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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN



Maple Leaves

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MAPLE LEAVES

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EDITORIAL

For fear of being branded paranoid, we shall do no more than draw members' attention to Stan Lum's letter in this issue warning of the counterfeiting of the current 43c flag coil stamp.

At Canada's second International Philatelic Exhibition, a 1992 run of 'Maple Leaves' was awarded silver-bronze. From the judges' comments it seems we just missed out on a silver. As one of the adverse comments concerned lack of an annual index, perhaps we would have made it if we had sent a sample of our 'volume' index! We shall know better next time. Our contributors are commended for their efforts however, the judges referred to "...diverse material of permanent significance from many authors" and "... a number of strong articles".

Members will have received the annual auction catalogue with the June 'Maple Leaves', it looks appetising so we hope a good number of members will turn up on Saturday 2 October; a crowded room is always more exciting. Don't forget, if you can make it in the morning there is a chance to hear a world authority on the Large Queen issue, Dr Harry Duckworth, and to see some wonderful material.

Enclosed is the inevitable subscription notice; a modest 50p increase was agreed at the last AGM. Overseas members will no doubt be delighted to see no change in their dollar equivalents, thanks to effective devaluation of Sterling last September. Prompt payment will be greatly appreciated and avoids costly reminders.

Robson Lowe, doyen of British philatelists, recently acquired a substantial collection of the products of 'The House of Stamps', formerly 'Pro Phil Forum'. Mr Lowe has prepared a brief note on the perpetrators and provided details of the many classic stamps and covers involved. Fortunately, from the field of BNA, only the 12d black seems to have come in for the treatment. Whilst it seems unlikely that the copy 12d would fool a serious collector it is reported that some of the House of Stamps' products are beginning to come before expert committees.

THE HOUSE OF STAMPS

Robson Lowe

Peter Winter started his business of making reproductions of rare stamps in the early eighties, under the title PRO PHIL FORUM in Bremen, Germany. About 1986, the British Library took action against him for breach of copyright as he had reproduced items from their collections. They won their case and a number of items were withdrawn.

He then moved his operation to Switzerland under the title of 'The House of Stamps' and continued in business until recently.

Their first catalogue was published in 1985 and, more recently, another catalogue was produced in Switzerland.

In these catalogues, stamps were priced from 20 to 45 Swiss francs unused or used singles, and 40 to 80 francs on piece, with covers from 70 to 180 Swiss francs. Most of the reproductions are stamped 'Prefabrik' on the reverse but there are occasional exceptions.

Some of the great rarities such as the British Guiana 1856 1 cent were priced at 50 francs used and 100 francs on cover: the Cape woodblock errors of colour at 45 francs and 95 francs on cover; the Post Office Mauritius were 50

francs and 110 francs on cover; the India 1854 4 annas inverted head at 34 francs unused; the Canada 12d. pair on cover at 135 francs.

European rarities included the Austrian red Mercury at 39 francs, the Bavaria 1849 1kr black pair on cover 175 francs, a French Ceres 1fr. used block of four with one tete-beche cost 120 francs used and a Great Britain £5 mint was only 40 francs. A mint sheet of twenty of the Saxony 1850 3 pfg. was one of the highest prices at 330 francs.



The 12d Forgery

The Spain 1851 2 reales blue in pair with the 6 reales on cover cost 90 francs and the Sweden 3sk.bco. error in yellow in pair with the 8sk.bco cost 70 francs mint and 120 francs on cover. The Swiss double Geneva mint was 40 francs and on cover 120 francs, while a block of four Basle Doves on cover cost 175 francs. A mint sheet of six Wurtemberg 1873 70 kr. cost 140 francs and a pair on cover cost 120 francs.

Having seen some of these reproductions in collections, we felt it was necessary to record what we know existed.

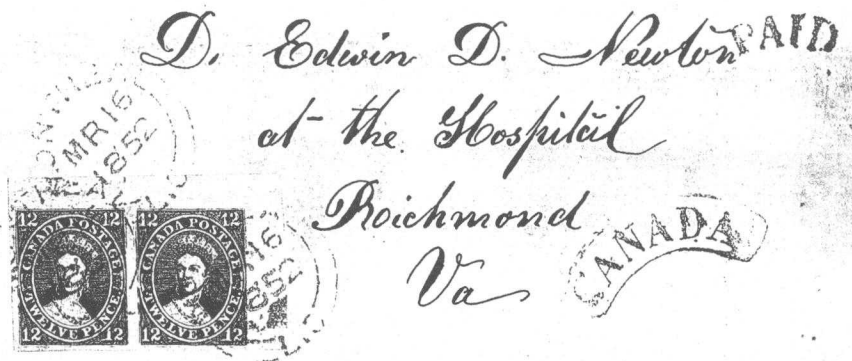
Whilst the classics of many countries were included in the output of 'The House of Stamps', there was only one stamp representing the whole of British North America, the 12d black.

The imitation of the 1851 12d black was printed in blocks of four on a soft white or cream wove paper. The shading behind the Queen's head is wrong and she appears to have a small tuft of hair below her mouth. However,



this is the first of the British Commonwealth forgeries to have been engraved.

Covers were made bearing a horizontal pair cancelled in blue MONTREAL MR 16 1852 and addressed to 'Dr. Edwin D. Newton at the Hospital, Richmond VA'. The cover also has strikes in red of the curved CANADA and the US curved PAID.



Cover bargain at 135 Francs?

THE CANADIAN POST OFFICE DIRECTIONAL MARKINGS AND DEAD LETTER OFFICE, 1870 - 1899 (Part 2)

Roger Grigson

To date there is no accurate information available of any Post Office regulations regarding the fate of 'Dead Letters' which, after attempts to trace either sender or addressee, could not be returned. It has been speculated that the clerks working in this Office could have taken many of them for their own or others' collecting interests, whilst the remainder were, possibly just destroyed. This speculation has in some instances been the only credible answer in trying to decipher covers which do not show sufficient Dead Letter Office (DLO) postmarks to determine whether the letter was sent on or returned.

On 1 July, 1890 the DLO was recognised as a Branch of the Canadian Post Office and on 1 July, 1898 it was decentralised from the Headquarters organisation and separate branch offices were set up across the country. From this date the various offices became gradually more efficient and many earlier handstamps and postmarks disappeared from use.

The Postal Markings - Handstamps

During the period 1870-1899, in addition to the few that were already in existence, many new handstamps were issued for use in dealing with undeliverable mail of all classes. The majority appeared to be used in conjunction with DLO cancellations which took the form of circular date stamps; the others, by the nature of their wording and the mail on which they were used, did not involve the DLO.

So far research has produced over 30 different types of handstamp covering 'Refused' letters, 'Deficient postage', empty envelopes, 'Return to Sender' etc. This number does not include the different measurements and word arrangements of similarly worded types of handstamp.

Some of these marks are scarce and in some instances only single examples are yet known. There have been several other types reported over the years but until examples are actually seen used on cover they cannot be included in any accurate listing.

With practically all of these handstamps it is difficult to determine exactly when and where they were applied to the letters requiring attention as unfortunately no accurate information exists, other than the Post Office directives and instructions, and these were not always very clear.

Post Office instructions were that undeliverable letters had to be clearly marked with the reason for non-delivery before being date-stamped with the cancellation of the Post Office either sending it to the DLO or returning it to sender. This office however was not always the point of mailing. Therefore there are several possibilities available for origin of the handstamp, a) point of mailing, b) transit office, c) receiving office, and d) the DLO itself.

This is a list of handstamps noted from 1870 to 1899 which, due to the nature of the mail on which they appeared, were used alongside DLO cancellations:

ADV : ADVERTISED :
ADVERTISED & NOT CALLED
FOR :
CALL : CLOSED AGAINST
INSPECTION :
INSUFFICIENTLY PREPAID :
NOT AT ADDRESS :
NOT CALLED FOR :
NOT CALLED FOR MONTREAL :
NOT CALLED FOR OTTAWA :
NOT CALLED FOR TORONTO :
NOT FOUND : NOT IN
DIRECTORY : NOT KNOWN :
MORE TO PAY :
REFUSED : RETURNED BY
CARRIER: RETURNED FOR
BETTER DIRECTION :
RETURNED FOR DEFICIENT
POSTAGE : RETURNED FOR
POSTAGE :
RETURNED TO : UNCLAIMED :

The following have been seen, the nature of the wording and the type of mail on which they were used not requiring the DLO to be involved.

