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OF GREAT BRITAIN



Maple Leaves

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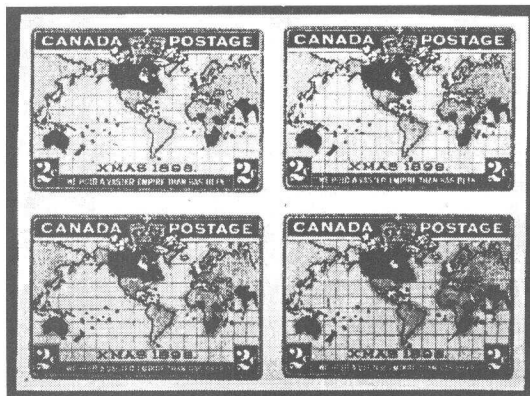
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April 1997

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MAPLE LEAVES

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EDITORIAL

Convention booking forms and competition entry forms should accompany this issue of 'Maple Leaves'. A detailed provisional programme will be found in the 'Society' pages and early indications are of a number of interesting lots in the auction. Regulars will have marked up their diaries already, other members are urged to come along and join in the fun, if only for a day. If the excitement gets too intense there are always alternatives: a stroll in Harrogate's Valley Gardens or tea and a bun in Betty's Tea Room!

Our belated congratulations go to member Dick Malott, who has been appointed to the American Air Mail Society's Aerophilatelic Hall of Fame. Dick has promoted aerophilately since 1950; he is a founder member of the Canadian Aerophilatelic Society and Editor of its Newsletter. His various airmail collections have reaped awards

at the highest international level and he has written extensively on aerophilately over the years. His latest project was to co-ordinate a 500 page catalogue of 'The Air Mails of Canada and Newfoundland', a task lasting more than four years.

The march of progress has overtaken our friends of the Royal Philatelic Society of Canada who recently announced the inauguration of their own web site on the Internet. Interested parties can log on by using the magic formula <http://www.interlog.com/~rpssc>.

Speaking of progress, your Editor is being dragged screaming and kicking towards the 21st century. The household now has access to the Internet so, whisper it softly, the Editor can be contacted via E-mail on Sessfam@AOL.com.

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**DEALERS IN
FINE STAMPS
SINCE 1924**

VICTORIA, B.C. FLAG AUGUST 1901 – revisited

Bill Topping

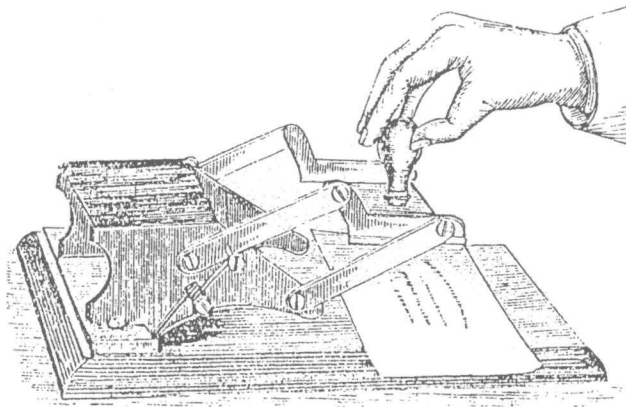
In the April 1995 issue of *Maple Leaves* I discussed the Victoria, British Columbia, Provincial Exhibition flag cancellation of 1901 and presented the controversial position that it was produced by a Bickerdike Mail Marking Machine. The piece was primarily written to stimulate thought and discussion and, hopefully, to produce a definitive statement as to how the cancellation had been produced. The interest and discussion came quickly the definitive statement has yet to be made.

Following publication, I received letters from a number of very well informed collectors with special interests in and knowledge of machine cancellations, flag cancellations and other related specialty areas. I also participated in a number of study group

meetings, as well as discussions with individual collectors. During these sessions all possible methods of producing the flag cancellation were discussed in detail and for the most part all were ruled out. Most, but not all, of those involved agreed that the marking was not produced by any of the following methods.

1. a rubber stamp,
2. a metal hand stamp,
3. a roller,
4. a rocker,
5. a rapid mail cancelling machine,
6. a hand drawing by a local artist.

Thus, by the end of these discussions it appeared that all possible methods of production had been eliminated.



EDWARDS & WILLIAMS,:

I was just about to give up the search when, in connection with another project, my attention was directed to a 'French Dating Press' marketed in England by Edwards & Williams of Jewins Street, London. Edwards & Williams was the supplier of revenue 'handmarks' to the British Government in the 1880s. In an advertising circular dated July 1883 a number of dating presses and endorsing presses are shown. Much of the equipment appears similar to the self-inking dating equipment used by the Post Office today. On the other hand the 'Endorsing Press' resembled a small printing press and in the illustration shows an envelope being endorsed. The equipment was self-inking and, in the price list, Model No. 5a was shown as taking a die 3½" by 1" and sold for 7/6d. This is the same size as the die used to produce the Victoria flag cancellation. Additional charges were listed for engraving of dies and dating equipment.

There is no record of this type of equipment being used in Canada or the United States but in the late 1890s there were a number of companies attempting to sell postmasters cancelling equipment. In the late 1880s, equipment, similar to the endorsing press, was used in France to produce a few of the early slogan postmarks. It is possible that the Victoria flag cancellation of 1901 was produced using an endorsing press, or similar device, which was purchased by the Victoria Exhibition Committee for use in the Victoria Post Office on selected mail. The press was designed to take an engraved die as well as changeable dates. The bed of the press was large enough to take an envelope but had no guide to hold the envelope in a pre-set position. As a result, envelopes could be placed on the bed of the press

at differing angles and, unlike the rapid cancelling machine, would produce cancellations that were not parallel to the top of the envelope. This would explain why the Victoria flag cancellations are rarely parallel to the top of the envelope, a problem that has bothered students.

Let us assume that the equipment was purchased by the Victoria Exhibition Committee, in an attempt to establish the Victoria Exhibition as the only 'Provincial Exhibition,' despite a similar claim by the New Westminster Exhibition Committee. It would then seem logical that the Committee would adopt a flag design similar to the one introduced in Toronto, in May 1901, to advertise Toronto's 'Canada's Exhibition.' The flags were not identical but are very similar. The dater hub was based on the daters currently in use in Victoria, with 'CANADA' at the base rather than the year, as is found on the Toronto hub. If the assumption is correct, the equipment was purchased by the Exhibition Committee without the approval of the Canadian Post Office, in Ottawa, and was in violation of postal policy. This would explain why no records relating to the equipment have been located in Postal Records in Ottawa. This also might account for the unexplained withdrawal of the equipment, probably on 22 August, some two months before the exhibition opened.

Some ten more covers have recently been reported and a study of the 24 reported covers and three dated pieces produces some interesting facts. Fifteen of the covers are addressed to the United States and of these, five are to U.S. Postmasters and four to May Oppenheimer, daughter of a prominent Victoria merchant. The predominance

of U.S. covers would indicate that the equipment was used on a selective basis rather than on all mail. Of the remaining nine items, five are to points in B.C., two to overseas, one to the Bank of Ottawa in Ottawa, and for one the address is not recorded.

