does show a slight mark up for used 2c values; presumably the very high numbers available preclude any real premium for the 2c value.

Alan Spencer

EMPRESS OF IRELAND

I was very pleased to receive the latest edition of 'Maple Leaves' and found the article on the sinking of the 'Empress of Ireland' especially interesting. The author, Rodney Baker, says that the cachet on the cover he illustrated was in green and that others are known to be in purple. An example in my collection is in light blue.



CANADIAN POSTAL ARCHIVES

The Canadian Postal Archives, formerly at 365 Laurier Street West, Ottawa, has been relocated to the West Memorial Building, 344 Wellington Street, Ottawa, across from the main National Archives building.

According to the press release, the move conforms to the National Archives' policy of facilitating access to its collections by consolidating them in one location, thereby improving its reference and research services. There will no longer be a permanent philatelic exhibit; instead, items from the Canadian Postal Archives will be incorporated in the National Archives thematic exhibitions.

The new mailing address is:
National Archives of Canada
Canadian Postal Archives section
395 Wellington Street
Ottawa, ON,
Canada, K1A 0N3.

AMENDMENTS TO MEMBERSHIP to 25 April 1993

New Members

2681 Garry Griffis, Canada Coin Stamp & Jewellery Exchange, PO Box 603, Beaconsfield, Quebec, Canada H9W 5V2.

Reinstated

2307 John William Hughes, 41 Station Road, Cromer, Norfolk, NR27 0DX C, Cov, PH, B.

Resigned

2397 De La Vergne J N

2527 Heit M

Change of Address/Alterations

2457 Gartland T E, SNCO Mess, RAFO Masirah, PO Box 731, Muscat 111, Sultanate of Oman
1188 YAFFE, 2309 Falls Gable Lane #N, Baltimore, Maryland 21209 USA

2480 WARR, B.C.J. Box 672 Station 'B', Happy Valley, Goose Bay, Labrador,

Newfoundland AOP 1EO

2467 National Archives of Canada, Canadian Postal Archives Section, 395 Wellington St, Ottawa
ON Canada K1A 0N3

2428 Bayes, R. Pemberton Plaza P.O., Box 34512, North Vancouver, BC, Canada, V7P 3N8

1878 Metropolitan Toronto Library Board, Serials Unit, 789, Yonge St, Toronto,

ON Canada, M4W 2G8

Change of Interest

2674 Thompson R B,

BC, C, CR2, DC, N, NB, NS, P, PEI.

Removed for non-payment of dues

2396 Brown, J.

2666 Lothian, A.M.

2469 Squires, D.B.

2272 Cox, R.P.

2650 Lunn, R.V.

2531 Stager, P.D.

2459 Dodier, R.C.P.

615 Maton, N.E.

2659 Stoller, L.

2320 Drozd, V.B.

2663 Poag, B.J.

2521 Sunderland, D.

2621 Fretwell, J.

2541 Putman, A.R.B.

2602 Wadwell, J.W.A.

2053 Hill, D.I.

1315 Rosenblat, D.G.

2254 Young, M.L.

2479 Hobden, D.

2627 Saint, J.R.

Revised total 489

CLASSIFIED ADVERTISEMENTS

FOR SALE: 'Maple Leaves' numbers 36, 41, 43, 45-47 and 50-240. Offers to J. Martin, 22 Constable Way, Salisbury, SP2 8LN. Buyer to collect or pay postage.

WANTED. Would any member who has surplus or duplicate plate number or corner blocks, all values, from the 1967-73 Centennial Issue for sale, please write with details and prices, using Scott

numbers if possible, to F.R.White, 3 Brook Terrace, Askham, Penrith, Cumbria CA10 2PQ

EXCHANGE. Squared circle collectors: send me an Ottawa time mark no. 1 and I will send you in exchange a set with a minimum of four matched time marks of another date. Tom Southey, 34456 Ascott Ave., Abbotsford, B.C. CANADA, V2S 4V5

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Slogan Postal Markings of Canada 1941-1953		£8.50
The Canada Precancel Handbook	Walburn	£10.00
The Standard Canada Precancel Catalogue 92	Walburn	£4.50
Canada Constant Precancel Varieties	H. Reiche	£5.00
Webb's Postal Stationery Catalogue		£7.50
Canadian Stamps with Perforated Initials	Johnson	£6.50
Canadian Precancelled Postal Stationery Handbook	Manley	£6.00
The Pence Issues of Newfoundland 1857-1866	Pratt	£30.00
Maple Leaves Binders		£6.00
Newfoundland Specialised 92	Walsh	£15.00
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