FORWARDED : MISSENT :
MISSENT TO :
MISSENT TO NORWICH ONT :
MISSENT TO VICTORIA BRITISH
COLUMBIA :
RETURN TO WRITER :
PREPAID BY PUBLISHER :
POINTING HAND RETURN TO
WRITER :
RECD AT TORONTO WITHOUT
CONTENTS :
RECEIVED WITHOUT CONTENTS
RETURNED TO WRITER :
TOO LATE :

**The Postal Markings -
The Dead Letter Office Date Stamps.**

On a preliminary examination of examples of these cancels there seemed to be many different 'hammers' in use in the DLO but, on a closer examination,

there were just four basic types which when sub-divided can be fairly easily identified and classified -

- 1) Broken circle or split ring (Fig 1)
- 2) Circular date stamp (Fig 2)
- 3) A small circle (Fig 1)
- 4) A small diamond (Fig 2)

The broken circle or split ring has proved the most difficult to separate, with apparently many different types in use. It is possible that continued use of each issued cancel over a period of years may have had some effect on the structure of the lettering within the cancel thus causing original dimensions to change and producing a seemingly different cancel.

The circular date stamps are easily classified by the diameter measurement, the wording, and later the city name, within the cancel.

The final group is the small circle and small diamond both enclosing the letters 'D.L.O.', a small maltese cross and the number 1, 2 or 3.

These cancels were always backstamped on the letter being dealt with. A single strike was the norm in earlier years, but as the service improved, two, then three were used but not necessarily all different types, but always in this order -

- (1) On receipt at the DLO
- (2) By a clerk when dealing with the letter
- (3) When the letter was returned to the sender or replaced back in the mails having been dealt with.

Occasionally a cancel would appear on the front of a cover cancelling a postage stamp. This occurred in the case of a deficiently paid letter; the postage due was collected from the sender or addressee,

whichever was easier to contact; once this deficiency had been collected the DLO added a postage stamp to the value of the postage due, cancelled it with one of their cancels and put the letter back in the mails.

All these cancels were in use in the main office in Ottawa until 1 July, 1898 when the DLO was de-centralised. Branch offices were then established in Halifax, Montreal, Toronto, Winnipeg, and Victoria. Local DLOs were established in Charlottetown, St. John, Quebec, Sherbrooke, Kingston, Hamilton, and London, all with their own separate distinct cancel which now replaced the existing ones.

From the turn of the century the service improved and more new cancellations and handstamps came into use, replacing those already listed. Only a few of the listed handstamps saw use in the 1900s, by about 1920 they had all but disappeared.

With the de-centralisation of the DLO a new era of handling undeliverable letters, new handstamps and cancellations came into being. Consequently new methods and new fields of research for the collector of these operations was necessary; as good a point as any for finishing this brief history of the operations of the 19th Century Dead Letter Office.

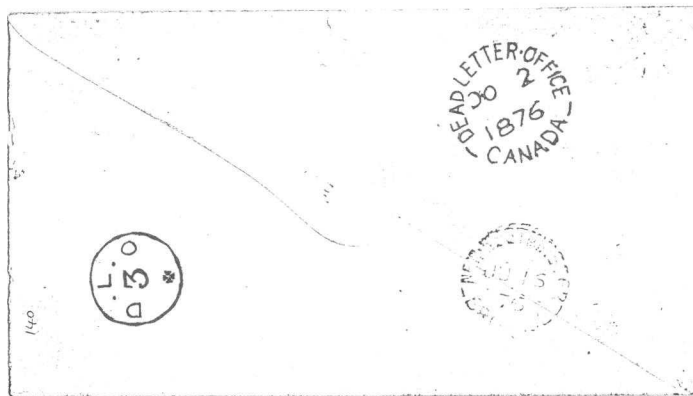


Figure 1

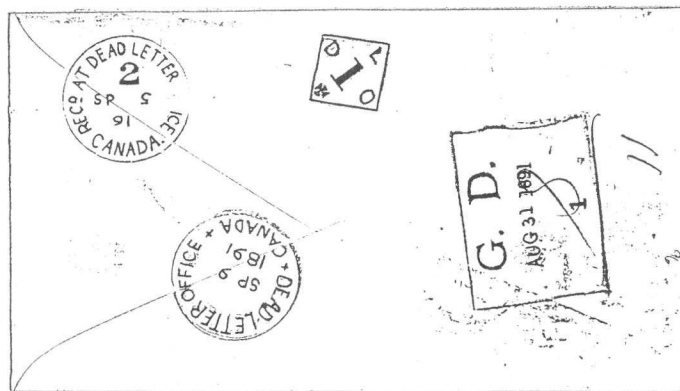


Figure 2

YEAR OF THE ROOSTER
The Yellow Peril **Photos by 'Super B'**

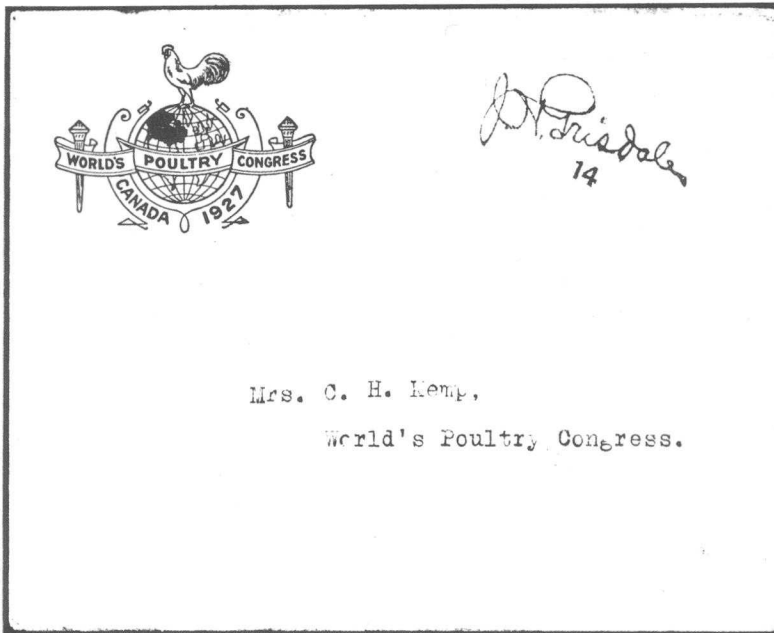


Figure 1. Invitation Size World Poultry Congress cover. Facsimile signature at top right is that of Dr J.H. Grisdale, then Deputy Minister of Agriculture and Congress Chairman.

There was a time during my youth when I wanted to do more than just hoard stamps; I wanted to form a collection of stamps and another of covers for exhibition purposes. For stamps it was Greek Mythology. The winged Daedalus, as depicted in the 1935 Canada airmail stamp, had aroused my curiosity. By the time I had read how Icarus, his son, fell and drowned in the Icarian Sea because he flew so close to the sun that its heat melted his wings, I was hooked on mythology.

As most of the stamps were inexpensive, from one country, and almost all the information in one

book, I was able to write up the exhibit quickly. Within 18 months I had displayed the collection, received a 'silver' from the American Topical Association and had my name in the local papers. My fame, however, turned to disaster. When I gave a talk on mythology-on-stamps I found, much to my horror, that I could not pronounce the names of the various Greek gods!

This embarrassment killed all my aspiration to be a stamp exhibitor. The collection and the unmounted accumulation of 'Chicken' illustrated advertising covers were shelved. I chose chickens because the word

connotes 'chicks', plus the fact that I was briefly employed by a poultry merchant. The collections remained shelved until one day when I, perchance, noticed an enquiry concerning a poultry congress postmark. Although I have not seen the covers in many years I remembered this cover (Figs 1 and 2) because it did not have a stamp and it was also the one I had intended to feature on the introduction page.

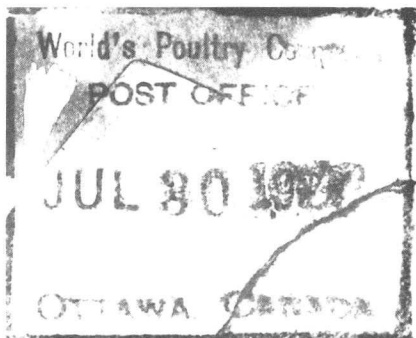


Figure 2. 'World's Poultry Congress Post Office JUL 30 1927 Ottawa, Canada' oblong backstamp in purple (enlarged).

The World's Poultry Congress was held at Lansdown Park, Ottawa from 27 July to 4 August, 1927. Delegates of almost every tongue, race and creed from all four corners of the earth came to exchange information on poultry policies, methods of production and marketing. The congress was a phenomenal success. The opening day drew 5,000 people; by the half-way mark (29 July), 12,000. On this day 4,000 guests attended the Congress Garden Party held at the Central Experimental Farm. Among the guests were the Governor General and the Viscountess Willingdon. By 2 August, people began to realize that the Congress was more than just a hen

show when almost 24,000 visitors came. On 3 August, the Prince of Wales and his brother, Prince George, came to the Congress. The Princes were accompanied by the British Prime Minister (Stanley Baldwin), Canadian Governor General (Viscount Willingdon), Prime Minister of Canada (William Lyon MacKenzie King) and the World Poultry Congress Committee Chairman, Dr. J.H. Grisdale.