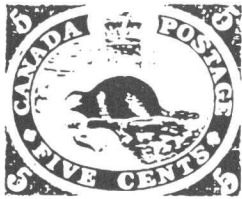
The Ottawa cover is of considerable interest as it arrived in Ottawa on 21 August, which almost marks the end of the regular use of the Victoria flag cancellation. Assuming the equipment was not approved by the Post Office Department, in Ottawa, the discovery of the flag cancellation by the Ottawa Postal authorities would result in an immediate order to withdraw the device. The four post cards, dated 22

August, to Miss May Oppenheimer, at Portland, are all written in the same hand, they appear to have been sent as souvenirs and were probably cancelled as a special favour at the time the equipment was removed.

Unfortunately there are no records to back up the foregoing but, on the other hand, until someone can produce a more satisfactory suggestion as to how the Victoria flag cancellation of August 1901 was produced, I would like to think that it was produced on an endorsing press purchased by the Victoria Exhibition Committee to advertise their exhibition and was used at the Victoria Post Office from 8 to 22 August, 1901.



Post card addressed to May Oppenheimer on the last recorded day of use of the Victoria flag, 22 August, 1901. Note the characteristic slant of the cancellation.



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TALES OF THE UNEXPECTED (2)

The Sailor's Find Stanley Cohen, FCPS

Nowadays there are very few stamp stores to be found in the Strand district of London. This was not so some 20 years ago when collectors could have a field day moving from one dealer to another in search of their special fields of interest. Even more varied and interesting were the sometimes quite odd characters who made their living by satisfying the needs of these customers.

There could surely have been no stranger character in this line of business than a dealer named Kennedy, whose first floor office was in William IV Street, just off the Strand. A large sign hung from his office, over the street, which simply stated 'Stamp Collections bought and sold!'

I had wandered up to his office for the first time during my travels around the Strand to find a middle-aged man, completely bald and heavily bronzed, standing behind a desk, whilst in an adjoining room, several people were apparently waiting to speak to him. He was intensely rude to anyone new who entered his office. He was clearly evaluating a large stamp album, perhaps for the people who were awaiting his verdict on it. In any event, without even glancing up at me, he demanded to know what I wanted.

I made my usual request "did he have any Canadian stamps for sale?" His reply surprised me:- "I don't sell stamps. I only buy and sell collections. Good morning."

With that I walked out of his office. Yet there was something strangely

fascinating about this individual. I could not define what it was, but for a while I could not get him out of my mind.

However, I had forgotten about him, when some weeks later I was again in London with time to spare so, as usual, I called in to see my good friend, Leo Baresch, for a chat. Also, Leo nearly always had something interesting in Canada to offer me. As I walked in, he happened to remark to me "Kennedy has just left. I lent him £500."

I pressed Leo further. Why on earth had he lent the man £500? It was then that Leo told me all about him. It appeared that the dealer was perfectly honest and respected in the trade. Leo said that he was certain that he would be repaid the loan the next day. He explained that Kennedy had little or no money but was an expert in buying collections. He tried to buy whatever he could afford himself within a limit of about £100. When he was offered a collection worth considerably more than that, he would tell the owner that he needed some time to evaluate it and that he should come back the next day. He would then close his office and hunt around for someone to lend him the required money. Immediately after buying the collection he would sell it as quickly as possible, usually the same day, to the trade at a small profit with which he was always satisfied.

It seemed to me to be a precarious and strange way of making a living but Leo said that the man was actually a musician and played an instrument every evening and really had little

interest at all in stamps. Leo also told me that Kennedy had cancer and was a very sick man indeed. Very often, Leo added, he would himself buy the collection from Kennedy as he had usually bought it so cheaply and give him a small profit on it. Also, in return for Leo being given first refusal on whatever the man had bought, he agreed to lend him the purchase money. On this occasion the collection was of no interest to Leo, but he had lent him £500 just the same.

It was a fascinating insight into the man and the way he operated. I called in to Kennedy's office on further visits to London. I can't explain why I did so, but there was something about the man that fascinated me. At first, he was scornful, but he did remember me. "You want Canadian stamps," he told me. "I don't have any." He was poring over a collection of very lovely Mint European Charity sets, I could see. He looked up at me. "You want these? £750 for the best collection I've handled in years. They're cheap."

They probably were cheap but I didn't want them. It gave me an opportunity to open a conversation with him and, finally, he opened up; from then on there was a more pleasant liaison between us. However, he quickly told me he was closing his office, which was my signal to leave. No doubt, he was going to sell that collection as best he could in order to repay his loan on it.

I was seldom in the habit of making a special journey up to London for stamps, but some time later, I had received a call from Gibbons that they had bought a very fine collection of Canada and wanted me to see it. It sounded exciting so I arranged to take a

day off to look at it.

Arriving in London, I found that I had an hour to kill before my appointment with Gibbons, so I walked towards the Strand, passing by Kennedy's office; I decided to call in to see him. He was excited to see me and said that this time he did have something for me. He produced a small stock-card on which there were precisely ten stamps. Gasping at them, I said "But I thought you only dealt in collections."

"This," said Kennedy, "is a collection."

How right he was, for on this card were ten copies of the 7½d green imperf Canada classic. A scarce stamp by any standard but each of these almost identical copies had the most enormous four margins all round. I was never a keen imperf collector, usually confining myself to a single decent copy of each value. For one thing, they were usually far too expensive for me and secondly I was suspicious of repairs and faked margins which, by nature of their value, seemed to abound in these Classic issues. I was by no means an expert on repairs of this kind.

"Are these stamps genuine?" I queried. "They look to me a little bit too good to be true." In answer, Kennedy just shrugged. "I don't know," he said. "Two sailors came in with them half an hour ago and I bought them."

"What do you want for them?" I asked him.

"£200" said Kennedy.

I guessed, that Kennedy had paid £100 for them, the limit of his available capital, and wanted to sell them quickly. In any event they had to be dirt cheap at

£20 each, and with margins like that, if only one of them was not repaired it would be worth the full amount, so, writing out a cheque, I bought them and took a chance that they were not all duds. Kennedy looked pleased at the quick sale, which might have made me suspicious with any other dealer, but now knowing Kennedy's *modus operandi* I was convinced that he knew nothing about them.

I arrived at Gibbons a little while later and was shown their new purchase. The firm had recently been taken over by the owner of the shop next door, and it was he who was showing them to me. His name was, I think, from memory, Mick Michael. The collection had some wonderful Large Queens, including some great covers to overseas destinations, but Gibbons prices were really very high and I had already earmarked items to a total of well over £1000 with still much more to view. I began to wonder if I really wanted to spend so much at these exorbitant prices.

Meanwhile Mick was gloating over the collection and telling me what wonderful material it was and what fine condition everything was in. It could be quite annoying as I didn't need his salesmanship. Then I had an idea. What the collection lacked, I told him, were some decent examples of the early Pence issues, for I had noticed that the only ones of these were a few rather drab looking 6d. values. What this collection needs, I added, are a few like these and, saying which, I brought out the Kennedy card of superb lightly used 7½d values.

He looked at them in some amazement. I could see that he was very impressed. He asked if he could borrow

the card, then took it outside. I had no doubt he was consulting his staff and probably testing for flaws or repairs to the margins which, on second sight, I realised were absurdly huge.