The exhibits, like the delegates, came from far and wide. The Prince of Wales showed magnificent specimens of Buff Rocks and a white Wyandott from his farm in Cornwall, England and his Royal father, some pigeons. R. Rabinadrath Tagore, the famous Indian poet sent some ornate birds from Bengal. Another popular and interesting exhibit was the collection of pictures in the Italian pavilion. They were reproductions of old Italian masters where birds have been painted on canvas. Ontario's theme was 'Quality Eggs from Ontario's Egg Basket'. This novel and unique display consisted of 16 large eggs. The eggs, seven feet high and fifteen feet wide, were lying on their sides in giant alfalfa baskets.

The poultry auction held at the closing of the Exhibition was a most exciting event. Two hundred prospective buyers were on hand when the sale opened. The prize lot of the sale was the Prince of Wales' birds that fetched \$250. A Mr. Frank Johnstone bought the trio of bird aristocracy for the Canadian National Exhibition.

I thank Miss Ann Allan, North York Public Library for her many hours of searching the microfiche files for

Continued on page 137

THE PEOPLE ON THE STAMPS - WOLFE & MONTCALM, (Part 2)

Alan Salmon

*The boast of heraldry, the pomp of pow'r,
And all that beauty, all that wealth e'er gave,
Awaits alike th'inevitable hour,
The paths of glory lead but to the grave.*
'Elegy written in a Country Churchyard' Thomas Gray.

In our last episode, which took us to July 1758, Montcalm had defeated Abercromby at Ticonderoga, Pitt had been appointed British Minister of War and a young Brigadier Wolfe had been outstanding as an aggressive soldier at the taking of Louisbourg.

Wolfe.

James Wolfe was born into a military family, in 1727, at Westerham in Kent. In 1742 he was appointed a second-lieutenant in his father's regiment: he transferred to a regiment going on service in Europe and had his baptism of fire at the age of 16. He found 'my strength is not so great as I imagined'. Nevertheless, tall, slight and red-headed, he was captain by the age of 17 when his regiment was recalled to serve Scotland against the Jacobites. There is a story that he incurred the wrath of the Duke of Cumberland, at Culloden, by refusing to shoot a wounded Highlander. After further service in Europe, where he served with distinction and was wounded, he was posted again to Scotland where he was acting commander of his regiment. During this period he devised a series of battalion manoeuvres which were in use long after his death; it was in Scotland he seems to have aggravated the ill health that dogged the rest of his life.

Wolfe's first action in the Seven Year War was as a lieutenant-colonel

against Rochefort in Brittany; it was a fiasco but Wolfe's reputation for aggressive operations was enhanced, he was promoted to colonel. Then came Louisbourg, where he had command of a brigade. After his brilliant actions there, where he had used light infantry for the first time in a British army, he recommended an immediate advance to Quebec. This was regarded as much too rash, so Wolfe returned to England to try to recover his health. Reports of the actions at Louisbourg had preceded him, he arrived as a national hero. Meanwhile Fort Frontenac had fallen to the British in September and, in the south where Washington had defended the Virginian frontier for three years, Ft Duquesne fell in November, it was renamed Pittsburgh. The events of the year affected the loyalty of the Indians, as they saw the tide had turned; the French could no longer rely on their support.

Pitt now decided on a three-pronged attack: against Niagara to cut off the west, up Lake Champlain to Montreal and up the St Lawrence to Quebec. In January 1759 Wolfe was appointed major-general, in charge of the land forces to attack Quebec. This was a gamble by Pitt as the young general had never led an independent campaign, and he was ill; in December he had written: "I am in a very bad condition, both with gravel &



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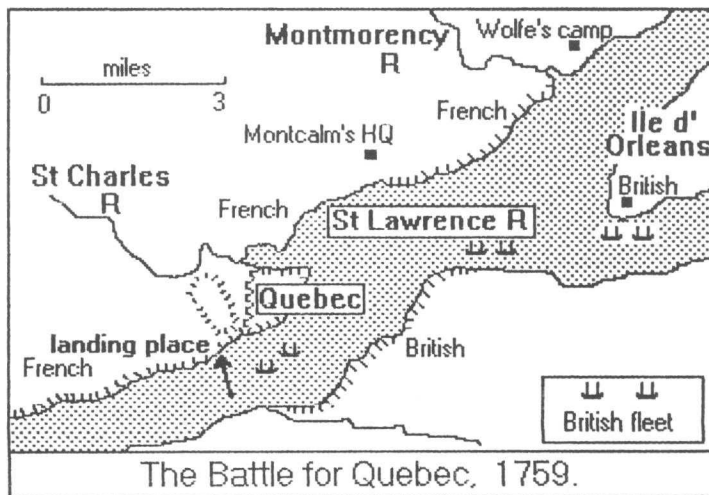
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Rheumatism, but I had much rather die than decline any kind of service that offers." There was opposition in the government, but George II remarked, "Mad, is he? then I hope he will bite some others of my generals." He sailed from Portsmouth in February with 8,500 regular troops, supported by 49 ships of the Royal Navy; they were at Halifax by the end of April. Neither Montcalm nor Vaudreuil believed the British could bring ships of the line up the St Lawrence without Canadian pilots; but they did, with captured pilots and with British pilots led by Captain James Cook (SG 910, SS 763); he was the same age as Wolfe, 32. The army landed on the Ile d'Orleans on 27 June.

The Plains of Abraham.

Wolfe's objective was to meet the French in the open as he believed his veterans could defeat the French army which was mainly Canadian militia-excellent in defences or in the forests but not in the open. Montcalm's

objective was to hold his positions until winter drove the British fleet away. In July Wolfe placed his guns opposite Quebec, Montcalm attacked them but was thrown back, then began a bombardment of the city. Wolfe now moved most of his army east of Montmorency but could make no progress there. For two weeks in August he was confined to his bed and there was fever in the camp, the effective number of troops was down to 7,000. Montcalm was not in a much better state, desertions, disease and the need to harvest for the winter had reduced his numbers to 11,000. Whilst Wolfe was ill his brigadiers proposed that the army be moved so it could strike eight miles west of the town, cut Montcalm's supply lines and perhaps make contact with the British advancing from the south - Ticonderoga had fallen in July, as had Niagara. Wolfe agreed, action was vital as the fleet would soon have to leave, but, after reconnoitring himself, he changed the landing point to one only one and a half miles from Quebec,



where a path led up the cliffs, it is now known as Wolfe's Cove.

In preparation for the assault, security was tightened and deceptive manoeuvres undertaken. On 12 September his brigadiers argued that the attack was too risky, those who got ashore could be trapped between Montcalm's main army and the French troops guarding the banks up-river, but it went in that night. Montcalm's attention was fixed below the St Charles where he believed the final thrust would come, the British fleet reinforced this fixation with a feint attack. Wolfe recited Gray's 'Elegy' as he was ferried across, he said: "I would rather be the author of that piece than take Quebec." Surprise was achieved, by 4am the lead platoon of 24 picked men, who had gone over in Wolfe's boat, occupied the 180 foot cliff after a brief fight. They were followed by 400 light infantry and Highlanders, and then the bulk of the army. By 6am Wolfe had chosen his battle ground, a plain about a mile from the city named after a pilot, Abraham Martin, and he had 3,300 regulars two deep in a thin red line with another 1,500 on the flanks and in reserve.

Montcalm decided he had to attack as soon as possible - "If we give him time... we shall never be able to attack him with the troops we have." He was already too late and did exactly what Wolfe wanted, at 10am he launched 4,500 French and Canadians against the British. They were allowed to come within 40 paces of the line then they were annihilated by British volleys. Montcalm was mortally wounded, dying the next day in Quebec. Wolfe was wounded when the French attack came in, he was wounded twice more when he led the charge after the decisive volleys, he died on the battlefield.

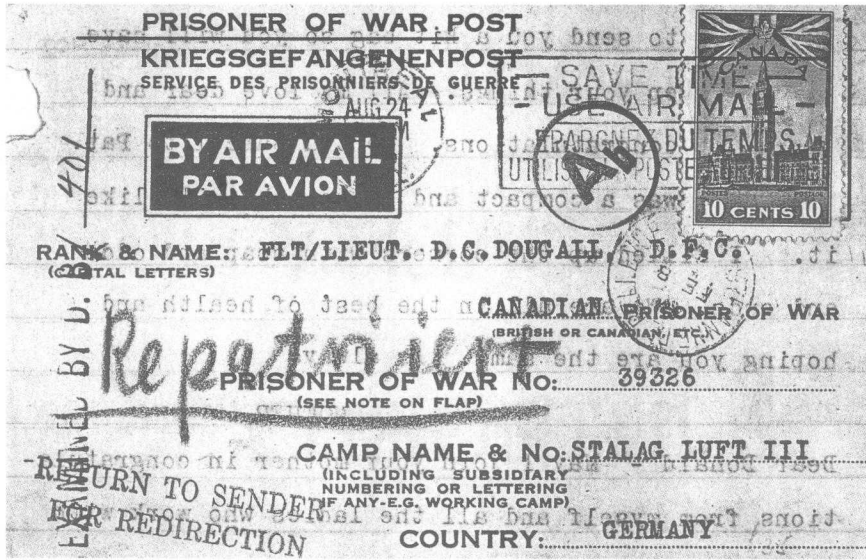
The Aftermath.

With Montcalm dead, and his army having fled from the battle, Vaudreuil now had his chance to command in the field; he led the remnants around the British towards Montreal, leaving battered Quebec to surrender on 18 September. The British fleet sailed for home on 15 October. Thus ended that year's campaigning. In 1760 Montreal was threatened by three British armies attacking from Lake Champlain, Quebec and Oswego; by September the city was surrounded and Vaudreuil surrendered without a fight, the war in North America was almost over. Rogers, of Rangers fame, was sent to accept the French surrender at Detroit and Michillmackinac, at the junction of Lakes Huron and Michigan. Under the terms of the general surrender all French troops, and anyone else of those remaining who wished, could return to France; religious freedom was granted as were the property rights of those remaining.

At Quebec Wolfe made an audacious attack and, with luck, it succeeded; Montcalm made an impetuous attack and suffered one of the most disastrous defeats in history. Thus was Canada gained and lost. The 'paths of glory' on that day led both generals to the grave. The battle at Quebec was one of the major events in American history, it resulted in the destruction of French power there and Canada passed to the British crown. Now there was no one to threaten the old English colonies, thus were sown the seeds of another major event in American history: Green, in his *History of the English People*, noted that "with the triumph of Wolfe on the Heights of Abraham began the history of the United States."

50 YEARS AGO - AUGUST 1943

Kim Dodwell



On 24 August, 1943, Mrs Dougall, of St Anne de Bellevue in Quebec Province, wrote to her son Donald, of the Royal Canadian Air Force. He was in the huge Stalag Luft 111, a German POW camp for Allied airmen at Sagen, some 100 miles south east of Berlin. She wrote on the special air letter form, printed for correspondence with POWs, which had a tuck-in flap at the back but was otherwise unsealed for ease of censorship. In her letter she congratulates Donald on his recent promotion to Flight Lieutenant, of which she had just been informed by Ottawa.

The citation for Pilot Officer (as he was then) Dougall's DFC, in the London Gazette of 2 September, 1941, describes how he, as a fighter pilot

serving with the RAF's No. 92 Squadron, had given valuable service culminating on a day when, over enemy occupied territory, he had sacrificed his own safety to warn his leader of an incoming enemy fighter attack. He was badly wounded, eventually losing a leg, and was shot down.

After censorship in Canada, the letter would have gone forward via Lisbon and the Red Cross in Geneva to Berlin, where the censor's ringed 'Ab' was struck. Then, or perhaps shortly after, a red crayon 'Repatriert' was written across the front and the letter would have gone into a bag with similar letters back to Geneva and, eventually, back to Canada where the purple 'RETURN TO SENDER/FOR

Continued on page 144

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**DEALERS IN
FINE STAMPS
SINCE 1924**

REGISTERED RAILWAY POST OFFICE POSTMARKS OF CANADA

Horace W. Harrison, FCPS

Pioneer efforts in the field of Railway Post Office Postmarks were made by S. Tanner Green, published by Fred Jarrett in his 1929 BNA Catalogue, followed by T.P.G. Shaw in 'The Handbook and Catalogue of Canadian Transportation Postmarks' in the post World War II era.

I have organized these postmarks into five sections, by type, and then chronologically by railroad. Under the railroad name is given the number assigned the postmark and rarity factor in reference (2), followed by the years of use, using dates derived from combining the information found in my collection and references (1) and (2).

These are among the scarcest postmarks in Canadian philately. From a study (see pages 12-14 of reference (2)) using over 150,000 items from more than 30 general and specialized collections of R.P.O. postmarks, a statistically valid rarity scale was established. It begins with 5 for the most common runs to 500 for the scarcest, with 500* used to indicate so few cancels reported that the statistical calculations yielded a result of rarity sufficiently above 500 as to be well off the scale.

I am greatly indebted to William G. Robinson, OTB, for numerous corrections and updates to the list which follows. Many of the illustrations are drawings rather than photostats as available material does not always lend itself to clear reproduction.

Section I: Named Railways or Routes - without indicia

Buffalo & Lake Huron Railway:
RG-1;E 500; Hammer One; 1869-74



RG-2;E 330; Hammer Two; 1875-78



RG-2; 325; 1878-87(1)



Canada Southern Railway:
RG-4; 350*; 1875-93



RG-3; 440; 1881-90



Central Ontario Railway:
RG-5; 500*; 1886(2)
One recorded 9/92(20)

REGISTERED
C.O.R.Y.

Grand Junction Railway:
RG-6; 500*; 1882-85(1)

REGISTERED
GRAND JUNCTION R.W.Y.

Grand Trunk Railway:
RG-7; 480; 1869-76

REGISTERED
G.T.R.

Grand Trunk Railway, Sarnia Branch:
RG-9; 500*; 1877-78
Two recorded 9/92(20)

REGISTERED
G.T.R.S.B.

Great Western Railway:
RG-11; 335; 1869-79

REGISTERED
G.W.R.

Great Western Railway Accommodation:
RG-12; 400; 1875-82

REGISTERED
G.W.R.ACCOMM

Great Western Railway Express:
RG-13; 425; 1876-78

REGISTERED
G.W.R.EXPS

Great Western Railway-Sarnia Branch:
RG-16; 500; 1876-78

REGISTERED
G.W.R.-S.B.

RG-14; 500*; 1878-79(1)
Two recorded 9/92(20)

REGISTERED
G.W.R. SARNIA BR.

RG-15; 500*; 1881-83(1)
One recorded 9/92(20)

REGISTERED
G.W.R. SARNIA BR.

Hamilton & Lake Erie Railway:
RG-17; 475; 1875-78

REGISTERED
H & L.E.R.

Hamilton & North Western Railway:
RG-19; 500*; 1878-81(1)

REGISTERED
H. & N.W.R.

Hamilton & North Western Railway:
RG-18; 500*; 1879-82
One recorded 9/92(20)

REGISTERED
H & N.W.R.

Hamilton & Toronto Railway (part of the
G.W.R.):
RG-21; 500*; 1877-78(1)

REGISTERED
H. & T. R

London, Huron & Bruce Railway:
RG-22; 500*; 1878-80

REGISTERED
L.H & B. R

RG-23; 500*; 1881-86(1)

REGISTERED
L.H. & B.R.Y.

Northern Railway:
RG-27; 500*; 1877

REGISTERED
N. R

Port Dover & Lake Huron Railway:
RG-31; 500*; 1877(1)
One recorded 9/92(20)

REGISTERED
P. D. & L. H

RG-29; 500*; 1878-82(1)

REGISTERED
P. DOVER & L. H. R

RG-30; 500*; 1880(1)
Two recorded 9/92(20)

REGISTERED
P. D. & L. H. R

RG-28; - ; 1881(Only Proof Known)(1)

REGISTERED
P. D. & L. H. R. Y.

St Clair Branch of the Wellington, Grey &
Bruce Railway:
RG-33; 500; 1879-83(1)

REGISTERED
SICLAIR BRANCH

Southern Extension of the Wellington, Grey
& Bruce Railway:
RG-34; 500*; 1876-79(1)

REGISTERED
SOUTHERN-EXT

Toronto & Sarnia Railway:
RG-38; 500*; 1878-80(1)

REGISTERED
T. & S.

Welland Railroad:
RG-39; 370; 1869-80

REGISTERED
WELLAND R.

Wellington, Grey & Bruce Railway:
RG-40; 485; 1877-80(1)

REGISTERED
W. C & B

Western Extension of the Toronto, Grey & Bruce Railway:
RG-42; 500; 1877-82(1)



Whitby, Port Perry, Lindsay & Victoria Railways:
RG-43; 470; 1878-84(1)



Section II: Named Railways, Routes & Termini, with date indicia

Grand Trunk Railway East:
RG-8; 450; 1875-89



Grand Trunk Railway West:
RG-10; 500*; 1875
One recorded 9/92(20)



Hamilton & Toronto (on the Great Western Railway)
RG-20; 500*; 1875-76
Two recorded 9/92(20)



Midland Railway:
RG-24; 500*; 1877-78



Champlain & St. Lawrence Railroad,(5)
RG-51; - ; 1911(6) Only Proof Known



Grand Trunk Railway(8):
RG-52; 325; 1918-31(1)



RG-53; 440; 1916-18(1)



Muskoka Branch Railway, unofficial name for the Toronto, Simcoe, & Muskoka Junction Railway:
RG-25; 500*; 1875-77



Northern Railway:
RG-26; 500; 1875-77



Wellington, Grey & Bruce Railway:
RG-41; 500*; 1875-76



Prince Edward Island Railway:
RG-32; -; 1908(1) Only Proof Known



Section III: R.P.O. Markings which include the Registered Letter Number

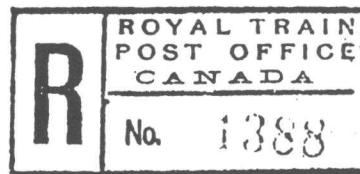
Shushwap & Okanagan Railway:
Kelowna & Sicamous R.P.O.
RG-50; 430*; 1946



Toronto, Grey & Bruce Railway:
RG-35; 500*; 1876-77



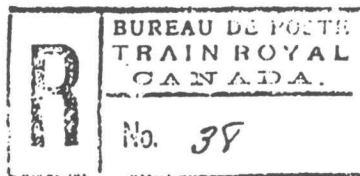
Royal Train:
Not Listed in : 500; 1939 & 1951(10)(12)
Registry Section



Western Extension of the Toronto, Grey & Bruce Railway(7):
RG-36; 500*; 1875-76



Train Royal:
Not Listed in : 500*; 1939 & 1951(11)(12)
Registry Section



Toronto & Nipissing Railway:
RG-37; 490; 1875-78



Pacific Great Eastern Railway:
RG-57; 500; 1932-46(1)(13)

R	Squamish & Quennel E. P. O. Canada.
	ORIGINAL NO.