I continued to look at the collection, and by the time he returned, my prospective purchases were in the region of £2000. I kept my tongue in cheek, fully expecting him to point out a number of repairs amongst the imperfs. but, returning them to me, he said that they were all fine and asked how much I wanted. I replied that if I put 'Gibbons' prices on them, he would have to pay more than the Large Queens from his collection. He asked me what the total was on those that I had selected and when I told him, he said "O.K. A fair exchange.. you take the Large Queens and I'll keep this card."

So it was that I had bought and 'sold' the quickest purchase of my life. I had all the selected Large Queens and covers at a cost of £200, which was about as absurdly low a price as the Gibbons marked prices had been absurdly high.

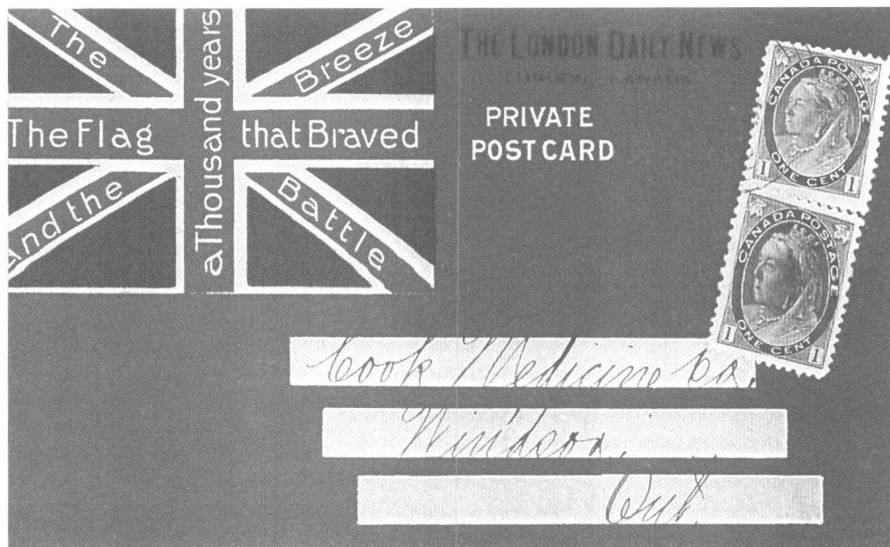
Next time I passed by Kennedy's office, I handed him an extra £100..."You sold me the Canada too cheaply"; I told him. He took the money without hesitation and never asked any questions.

Sometimes, later, I wondered if perhaps I should have kept them. I have never since seen 7½d copies with such enormous margins. I also often wondered where on earth the two sailors had found them. Poor Kennedy died soon afterwards and that was the only purchase I ever made from him.

SHOW YOUR STAMPS

The Yellow Peril

Photo by C. Leigh Hogg



A green London orb dated June 1, 1898 ties the stamps to above card. This date is 16 days earlier than the previously published date of 17 June.

The cover illustrated could have special appeal to First-Day enthusiasts as well as collectors of the Queen Victoria Numeral stamps. It is 'The London Daily News' advertising on one of the popular Wilson Boer War patriotic post cards depicting the 'Union Jack'. The card, addressed to Windsor, is prepaid with two 1¢ QV Numerals – seemingly an overpayment of 1¢. A large London three-ring orb dated 'JU 1 98' ties both stamps. The colour of the postmark is green...The Newspaper may have requested the London Post Office to cancel these cards in green on that day. The card is backstamped 'WINDSOR AM JU 2 98.'

The occasion for the special

sending of this card to subscribers was to celebrate the newspaper's third anniversary and to thank supporters for its 40% growth in one year. The card, dated 2 June 1898, was mailed out the evening before so that subscribers would receive it first thing on the anniversary day.

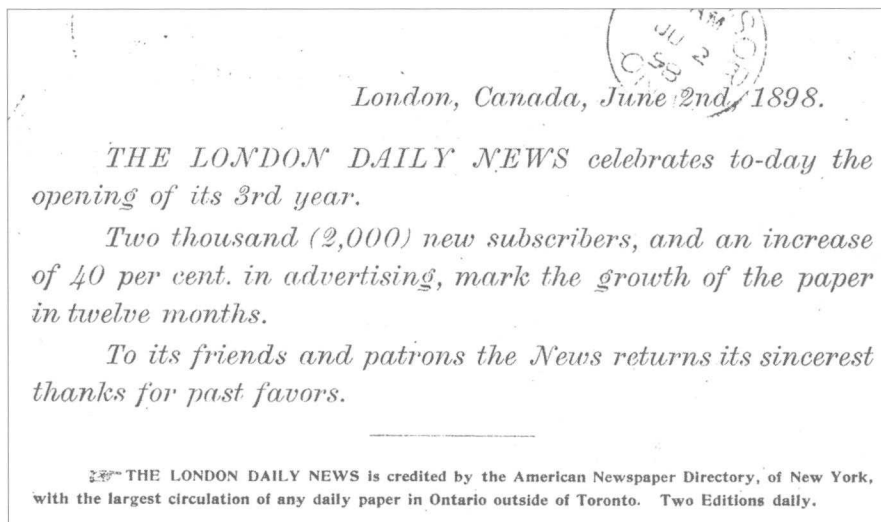
The circumstances in which this card was discovered is remarkable. It was mounted in a topical volume titled "Newspaper Advertising." Big Leigh (no offence Leigh, just a little envious) with his big heart and smile, loves to take a random volume to every show – including CAPEX – he visits. On that occasion Leigh opened his album to a group of informed collectors, including

two members, Lewis Warren and Dr. Charles Jacobson. When he turned to the page where this card was mounted, Dr. Jacobson wanted to examine the unrecorded green postmark. It was then and there Dr. Jacobson discovered the green cancel to be sixteen days earlier than the 17 June, 1898 date listed in the Unitrade Specialized Catalogue.

Congratulations Leigh! Jolly good show Doc!



An enlargement of the three-ring orb.



The back of the card showing arrival mark of 2 June, 1898.