Newfoundland Railways:
RG-70; 500; 1973(17)

R	St. John's & Goose T. P. O.
	No.

RG-80; - ; 1952(18) Only Proof Known

R	St. John's & Hopedale
	No.

Section IV: Composite Registered
R.P.O. Markings - Boxed 'R' plus
Termini Abbreviations(16)

Canadian National Railway (14), ex Grand
Trunk Pacific:
Prince Albert & North Battleford R.P.O.
RG-54; 500; 1945

No illustration available

Prince George & Prince Rupert (R.P.O.)(14)
RG-55; 500; 1946

R	P.G. & P.R.
	15

Canadian National Railway, ex Canadian
Northern Railway.
Kamsack & Saskatoon Train (15)
unlisted; ? ; 1946(13)

FROM KAM. & SASK. TR.-----

REG^d MAIL

R	KAM-SAS
	4536

Canadian Pacific Railway:
Calgary & Vancouver R.P.O.
unlisted; ? ; 1946

CAL. & VAN. R.P.O

R	642
----------	-----

Calgary & Vancouver R.P.O. Train:
unlisted; ? ; 1946

FROM C. & V. R.P.O. TR.-----³

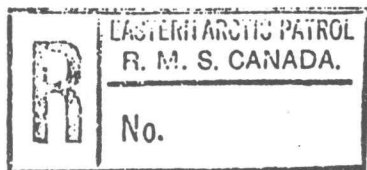
R	V.R.P.
	38 00 *

Section V: Registered Steamer &
Emergency Markings of Canada,
including Space for the Registered
Letter No.

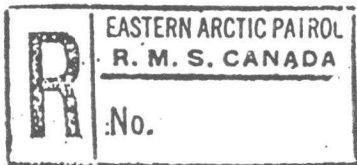
Alberta District Emergency:
E-10; 490; 1979(19)

R	ALBERTA DISTRICT EMERGENCY DISTRICT DE L'ALBERTA D'URGENCE
	No.

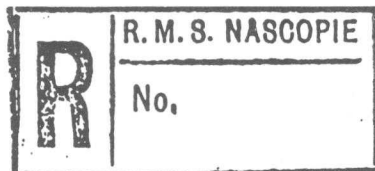
R.M.S. Canada, Hammer One:
unlisted; ? ; 1941-?(1)



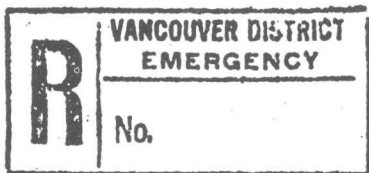
Hammer Two:
RG-60; ? ; 1944-?(1)(2)



R.M.S. NascoPie:
RG-61; 500; 1939



Vancouver District:
E-98; 500; 1971-73



References

(1) Pages 269 or 270, Volume XVII, 'Proof Strikes of Canada', J.P.Hughes, Editor, 1992

(2) Page 265, 'Catalogue of Canadian Railway Cancellations etc.', by Lewis M. Ludlow, 1982

(3) Page 278, ref. (1)

(4) Page 154, 'A History of Canadian R.P.O.'s' by L.F.Gilliam, 1967

(5) Page 1, ref. (4)

(6) Not shown in ref. (1) but on page 265 of ref. (2), it was present in the Proof Book when I made a tracing of it circa 1967 at the Sir Alexander Campbell Building in Ottawa. It must have fallen out after a photo-copy was made for Ludlow and before one was made for Hughes.

(7) Page 156, ref. (4)

(8) In 1923 the Grand Trunk was merged into Canadian National Railway.

(9) These are impressions from ref. (1) with dates altered.

(10) Usually struck in purple, this is rather common; scarce struck in black.

(11) Only known struck in purple in 1939; only struck in black in 1951, this French version is very rare in either color.

(12) These drawing were made circa 1967 before the ready availability of photo-copiers.

(13) Photo-copied from ref. (1)

(14) Page 26, ref. (4)

(15) Page 32, ref. (4)

(16) From the color of the inks, plus the over - or under - inking, it is obvious that both the boxed 'R' and the termini abbreviations were applied in the Mail Car where the letter was handed in for registration.

(17) Drawn from reports only; not seen.

(18) Page 6, Volume 14, No. 2; Whole No. 52 of the BNAPS R.P.O. Newsletter, W.G.Robinson, Editor.

(19) Courtesy of W.G.Robinson.

(20) Robert A. Lee Sale No. 68 of the Lewis M. Ludlow Collection of Canadian Railway Postmarks. Saturday, September 26th, 1992 at Kelowna, B.C.

The Lesser 5c on 6c Small Queen Varieties

John Hillson FCPS

The three known strong 5c/6c re-entries have been well documented elsewhere, and while the position of only one has been established all are thought to come from one or other of the twin panes of the Montreal (Type V Imprint) plate made in 1887. Less attention has been devoted to the weaker, but no less important and in one way more significant, examples from the Montreal & Ottawa single pane 100 subject plate made in 1873, and still in use 20 or more years later. This article is devoted to those examples.

While descriptions of the Montreal & Ottawa examples have been made, it was a rather incomplete version that led me to conclude that what was being described were not 5c/6c's at all, but similar varieties to the 1c 'Strand of Hair' of which at least four exist. I was wrong and so that others will not fall into the same trap I show one of the two from which it can be seen that not only is there a strong curved line throughout the top of the head, cutting across the tiara and front hair, and a number of extra dots at the top part of the head, but also there are feint lines through 'AG' of 'POSTAGE' impinging on the rim of the vignette. Three position dots lower left identify it as from Row 2, 10th stamp. The other, which is similar, being from the left hand vertical row can be identified because it has no lower left position dot and is from Row3/1.

These varieties are not known on the earlier yellow-brown printings, which is why I suggest they are even more important in one respect than those from the other plate, which was printed in red-brown shades only, because it proves that the variety



occurred only in the process of repairing the plate by re-entry, and was not present on either plate when in the original state. Indeed feint re-entry marks are to be noted on the example shown, bottom left and in the central area of the scroll-work, top left; marks which have nothing to do with the 5c/6c. Plates were laid down in vertical rows from the bottom up and this is evidence that they were repaired in the same way. Having re-entered position R2/10, over-rocking of a multi-impression transfer roller took place in repairing R1/10, leaving a faint impression of the 5c design on the subject below.

It has been suggested that in addition to those from R2/10 and R3/1 (also described as positions 20 & 21) even feinter 5c/6c's can be found on stamps from R1/10 and R2/1. I doubt that it could occur on any stamp from the top row for this reason; the

Continued on page 132

It is most appropriate that a Shakespeare quotation brings to a close Lionel Gillam's series which could best be described as a 'Comedy of Errors'.

RAILWAY POSTMARK ERRORS (Part 12)

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

"What's in a name ?"
(*Wm. Shakespeare*)

In part one of this series I referred to a mythical (and risible) Buffalo & Lake Erie Railway which had as its sole memorial a railway postmark which, in abbreviated form, undoubtedly was intended to stand for the Buffalo & Lake Huron Railway. Known only to have been used in February, 1857, it was, despite this, probably used until the latter part of 1859 when correctly lettered handstamps were brought into use. In a sense, therefore, the original mistake was a first class bloomer. This was no mere misspelling; it was rather, a 'terminological inexactitude', a black of the deepest dye. Nor was it the only one of its kind.

In 1884, or thereabouts, the Canadian Post Office established railway post office facilities on the line of the Erie & Huron Railway which operated between Rondeau, an undistinguished little port on Lake Erie, and Dresden, which it reached via Blenheim and Chatham. Later, in 1886, it was extended via Wallaceburg and Courtright, to Sarnia on the St. Clair River opposite Port Huron in the United States. The purpose of its promoters was clear: by the time of its completion it connected with, or intersected the lines of four main trunk routes all of which were in bitter rivalry for the lucrative freight traffic that the midwestern states of America had to offer. Quite clearly it was hoped that the Erie & Huron would be able to tap as

much local freight and passenger traffic as the Grand Trunk, the Canada Southern, the former Great Western and the Canadian Pacific railways had to offer. Despite this it is very doubtful if the line ever paid its way. When principal contenders for freight and passenger traffic were engaged in vicious 'rate wars', in which freight charges and passenger fares were slashed to ruinous levels, smaller railway fry were usually left with meagre pickings indeed.