FRONT PAGE NEWS

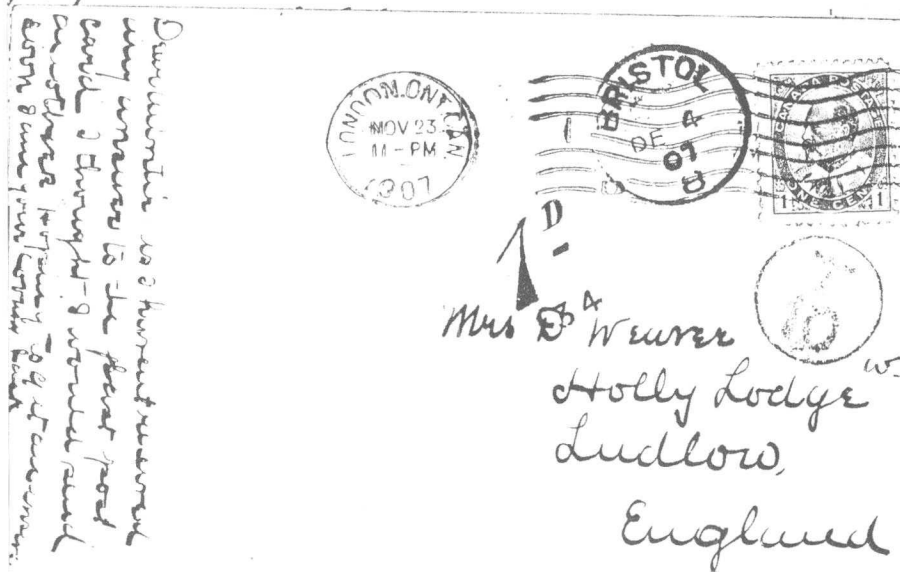
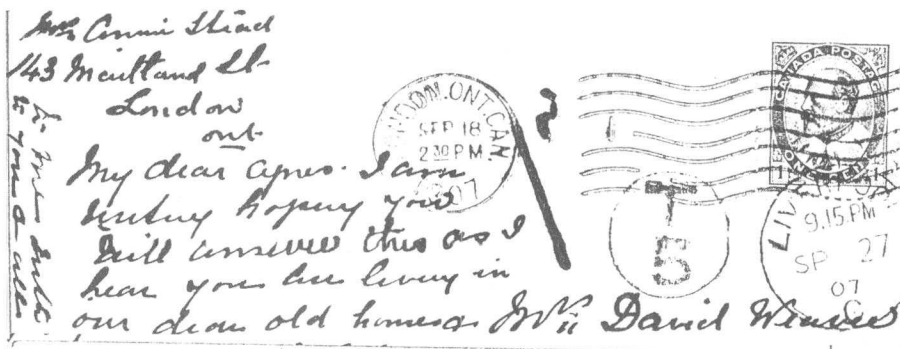
Many members will know that our popular columnist and conventioneer, Stan Lum (alias the Yellow Peril), suffered a debilitating stroke a while back and spent some six weeks in rehab at the Queen Elizabeth Hospital in Toronto. During his time there he drafted the article 'The Stamps That Weren't' (ML June 96, p255).

We were surprised and then delighted to receive a memo from Leigh Hogg with a copy of the Hospital's winter '96 newsletter 'Rise' - there on the front page was a beautifully perforated, not to mention a much younger and more handsome than we had believed possible, Yellow Peril.

continued on page 54

In 1994 (April) Mac McConnell had an idle thought,
now he's had another one...this time on the

EFFECTS OF THE 1906 UPU CONGRESS 'Mac' McConnell

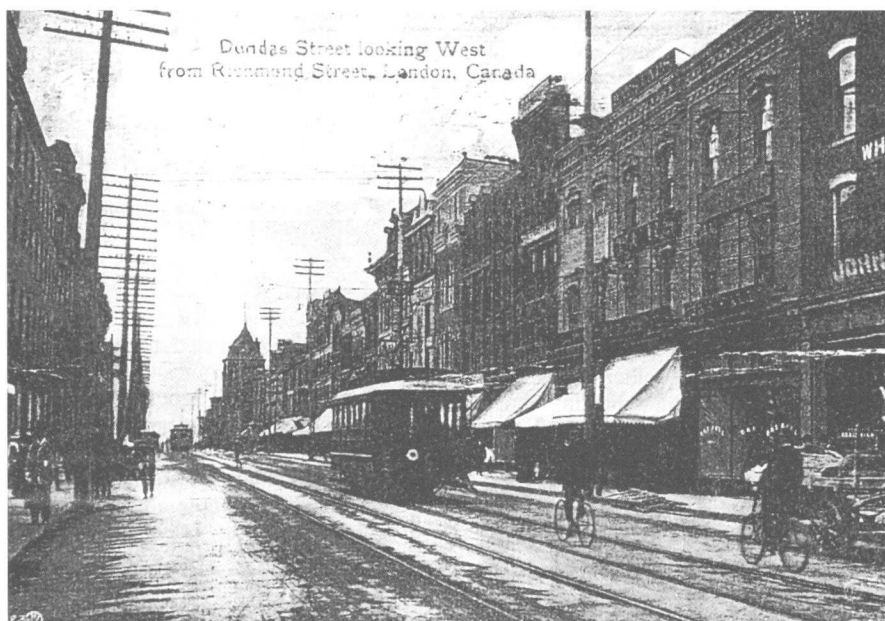


1906 UPU Congress caused T5 to become T10

I was idly wandering around a small postcard fair recently when my fingers flicked through a meagre pile of Canadian cards – only the strictly postal side, you understand. Two cards caught

my eye, mainly because of the very modest price tag.

Both were from London, Ont. to Ludlow, England in 1907 – same



Dundas Street looking West
from Richmond Street, London, Canada

Did it also turn day into night?



Dundas St. looking W. From Richmond St. London, Canada.

sender, same addressee and each had a one cent KE VII stamp, obviously underfranked in view of the copious messages.

The first card, postmarked Sep 18/07, had further been struck with a clear T5 in circle to signify that postage due was to be collected on delivery. The second was postmarked Nov 23/07 and marked T10 in circle.

In 1906 the UPU Congress was held in Rome and, amongst other things, had revised the method of indicating short payment on international mail. Hitherto it had been the practice for the despatching country to assess the deficiency and convert it, at an agreed rate, into gold centimes, then to mark that on the postal item. The recipient country would read the indication and convert it into its own currency before doubling for postage due.

Article XI of the Rome Congress now required the doubling to be done by the despatching country - hence the change from T5 to T10 on those cards. The Articles of the Convention became effective on 1 October 1907.

I have been idly attempting to close the gap with examples of last day/ first day usage and this pair went some way towards fulfilment, so I took the plunge.

Later, as I contemplated the rashness of making *two* 50p purchases at one time I laid the cards face down on the table.

My idleness was shattered! The first card had a street scene of London, Ont., complete with tram car, horse and dray, pedestrians and cyclists. The sun shines and shades protect the shop fronts .

After Article XI came into force a week or so later that same scene is transformed. Darkness descends, the sun blinds are taken in and lights blaze from all windows. The same tram is alive with light and a brilliant full moon shines through a gap in the clouds. The horse, however, has not moved a muscle or the cyclists a pedal.

I showed this to my dear wife. She who must be obeyed says it is bad enough being married to a postmark freak but when it comes to poking over daft pictures, that goes beyond the reasonable bounds of marital tolerance.

It is amazing just how far-reaching the effects of a simple change in UPU regulations can be.

FRONT PAGE NEWS *from p51.*

This was alongside the leading article reporting Stan's activities and giving a good plug for philately (and the CPS of GB!). We thought we would share the new commemorative stamp with you.



THE PEOPLE ON THE STAMPS – CASIMIR GZOWSKI

Dr Alan Salmon

*We, too, are dreamers of dreams.
Of a finer land than has yet been.
Perhaps one spur may be fame,
But our works will speak plain,
When other men are gone without gain.
The Industrialists. James Burns*

Sir Casimir Gzowski deserves to be better known. He was a great project engineer in a heroic mould, involved in the efforts, about the middle of the 19th century, to build a Canadian infrastructure so the country could prosper and expand. He was also a tremendous character, and not always on the side of the angels. The 150th anniversary of his birth was commemorated by the issue of a 5¢ stamp in 1963 (SG 535, SS 410).



Casimir Gzowski was born in 1813 in St Petersburg, where his father, a Polish nobleman, was an officer in the Russian Imperial Guard. Casimir followed the family tradition, going to a military school and then entering the army. At 17 he was in the Corps of Engineers. That same year, 1830, Poland arose to throw off the Russian yoke and form an independent country. The young Gzowski joined the

insurgents, but the Polish forces were outnumbered and, after 11 months of fighting, surrendered. The brigade to which he was attached, numbering 4,000, was driven over the Austrian border and interned. After two years of internment, and against Russian demands, the brigade, now down to about 250 after escapes and desertions, was allowed to settle in the USA, where their plight had aroused considerable sympathy. Thus, in 1834 he landed in New York, where there was an enthusiastic welcome for the revolutionary idealists rescued from their distress in Austria and from an unknown fate in Russia.