But this was no concern to the Canadian Post Office to whom the Erie & Huron Railway was a blessing. It served a purpose very much akin to that of a by-road in the halcyon days of the mail coach in Great Britain, both in accepting and delivering mail from and to the main roads. A railway post office operating on such a strategically placed line scarcely needed the recommendation of a post office inspector. It spoke for itself, metaphorically, of course. Had it done so literally it would not have called itself the Huron & Erie Railway (RR-87), a sort of spoonerism that was enshrined in the postmark used on the line for at least three years between 1884 and 1887.

There is little doubt that the railway was named the Erie & Huron. This terminology is used in the Act of Incorporation in 1873 passed by the Ontario Provincial Government

in 1884 when the line was legitimized by the Dominion Government when it was declared to 'be for the general advantage of Canada', and in 1899 and 1901 when various enactments endorsed its amalgamation with the Lake Erie & Detroit River Railway.

This series of articles, therefore, both begins and ends with the story of a fictitious Canadian railway invented, perhaps, by a busy post office inspector who might well have paraphrased Juliet's immortal words: "What's in a name? that which we call a railway post office by any other name would serve just as well."

S.O. VARIETIES from p130
 only claim I have seen that it does is the description of a line in the 'E' of 'POSTAGE' which no doubt is there, but there is no such line on ANY of the others. I do however have a block which contains stamp R2/1. Very careful examination revealed what would

normally be taken as an insignificant extra line, only 2mm long in the Queen's hair, which just crosses the tiara. There is no question in my mind that because of its position, this line was also caused by over-rocking as above mentioned. There are normally three lines of shading, representing hair, at the top of the head just to the left of the tiara. What is described is a fourth line just above the middle of the three. It also shows that in order to avoid short entries a degree of over-rocking, both in laying down the plate and in repairing it, was probably normal. Where, as is believed, transfer rollers containing only two impressions diagonally opposite each other were involved, there would be no problem, but if, as suggested in my article in the August 1990 'Maple Leaves' (p.11), a multi-denomination roller had been made for repair purposes only, then a plethora of what I have called 'The Enigma Variations' could and did occur.

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POSTAL HISTORY IN THE NEWS

Ron Winmill

In a recent letter the question was asked, "What can I get to aid me in my understanding and enjoyment of postal history, from newspapers?"

In an earlier article (1), the value of the newspaper as a research tool was discussed. This follow-up will attempt to answer the above question. By considering examples from the contemporary and historic press, it is anticipated that the student will come to appreciate the scope of available material.

It must be borne in mind that lesser matters are only infrequently reported in the press these days. This seems to be especially so in cases of criminal behaviour, such as the counterfeiting case recently referred to in 'Maple Leaves' or various robberies etc. Often the initial outrage will be reported but no follow-up on the ensuing trial will appear.

All sorts of postal related matters are reported and, provided the researcher is capable of ferreting out the reports, they can be most useful.

In early Upper Canada/Canada West, it was not uncommon to find a community bearing one name and having another attached to its Post Office. A third name could be advanced which would be acceptable to both the Post Office and the local inhabitants.

What's in a name?

One such case involved the tiny post village of Zone Mills. This hamlet in Lambton County was known as Victoria to all bar the postal service. This was obviously a source of

confusion so, in March 1856, a meeting was called. The local press reported: "At a meeting held in Victoria (Zone Mills) on the 22nd inst., presided over by Geo. Kirby Esq. it was 'resolved,- that it has been found advisable to change the name of the post office from Zone Mills to Florence, taking effect on 1st April.' and it was further resolved that the village should bear the same name. These changes, in the opinion of the meeting, being necessary on account of the rapid growth of the village, and the consequent extension of business and correspondence.

The village and post office of (late) Zone Mills will henceforth be known by the designation of Florence, of which those having occasion to correspond with persons there will do well to take notice."(2)

The utility of such a brief report lies in the fact that it explains the problem and its resolution and provides more detail than the usual philatelic literature(3). Moreover it confirms other sources.

In other instances newspaper reports, either contemporary or historical, can also serve to explain interesting name changes. For example, the Bruce County town of Ripley was once re-named Dingwall for some obscure reason, only to resume its original name some time later.(4)

Other instances are no less confusing and accounts are frequently to be found in similar articles. For example the saga of Brussels, previously known as Ainleyville and later Dingle, is elaborated upon in an article.(5) Dozens of other examples can

be cited and these are of considerable interest to the postal historian.

In recent years, few new post offices have been established; however, during the years up to World War 1, thousands were opened. Such events were often reported in the press.(6) Recently, post office closures by the Canada Post Corporation have been in the news. These post offices are either being abandoned or replaced by retail postal outlets. The solutions to the numerous problems encountered, and the debates leading up to these decisions, have frequently been well documented in the press.

Post office closures

The village of Newbury decided to take over its own postal outlet and the initial proposal was outlined in a June 1990 article.(7) A series of pieces subsequent to that date elaborate on the situation. In the case of Melbourne the post office was shut down and a privately run retail postal outlet was opened.(8)

The same occurred in Hyde Park, however this solution failed as remuneration was deemed inadequate by the contract holder. To many, these and the other 80-plus closed post offices represent a serious loss. They leave a void or, to quote former Mossley postmaster Jim Wallace, the post office in a local store was a 'gathering place for the community'.(10)

In other locales the so-called 'super mailboxes' were the critical issue. One such community was Lambeth, a small town just south of London, where residents were concerned that the extra automobile traffic generated by the presence of these boxes in the neighbourhood posed a hazard for their children.(11)

Punkey Doodle's Corner

Other articles appear which deal with peculiar matters. For example, Punkey Doodle's Corner was a post office opened for a single day at a special event in Waterloo County. A substantial article on this event was published and, it elaborates on the postal presence. Perhaps a cover reposes in your collection and you seek answers to the many subtleties surrounding it? Newspaper articles can provide answers by supplementing official sources

Interrupted mail

Perhaps a cover you own bears some sort of mark indicating a delay in delivery? Perhaps the cover was damaged in an air crash or train wreck. Robberies were all too common and were a frequent cause of delayed mail. One such instance involved the robbery of a mail train between Woodstock and Ingersoll. (13) Not as spectacular, but of interest to postal historians, was a notice announcing that Stayner's son had been charged with theft from the mails.(14) Not all modern day postmasters are honest either. For example, the postmaster at Dresden absconded with funds.(15)

Another threat to the mails was fire. This was all too common; indeed, given wooden structures and the primitive means available to tackle conflagrations, it is surprising that this menace was not far greater. During the period 1840-1860 several major post offices were consumed: Sarnia and Hamilton once each, while the London post office was subjected to this indignity on two occasions in just over a year. Nor were fires less of a problem in smaller centres. For example, post offices in both Wanstead and Sombra were burnt down.(16)

A degree of caution must be exercised when research involves fires because, while they are reported, not infrequently the report fails to mention the destruction of the post office. Such was the case with the conflagration which consumed the suburban London post office of Kensington.(17)

Delivery and transportation of the mails is of crucial importance to the student of postal history. Robberies and natural disasters aside, accidents were probably the greatest peril faced by the mails. Railroad, steamer and stage coach accidents were commonplace. Typical of these was a fatal stage coach accident near Montreal, in which mails from Canada West were involved.(18) An alteration in the pattern of mail dispatch to local offices could create considerable opposition, especially if it caused delays. Such a case involved the mails at the hamlet of Ravenswood,(19) where alterations were to be made in order to accommodate a new post office about to open.

Post Office opened

As mentioned earlier, new post offices were established regularly. However, from time to time it became necessary to replace older structures, either because of their destruction or because they proved inadequate due to the pressures of growth. In 1950, Thamesford (20) did see a new post office erected and opened.

Postal historians often find it helpful to know something of the background of the appropriate postmasters. Occasionally these biographies are to be found in unusual places. That of London postmaster, the late Dr MacDonald, appears in an obscure Huron County paper.(21) Dr MacDonald was politically very

powerful, so he received his reward. Other biographies appear because the postmaster was locally extremely important. Many went on to prominence in other fields of endeavour and, justifiably, their obituaries reflect these facts. An instance of this was London postmaster G.J.Goodhue.(22)

Delivery of the mail

Postal delivery in the earliest times was in person at the wicket or from private drawers. Letters for delivery were advertised in the local newspaper for one month and if not called for were returned to sender. These 'lists of letters' are useful to postal historians as often one can deduce periods of absence from them and/or follow the life of the addressee. Other historians and genealogists also find them useful. Such lists are to be found in many newspapers and, as this advertising offered an important source of cash revenue to the impoverished newspaper proprietor, friendship and political consideration often entered into the advertising decisions. Blatant political considerations on the part of local postmasters could be quite flagrant abuses, even to the point that the local postmaster would defy a direct order from Deputy PMG Stayner. Such a case occurred at Long Point.(23) A handful of larger towns and cities employed a system of private letter delivery. London, a city of some 10,000 souls, for some years in the 1850s and 1860s, witnessed a system operated by J.Nicolls, letter carrier.(24)

With the passage of time, free door-to-door delivery became routine in larger centres, then smaller centres such as Sarnia benefitted from this improved service. Not only were new centres receiving free door-to-door delivery, but service was gradually

extended to additional suburbs, London being a case in point.(26) People no longer travelled to the post office to dispatch their letters. The street letter boxes were from time to time repositioned; this occurred in almost every centre, large or small.(27)

Pick up and dispatch schedules from the letter boxes and from the post office, have always been important to the residents of a community and were frequently advertised. Port Sarnia used such advertisements to promote their facility.(28) In recent times aeroplanes and trucks have taken over the transportation of the mails. Few are aware however that inter-city buses have been employed to move the mail. Petrolia was one such centre, there being several articles outlining the use of buses, over a two-year period.(29)

Not only postal history, but stamps, local clubs etc. are featured. The development of local philately in all its many aspects can best be studied through the columns of local newspapers. References are numerous, some quite extensive, such as a fine piece done on the London Philatelic Society.(30)

This research note has not been offered with the intention of providing a comprehensive survey of postal development in Canada. The intention was to highlight a few developments, not necessarily the most important, and to illustrate them through newspaper articles. It is hoped that in this way the reader can become familiar with the breadth of material available through the medium of the newspaper.

References:

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2. *Lambton Observer and Western Advertiser*, 3 April, 1856, p3 c1.
3. 'Ontario Post Offices' Vol.1 - R.C.Smith. Pub. Unitrade Press 1988, p215. Smith notes only the change of post office name to Florence from Zone Mills. He fails to note that the village was actually known as Victoria. This is important as at least one letter from Sarnia, addressed to Victoria, was received at Zone Mills. See also 'Ghost and Post Offices of Ontario' F. Carter. Personal Impressions Publishing, 1986, p103; Carter notes the village as Victoria.
4. 'Ripley Once Abandoned That Name in Favour of Dingwall; Later Adopted Original Title'. *London Free Press*, 1 October, 1938, p1 c2/3.
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6. 'New Post Offices'. *Sarnia and Lambton Observer Advertiser*, 5 September, 1862, p2 c5.
7. 'Village Proposal for Mail Takeover A Unique One'. *London Free Press*, 30 June, 1990, p1 c5/6.
8. 'Melbourne Post Office Closes Doors'. *London Free Press*, pB2 C6.
9. 'Hyde Park Residents Outraged at Closing' D. Collins. *London Free Press*, 23 September, 1989.
10. 'Mossley Post Office Draws Townsfolk Together' - M. MacArthur. *London Free Press*, 16 July, 1990, pB1 c2-6.
11. 'Lambeth Residents Fear Boxes Threaten Safety of Children' - L. Marchildon. *London Free Press*, 26 June, 1990, pB10 c1-3.
12. 'Postal Boom in Punkey Doodle's Corner' - R. Platiel. *Toronto Globe and Mail*, 28 June, 1982, p2 c1-9.
13. 'Loot Mail Car'. *London Free Press*, 28 August, 1957, p1 c1-9 & p2 c7/8. This rare mail train robbery was well covered over several days in virtually every paper.
14. *Niagara Chronicle*, July or August 1850, p3 c2. Date is uncertain due to torn page.
15. 'Dresden Postmaster in Court'. *Petrolia Advertiser-Topic*, 20 August, 1953, p5 c6.
16. 'Fire at Sombra'. *Sarnia Observer*, 26 November, 1897, p4 c3. 'Fire at Wanstead'. *Sarnia Observer*, 2 March, 1900, p4 c5.
17. 'Destroyed the Grocery'. *London Free Press*, 22 January, 1901, p6 c6.
18. 'Stage Accident'. *Niagara Chronicle*, 18

- February, 1848, p3 c3.
 19. 'Ravenswood'. *Sarnia Observer*, 2-September, 1880, p8 cl.
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 25. 'Free Mail Delivery'. *Sarnia Weekly Observer*, 21, August, 1908, p1 c5.
 26. 'Get Suburb Mail at Door Monday'. *London Evening-Free Press*, 4 October, 1958, p35 cl-9.
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 28. 'Post Office Port Sarnia'. *London*

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 29. 'Improved Postal Service for Town Starts Sunday'. *Petrolia Advertiser-Topic*, 11 February, 1954, p1 c3.
 30. 'Stamp Club Membership Declines But Not Enthusiasm'. *London Free Press*, 2 April, 1992.

'ROOSTER' continued from p 116 newspaper reports on the Congress. Thanks also to Professor Steve Leeson of the University of Guelph (Department of Animal and Poultry Science) for his help.

Happy New Year! Cock-a-doodle do!

Reference:

BNA Topics, January-February 1992, P36.

Editor's note: This report was completed in the morning of 23 January, 1993 – The Year of the Rooster.



RON LEITH
 • AUCTIONS •
 Member: BNAPS, RPSC, CPSGB, PHSC, APS, USCC

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SOCIETY NEWS

FROM THE PRESIDENT

New members for the Exchange Packet circuit are still required and present members should note that Reg Lyon is still asking for more contributions. The Packet is a service to members that we want to maintain, but it does require your support.

My second plea is for the recruitment of new members; to an extent this is with my Treasurer's hat on, a reduction in our numbers is beginning to show in the subscription income. If only one in ten of the present members was to recruit a new member it would make a significant difference to our numbers, our accounts and to the services your Society can provide. Please go into your local societies, give displays and recruit a new member.

Convention is now almost upon us; from the returns already in it looks as though there will be 60+ at the Banquet. But there is still time to book, if you get the word to me by 15 September there will be room for you. Potential visitors from overseas will note that the exchange rate is better than it has been for some time; the opportunity is unlikely to last for much longer - action this day!

You have the Competition forms, please let Brian Stalker have your entries as soon as possible so he can arrange the stands. You also have the Auction catalogue and will have noted the fine job that John Parkin has done in its production. It's a bumper issue, and Geoffrey Manton will be pushed to his professional limits to complete the dealings in his usual two hours.

Nan and I visited Liverpool recently for the 50th Anniversary of the Battle of the Atlantic; amongst the ships on show was HMCS Algonquin one of Canada's 5,000 tonne destroyers - she looked like a light cruiser to my oldish eyes. We toured the Albert Dock, which Conventioneers will visit; the Tate Gallery Liverpool is now open there. The Maritime Museum was formally opened by Her Majesty Queen Elizabeth in May; it now has a major gallery dedicated to the Battle of the Atlantic. With shops and restaurants - the Indonesian Bistro is excellent, The Scouse Kitchen is not for philatelists - there is again something for everyone.

The excellent philatelic programme is as outlined in the last issue of Maple Leaves. Chester is looking great. If you have not done so, book for Convention now. Nan and I look forward to welcoming old friends, and to making new ones, at Chester

Alan Salmon

JOB OPPORTUNITY

Due to matters beyond his control our Advertising Manager, Ged Taylor, has asked that a volunteer be found to take over his post. The responsibilities are not onerous and the job is administrative rather than a selling exercise.

If you feel able to help your Society by taking up this post, or if you seek further information, please contact the Editor as soon as possible so that the matter can be resolved at Convention.

STOP PRESS

The Annual General Meeting of the South West Group will be held at Portishead, in conjunction with the Bristol Federation Convention, on **Sunday 15 August**, not 8 August as indicated in the June 'Maple Leaves' (p96).

FROM THE C.E.O.

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 Rd, Walsall, West Midlands, WS4 2DQ.

ANNUAL GENERAL MEETING

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting, to be held at the Queen Hotel, Chester, on Saturday 2 October 1993, commencing at 9am, nominations are sought for the following offices:-

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

Nominations and any proposed amendments to the Rules should be sent to the Secretary to be received no later than 25 August 1993.

FELLOWSHIP

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

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

Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship rule No2. Such nominations must be on a prescribed form which is available from the Secretary, and must be submitted by 25 August 1993.

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Annual subscription, due on 1 October, £10.50, 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 SCAN 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.



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MAP (1898) ISSUE
MAPLE LEAF ISSUE
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BOOK REVIEWS

In addition to the survey of recent book publications, kindly supplied by Ron Winmill, there are several works in the French language which should be of interest to members sufficiently proficient in that language. These are summarised below.

Les MOTO du Québec (107pp); Numéros Administratifs et les MOON du Québec (126pp); Les POCON du Québec d'Après les Cahiers d'Épreuves (51pp).