From USA to Canada

He started work as a clerk in a law firm in Pittsfield, Mass. supplementing his income by teaching French, German and draughtsmanship. By 1837 he had completed his law apprenticeship, acquired American citizenship and, perhaps most importantly, had learnt the American skill of careful drafting of enforceable contracts. Thus endowed he moved to West Pennsylvania, to set up as a lawyer on his own account, at Beaver on the Ohio.

The state was booming, with roads, railways, bridges and canals being developed in profusion. He soon found his engineering skills were of more

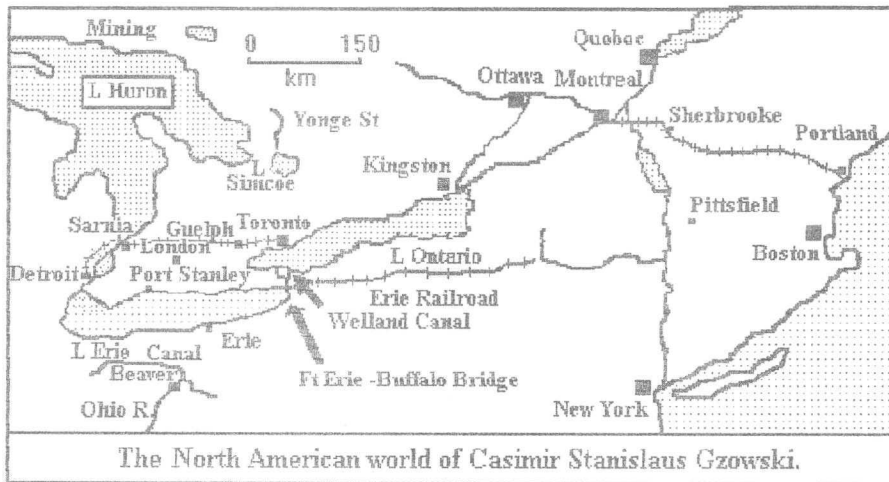
worth than his legal attributes, but together they were a formidable combination. He worked as an assistant to the chief engineer on the Beaver and Ohio River Canal and on the Erie Railroad. He moved his office to Erie, where the chief engineer had his office. After ten years in the USA he was an accomplished project manager and a skilled commercial lawyer.

In 1841 he was sent to Canada to sell the services of the company for which he was working to William Merritt (SG 797, SS 655), the promoter of the Welland Canal. He failed, but he met the Governor of the United Province of Canada, Sir Charles Bagot, who had been the British ambassador in St Petersburg and had known Casimir's father. Bagot declared "We must keep men like you in Canada"; consequently Casimir was offered the position of Superintendent of Roads and Waterways in the London District of Upper Canada. In 1842 he moved his growing family, he had married a girl from Erie and now had three children, to London and then, in 1845, to

Toronto. From 1842 to 1846 the region from Toronto to Sarnia to Yonge St. to north of Lake Simcoe was a ferment of road, lighthouse, harbour and bridge building; much of it the responsibility of Gzowski. However in 1846 cuts were made in the budget of the Board of Works, this combined with Gzowski's desire for a greater share of the wealth of the emerging country led him to resign from his post in 1848.

Private affairs

He joined the Upper Canada Mining Company, to examine its copper deposits along the north shore of Lake Huron. However he was quickly lured away to railroad construction; railroads were then a source of speculation and of engineering activity. His first project, the St. Lawrence and Atlantic Railroad, was financed by a group of Montreal capitalists led by Alexander Galt, who later was a member of the Canadian delegation at the London Conference (SG 573, SS 448) which led to Confederation, and who became Canada's first Minister of Finance and



first High Commissioner in London. Gzowski, now based in Sherbrooke, expeditiously completed the St Lawrence and Atlantic (see Gillam, A History of Canadian RPOs, p141). He so impressed his sponsors with his ability to force through stalled projects, at low cost, that a contracting firm was formed with their backing, C S Gzowski and Company. In 1852 the company won the contract to build the Toronto and Guelph Railway, it was finished with great efficiency to provide a good profit to the company and its backers.

In 1852/3 there was fierce lobbying for the contract to build the Grand Trunk Railway (see Gillam, p67); this was envisaged by some, mainly British interests, as a vast new railroad running the length of BNA; by others, including the Montreal group, as a much looser association of existing, local railways. The British interests won the day, but the Montreal group turned a pretty penny by selling the Toronto and Guelph to the masters of the Grand Trunk project at a considerable profit. At the same time Gzowski was awarded the contract for the Toronto to Sarnia section of the Grand Trunk. Gzowski's skills completed the contract with a net profit of £130,000, say £5M in today's money-values, about 12% of the contract price. But this was not the end of this bonanza, Gzowski by his contract could fix the positions of the stations, sidings and depots; the Montreal group, with the aid of its solicitor John A Macdonald (SG 266, 272, 693; SS 141, 147, 586), obtained the required land then sold it at a profit to the railroad! It may have been legal, I could not possibly comment, but certainly today it would be regarded as malpractice.

In 1854 Gzowski won a contract to build an esplanade the length of Toronto's waterfront, with six bridges; the company agreed to use its influence to ensure the Grand Trunk would enter the city along this esplanade. Squabbles erupted, elements on the city council led a campaign to annul the contract on various grounds, including the suggestions it had been obtained by improper means; the contract was cancelled in 1855. This was a failure, nevertheless Gzowski now moved his contracting business to Toronto, but with different partners. They built some Grand Trunk branch lines and a loop to Detroit. They now began to expand into real estate and industrial developments, building the Toronto Rolling Mills which, with much work from the Grand Trunk, soon became one of the largest industrial operations in Canada.

Fortune smiling


Gzowski, now wealthy, began to invest in property in Toronto. He built his home, 'The Hall' surrounded by a six acre park, where he lived in splendour with his wife and six children. In 1867 its value was assessed at \$33,000, about £600,000 in today's money-values; however, as the assessment was for tax purposes, its real worth was possibly much more. By 1870 Gzowski's dignified bearing was complemented by a great mane of white whiskers and the family ranked high in Toronto society, this had been helped by his three daughters marrying British army officers. Following the Civil War there was concern about the intentions of the USA with her massive armies; forts (SG1097, USC 990) were built to protect against any possible incursion towards Quebec. Gzowski urged the strengthening of Canada's defences and formed the Dominion Rifle Association; this was a para-military


organisation for the defence of the Empire as well as a sporting association, the Governor-General commissioned him as a lieutenant-colonel in the militia in 1873.

Publicly he kept out of politics, but could not keep out of engineering. In 1873 he completed the construction of the railway bridge across the Niagara River, linking Fort Erie to Buffalo; at the opening the general manager of the Grand Trunk said "There is no other man in this country who could have carried on the work of this bridge or gone through the daily and hourly anxiety which it entailed during the past four years save Colonel Gzowski". In private he was a firm supporter of John Macdonald, his one-time solicitor, now Prime Minister, organising a trust fund to provide the Prime Minister with an

income commensurate with his position. He also took on several unpaid offices on behalf of the Dominion. In 1879 he was appointed an honorary aide-de-camp to Queen Victoria; in 1890, on the joint recommendation of Macdonald and Mowat (SG 659, SS 517), he was knighted. From 1889 to 1892 he was President of the newly-formed Canadian Society of Civil Engineers, now the Engineering Institute of Canada (SG1240, SS1134). The Gzowski Medal became the highest award of the new Society.

He died in 1898; the *Toronto World* said: "Yesterday morning, just as the terrific thunderstorm had subsided and the morning sun was peeping over the eastern horizon, the spirit of one of Toronto's most illustrious citizens took
continued on p76







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POSTAL HISTORY PUZZLES – SOLVED & UNSOLVED (3)

Horace W. Harrison, FCPS

Many years ago, I purchased a lot in a Toronto auction, which came with a typed letter from Fred Jarrett discussing the very strangely perforated 8¢ Registered Letter Stamp, shown in Figure 1. I quote from Fred's letter: "I have examined carefully the stamp you sent me (8¢ Canada Registered) and must confess that it is absolutely new to me. All I can do is to make observations which may or may not coincide with the opinion of others." After 3½ paragraphs of space filler, Fred then says: "Was the machinery which they used back in 1857 or thereabouts in the possession of the P.O. Department, and was it brought into use in some kind of emergency as late as the date of the 8¢ Registered issue? (1876-78).

Finally, the stamp is undoubtedly genuine, the shade is the pale shade, and the paper is right. It is not a proof. I am inclined to think it is a trial perforation or rather an emergency perforation, but WHY, that's the puzzle. Sincerely, Fred Jarrett."

In the spring of 1989, I received an auction catalogue from John Sheffield, Sale No. 57, to be held May 20, 1989, in London, Ontario. I was astounded, and very pleased, to read the description of lot 358, described as follows: "F3, 8¢ blue, an interesting forgery; perfs appear to have been done on a sewing machine! Est. Realization \$25." I had always thought of the strangely perforated 8¢ Registered Letter Stamp that I had bought so long ago as having been done on a sewing machine. Perhaps, here was a confirming copy

which would give a great deal of credence to each other.



Figure 1 (above)

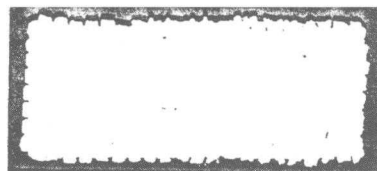


Figure 2 (below)



With the help of Richard Lamb of Kitchener, Ont., I was able to determine that the stamp was, indeed, a second copy of the variety I had purchased many years ago with the letter from Fred Jarrett expressing his opinion as to its genuine character. I asked Dick to represent me at the sale, which he

expected to attend on his own behalf. I gave him a hefty top bid to execute for me, and I was very lucky, for he was able to secure the second copy, shown in Figure 2, at a hammer price of \$36. After adding the buyer's premium, mailing costs, and Dick's fee for acting as my agent, the cost of the second known copy came to slightly over \$40. I have seen no more of these, but having a second one turn up improves the credibility of the first. Finding one used on cover to the U.K. in the proper period would be the frosting on the philatelic cake, but knowledge of a third off-cover copy would also be most welcome. Reports to 1802 Indian Head Road, Baltimore, Maryland, USA 21204 would be appreciated, and reporters will be sent a photocopy of Fred Jarrett's original expert opinion.

OUTSIDE TOILETS

Len Belle sent us a clipping from the British Railways Stamp Club Newsletter of August 1996. It stems from a newspaper cutting, included in an auction lot of Canadian flight covers from the 1920s and 30s, and concerns instructions to stewardesses. Len thought it might amuse.

1. Warn passengers against throwing cigarettes and cigars out of the window.
2. Keep the clock wound up in the passenger cabin.
3. Carry a railroad timetable in case the plane is grounded.
4. Keep an eye on passengers when they go to the toilet, to be sure they don't mistakenly go out of the emergency exit.



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NORWAY HOUSE

Dr. Alan Selby

About ten years ago, when I first became interested in Northern Canada Postal History, I was sitting at the late Allan Steinhart's bourse table looking at his Keewatin stock. I asked where 'Norway House' was located. Gray Scrimgeour and Allan looked at each other for a blink or two before Gray said that he "thought" it was at the foot* of Lake Winnipeg. I don't remember if I bought the cover but the moment brought the expansion of my interest from Yukon to Northern Canada in general. Since then I have retained my curiosity for the early postal routes from Norway House east to York factory, south to the Red River settlement (Winnipeg) and west to Fort Edmonton and the Athabasca district. (Fig. 1).

Lot 25 from the R. Maresch and Son auction of Charles De Volpi's fur trade collection on 26 May 1982 was a letter written by Donald Ross, Hudson's Bay Company (HBC) trader at Norway House, on 28 Feb 1831. Ross served at Norway House from 1830 to 1851, advancing to chief factor in 1839. The letter was sent by HBC winter dog team express to Alexander Christie, chief factor at the Red River settlement. The letter reads in part "the arrangement you propose in regards to the two boats for Athabasca, I think will answer perfectly well." By 1831, Norway House was the hub for the distribution and collection for all the material related to the economy in general and fur trade in particular. Further acknowledgement relates "your favour of the 10th. inst. was handed me by Mr. Thomas Simpson on his way to Red River." Alexander Christie worked as chief

factor at the Red River settlement and served two terms as governor of Assiniboia before retiring in 1849. Thomas Simpson was a nephew of Sir (1841) George Simpson, governor in chief of the HBC North American operations. He started his career as a lowly courier and advanced to lead an important arctic exploration in the company of Peter Warren Dease. Their three trips covered almost all of the North West Passage. It was the work of Simpson and Dease that was largely responsible for George Simpson's knighthood! Thomas Simpson was murdered in 1840 in unexplained circumstances. The letter is in-house or company mail which was often carried open (without envelope) to reduce the weight and no postal markings are present.

The Norway House post office opened on 1 Dec 1904. 'Fort' Norway House was originally situated in the district of Keewatin, transferred in 1882 to the district of Saskatchewan, transferred back to residual Keewatin in 1905 before finally being settled in Manitoba in 1912. The proof date of the split circle cancel dater is unknown.

Two post cards are of interest. The first (Fig. 2) was written at York Factory on 22 Sep 1908 and carried by HBC private winter express to enter the government mails at Norway House on 31 Dec 1908. It reads, in part, "I hope you think of us as doing good in a distant land for an ignorant people. Pray for us that Lord may bless us in our noble and self denying life." Perhaps this missionary found a different calling at York Factory. The second post card (Fig 3) written by tourist/campers was



Fig. 1: A fuller map, from which this is taken, appears in *ML*, Oct. 1995, pp162/3.