All are by A. Walker and are published by Société d'Histoire Postale du Québec. The three volumes are available singly from M. Michel Gagné, 72 De Montbrun, Boucherville, Quebec, Canada, J4B 4T9.

All three works are listings of these cancels as they exist in the province of Quebec. The works are generously illustrated and appear to be competently assembled.

Although published in French, even those not intimately familiar with the language should have little problem in benefitting from these works. Reproduction is clear and the 8½" x 11" format is quite acceptable. Spiral bound, these volumes feature plasticised boards which yield a definite element of durability.

While the quality of these works is above average and the information present appears accurate, it is quite possible that the reader would find the corresponding Hughes volumes better suit his or her requirements. This comment is in no way intended as a criticism of the works, merely a reminder to the reader to check and determine specific needs.

Four earlier volumes are also still available:

La Première Route Postale au Canada (43pp) - \$6; Lettres Sous le Régime Français et Premières Marques du Bas-Canada (236pp) \$20; Cahier du 10e Anniversaire 1980-1990 (157pp) - \$30 hardbound; Les Marques du Québec, période 1876-1907 (165pp) \$20.

The first three of these titles are by Guy des Rivieres and the fourth by M. Gagné.

There is a considerable body of literature on Quebec postal history available to the student. In addition to these seven volumes, several others have, over the years, been published by two Quebec organisations. It is to be regretted that they are not advertised in the English language periodicals because the contents are, without question, of great value to students.

The History of the Calgary Philatelic Society (64pp) - \$2 + \$2 postage.

Written by Dale Spiers, this work is available (in English) from the Calgary Philatelic society, Box 6830, Calgary, Alberta, Canada.

With the celebration of its 70th anniversary, this publication was prepared from club sources.

As Kathryn Lamb has commented in her review in another publication,

this work could have benefitted from interviews with senior club members. While it would also have benefitted from additional illustrations and elaboration on some points, in all fairness, the author no doubt had to live within financial and time constraints in publishing this work.

Soft bound and stapled, it is amazing that such a fine, glossy paper volume can be sold for \$2. For what this

work purports to be, an account of the club and its activities, it is well worth the price, because the author has accomplished what he set out to do, at modest cost. In this day and age, that is rare.

The lack of illustrations should not deter a potential reader because surely the printed content is what the reader is interested in - the information should be paramount.

LETTERS TO THE EDITOR

The Yellow Peril

MORE COUNTERFEITS

The 1993 postal rate for domestic letters was increased from 42c to 43c at the beginning of this year. Already, excellent counterfeits of the 43c coil stamp have surfaced. A single used on a 'Toronto Star' return-addressed envelope and an unused pair were seen at the Royal Philatelic Society Convention in Ottawa on 30 April.

The counterfeits are ungummed, untagged and come in vertical strips of ten. When compared to the genuine, the colour is more intense, lettering thinner, paper whiter and perforation measures 10.5 as opposed to 10.0. It is believed that they were printed in Hong Kong by a photo-laser process. Parallel to the amusing and popular tale of the Centennial counterfeits being used to pay for drugs, these 43c counterfeits were used to trade for cigarettes

*Editor's note:
A report we read indicated that the*

counterfeits were spotted by a collector on incoming mail and the source was traced to a Toronto variety store. The proprietress said that a customer had offered the stamps in payment for some cigarettes.

Bob Bayes

10c ADMIRAL

In his letter in the January issue of 'Maple Leaves', dealing with a 10c plum pair, Jonathon Rosen says "In many early issues, including the Admirals, a jumbo stamp often adjoins stamps with smaller margins".

This would seem logical and not uncommon as suggested. The position of the engraved area varies somewhat on each printed sheet, therefore a fixed side gauge cannot be used on the perforating machine and sheets must be aligned by means of a sight gauge. If more space is evident in one stamp then it follows that less will be evident in an adjoining stamp.

Susan So

MIRROR IMAGE - YUKON AIRWAYS

I am somewhat disappointed that no one has replied to Mr. Spencer's inquiry in *Maple Leaves* of June 1991, since there are some very good collectors of semi-official air mail stamps in our society. Hence, I offer the following.

Of all the airway companies that issued their own stamps, it is interesting to note that large quantities of ONLY Yukon Airways forgeries (not to mention reversed proofs) exist. There are more forgeries than real stamps and the fakes are still traded as proofs. Could it be that if excellent forgeries of these stamps can be mass produced, then a single stamp, reversed or otherwise, can be made just as easily?

As recently as April 1993, they were listed for auction under the description: 'Yukon Airways, 4 Proofs on gummed wove in Blue, Orange, Red, & Rose, NH, VF.' Could it be that these questionable items have been accepted for so long that they have become legitimate?

My copy of the mirror-image reverse proof is printed on card and is about the same size as that of Mr. Spencer's. The dealer who sold it to me would not guarantee its authenticity nor could he explain the reason the proofs were made in reverse. He did, however, price it as a 'good' forgery. I was told that there have been more of these proofs on the market recently and they are selling for less than they did ten years ago.

The following description came with my proof:

"The romantic Yukon had one semi-official airmail stamp issued in 1928. It had a very short life and is now well worth the price it commands. This RARE Die Proof is, of course, a mirror image die proof, the only way it exists.

The engraver was W.H. Jordan(sic). Before he retired long ago he worked for Canadian bank note companies on our currencies. As a sideline he engraved the famous letterhead the late Arthur Szyk created for me."*

Assuming that these mirror-image proofs are genuine, the disturbing question is 'Why were they printed reversed?'

* Probably referring to a famous Winnipeg dealer.

Editor's note:

The genuine stamps were probably printed, by lithography, by Clarke and Stuart Ltd., in Vancouver, and the design was indeed engraved by W.H. Jordan. In connection with Alan Spencer's original query, I referred to an article by H.L. Banner who actually visited the printers and spoke to Mr Jordan in 1950. Banner specifically referred to four 'small' and six 'large' die proofs showing the reversed image and one assumes that he was happy they were genuine; he made no comment on the reason for a 'reversed' die. If more than this stated number are shown to exist then the possibility of forgery does rear its head. I have seen a similar item offered at auction. Perhaps proud owners would care to report their holdings.

As to the 'normal proofs' in the four colours stated, these are undoubtedly forgeries or, at best, bogus items; a fifth colour, green, exists but very few were printed in this colour.

AMENDMENTS TO MEMBERSHIP to 25 June 1993

New Members

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2435 Middleton E R, 2910 Winchester Drive, Round Rock, Texas 78664, USA

2619 Plante J, 950 Therese Casgrain #141, Chicoutimi, PQ, Canada, G7H 6K8

2368 Darch J, Long Corner, Wrington Lane, Congresbury, Bristol, Avon, BS19 5BQ.

2402 So, Miss S. 1014 Pape Avenue, Toronto, ON, Canada M4K 3V9

Revised total 490

CLASSIFIED ADVERTISEMENTS

FOR SALE. Scarce philatelic literature

a) The Canadian Philatelic and Curio Advertiser. Vol1, Nos. 1,2 & 4 (1886) b) Toronto Philatelic Journal. Vol1, Nos. 1-3, 5-10 & 12 (1885/6) c) The Useful Instructor (Pub. Halifax N.S.) Vol1, No. 1 (1887) 2 copies. d) Young Canada (Pub. Neaf's Harbour, N.S.) Vol1, No.1 (1887) 3 copies. Offers invited for these small and (probably) short-lived magazines. They will be available for inspection at Convention in Chester. Best offer before 3 October, 1993 secures. Offers to David Sessions, 36 The Chimes, Nailsea, Bristol, BS19 2NH, England.

FOR SALE. Maple Leaves Nos. 140-233 for only £40 or near offer; collect or pay postage. G. Bellack, Rushmere, The Green, Hartfield Rd. Forest Row, E. Sussex, RH18 5NN.

FOR SALE. BNA TOPICS No. 362 - 367; 369-372 and 416-434 complete. Offers over £10; collect or pay postage. G. Bellack, Hartfield Rd. Forest Row, E. Sussex, RH18 5NN.

FIFTY YEARS AGO ... *Continued from page 121*

'REDIRECTION' was applied. Before the letter could reach him, Flt.Lt. Dougall had been exchanged, together with other incapacitated POWs, for a similar number of seriously wounded German prisoners from Britain.

This exchange was arranged by the International Red Cross and is described in George Musk's book 'Canadian Pacific'. Two ships were involved, the Canadian Pacific's 'Empress of Russia' and the Swedish-

American Line's 'Drottingholm' which, by a strange coincidence, also had Canadian connections in that it had started life as the old Allan Line's 'Virginian'. The two ships were illuminated by floodlights at night and had to pass both ways through the mined Skaggerack, escorted by a German minesweeper. They arrived back at Leith to a tumultuous welcome on 26 October. No doubt Mrs Dougall's son would soon have been on his way back to Canada, long before her letter which did not get back until 8 February, 1944.

THE CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN 1992/93

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