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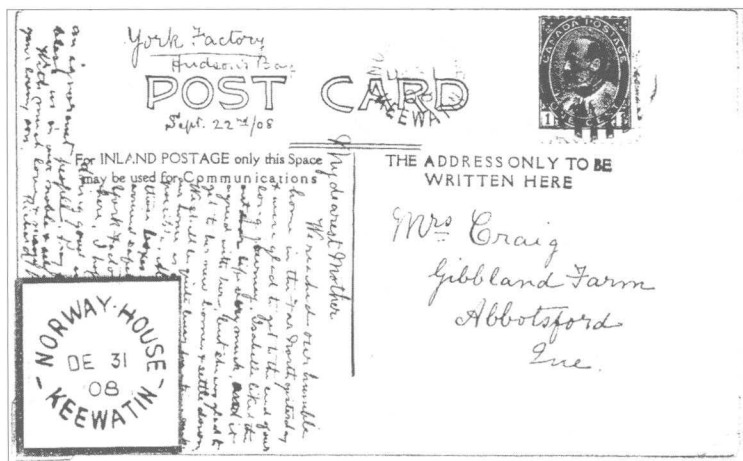
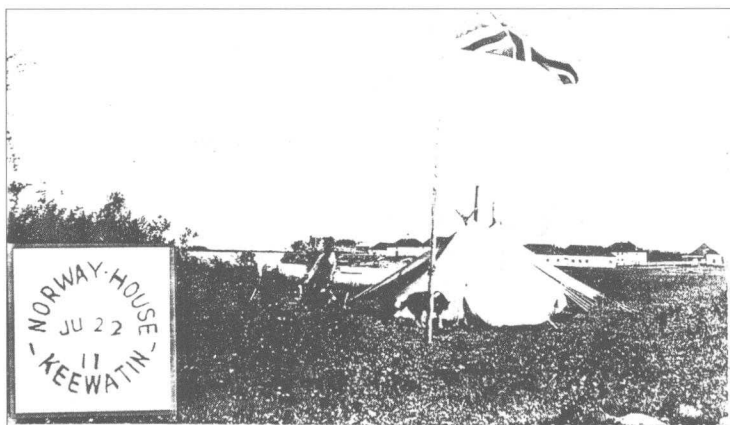


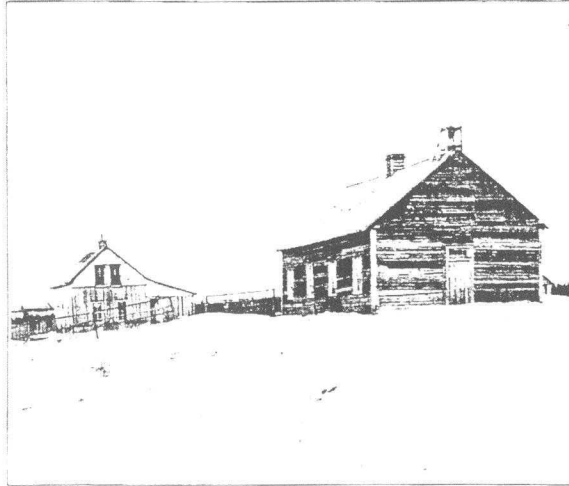
Fig. 2 above

Fig. 3 below



also inscribed at York Factory and carried by HBC overland express to Norway House, where it entered the government mail on 22 June 1912. Both cards were forwarded by dog team or steamer to Winnipeg. The unused C.P.R. postcards (Figs 4 & 5) show Norway House and nearby Oxford House around 1915.

Norway House, situated on a point of land between Lakes Winnipeg and Playgreen, acquired its name from the birth place of the loggers who built the original trading post c.1800 (or for some Norwegians who were driven from the Selkirk settlement by North West Company traders in 1815). It was George Simpson's western headquarters



Oxford House Mission.

Fig. 4 above

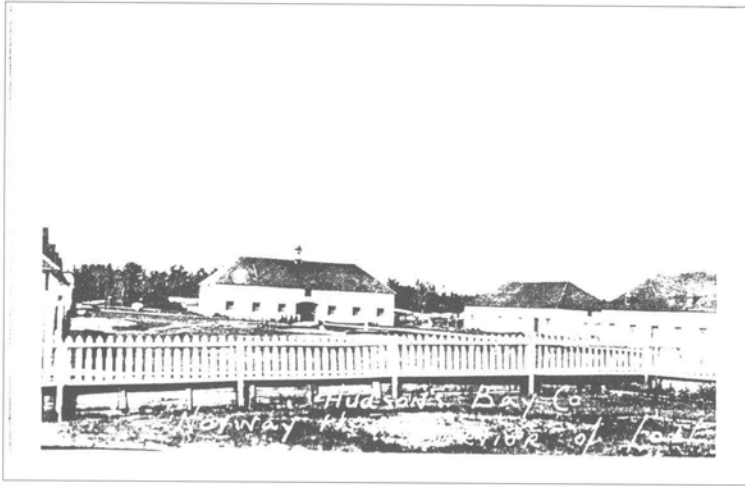
before amalgamation with the North West Company in 1821 and thereafter headquarters of the northern de-

Fig. 5 opposite

partment. It was here that the transfer of Rupert's Land to Canada was negotiated in 1868. Norway House withered away

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after the completion of the C.P.R. (c.1885). The post office remains open.

**NB. Lake Winnipeg drains north towards Hudson Bay.*

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We wonder how many collectors are taking the trouble to study the much criticised ink-jet markings

RECENT INK-JET MARKINGS

Dean Mario

Love 'em or hate 'em ink-jet spray markings are here to stay for some time and they have now become established as a new area for collectors to study. Some recent examples are shown in figs 1-9.

Drastic error 'strikes' are also collectable and deserve closer inspection. Noteworthy are the 'stuttering' sprays illustrated in figs 10-12. Fig. 13 depicts a cover having gone through two separate MLOCR (multiple-line optical character reader) machines in Winnipeg. Fig. 14 is a nice example of a date error with '00' instead

of '97.' The '000101' also appears to be an error (perhaps the machine was not set over the holidays) but it is a wonderful oddity for 1 January! Clearly this material holds much promise and the variety of different types, slogans, and errors will keep collectors and students of modern postal history busy for some time.

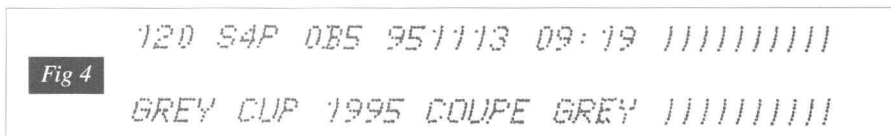
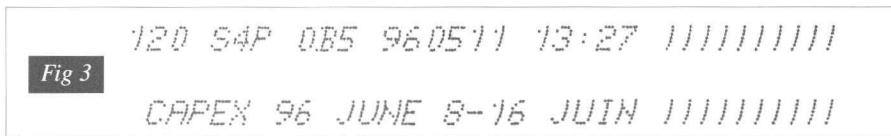
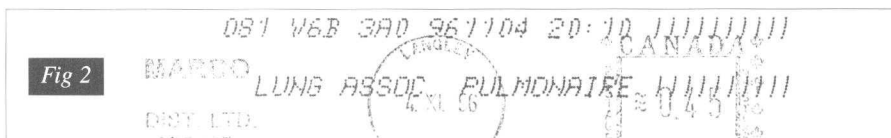
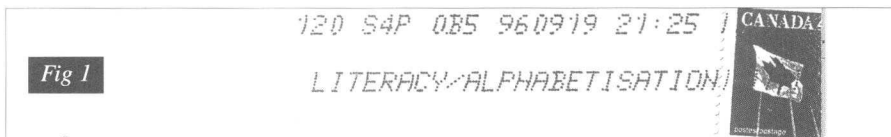


Fig 5
POSTE/MAIL RENSEIGNEMENTS 1-800-267-1155 |||
MAIL/POSTE CUSTOMER SERVICE 1-800-267-1177 |||
076A R3C DJD 970114 21:47 |||

Fig 6
BEST WISHES / JOIE ET PAIX |||
077B R3C DJD 970107 01:26 |||

Fig 7
069 L4W JTD 961227 04:40 |||
BEST WISHES / JOIE ET PAIX |||

Fig 8
100 H3C JSD 961228 01:25 |||
JOIE ET PAIX / BEST WISHES CANADA 45 |||

Fig 9
101 H3C JSD 960930 20:15 |||
CENTRAIDE / UNITED WAY |||

Fig 10
080 T5J 2TD 970114 02:32 |||
POSTAL CODE / CODE POSTAL |||

Fig 11
BEST WISHES / JOIE ET PAIX |||
076B R3C DJD 970104 04:24 |||

Fig 12
088 BT ZEE DAAA 09 70 00 70 82 55 61 |||
POSTAL CODE / CODE POSTAL |||

Fig 13

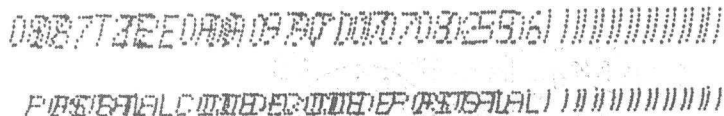


Fig 14

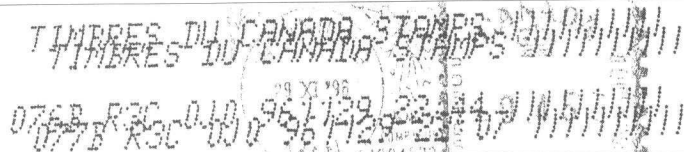


Fig 15



Fig 16



The Precancel Society of Great Britain celebrates its 50th anniversary

Formed in 1947, the Society has developed into a fount of knowledge of the precancelled stamps - not only from the major issuing countries such as the United States, Canada, France and Belgium, but also lesser known ones such as Hungary, Austria, Danzig and Venezuela.

It meets every other month, has a bi-monthly newsletter 'Precancels' and in, addition to a very flourishing Exchange Packet, carries probably the best library of precancel literature in any of the worldwide societies specialising in the subject.

Members of the Canadian Philatelic Society of Great Britain are invited to an open meeting of the Precancel Society - including displays - to be held on May 24 at the Y.M.C.A. in Fann Street (in the Barbican), London E.C.2 from 2.00 - 5.00 p.m.

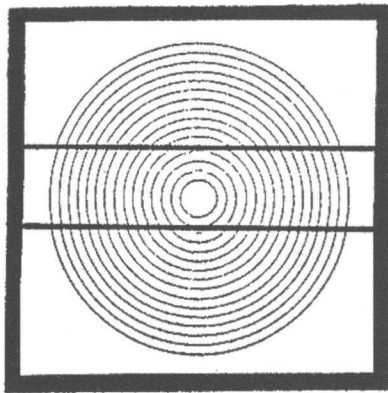
DETAILS OF MEMBERSHIP ARE AVAILABLE FROM THE SECRETARY,
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LETTER TO THE EDITOR

Jim Kraemer

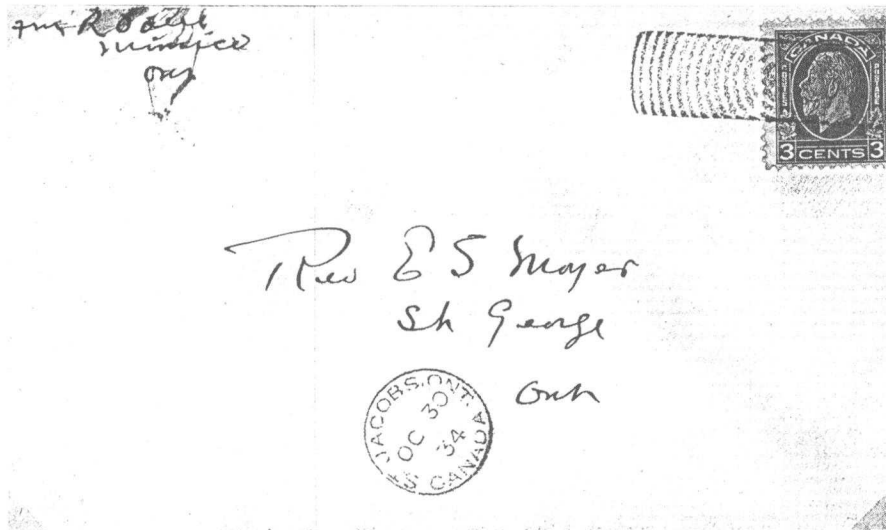
ST. JACOBS

With reference to Neil Prior's letter in the January issue I enclose a photo copy of a page from my collection of Waterloo County postal history. Two covers* of the unusual target cancellation used at St. Jacobs, Ontario, are shown as well as the explanation as to how this unusual device was manufactured. The device was used occasionally at the St. Jacobs post office from about 1917 to the mid 1940s (I suspect that it was only used when someone asked to have it applied). I have learned that the Rev. E.S. Moyer of St. George, Ontario, was a stamp collector. One cover is addressed to him.



Mid section of lathe-turned brass plate used as a canceller

**Editor's note: Regrettably we only have space for one cover to be illustrated. For the record, the second cover is dated 8 January, 1917.*





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SOCIETY NEWS

CONVENTION '97

PROVISIONAL PROGRAMME

Wednesday 10 September

- 3.30pm Arrival of members - tea & biscuits
- 8.00pm Philatelic display by Lewis Warren 'The First Decimal Issue'

Thursday 11 September

- 9.30am Philatelic display by David Sessions 'Fakes & Forgeries, part 2'
- 11.00am Philatelic display by Dr Charles Hollingsworth 'Street Cancellations'
- 1.30pm Visit to National Armoury Museum, Leeds
- 8.15pm Philatelic display by Horace Harrison 'Money Letters 1802-1855'
- 8.15pm Illustrated talk, 'Harlow Carr Gardens'
- 10.00pm Auction lots on view

Friday 12 September

- 8.45am Meeting of Fellows
- 9.00am Committee meeting
- 11.00am Philatelic display led by Dr John Gatecliff 'Competition entries'
- 1.45pm Visit to Harewood House and gardens
- 7.30pm Theatre visit
- 8.00pm Philatelic display by Bill Lea 'Newfoundland - the Decimal issue'
- 10.00pm Auction lots on view

Saturday 13 September

- 9.00am Annual general meeting
- 10.45am Philatelic display by Colin Banfield '1897 Jubilee Issue'
- 2.00pm Auction

- 7.00pm President's reception
- 8.00pm Banquet and presentation of awards.

ANNUAL GENERAL MEETING

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting, to be held at the Crown Hotel, Harrogate, on Saturday 13 September 1997, commencing at 9.00 a.m. In accordance with Rule 18, nominations are sought for the following posts:

- President
- Three Vice-Presidents
- Secretary
- Treasurer
- Three Committee Members, one from each region.

The retiring Committee members are Mr Prior (North), Dr. D. Sanderson (South) and Mr. McLaren (Scotland).

Nominations and any proposed amendments to the rule should be sent to the Secretary before 13 June 1997.

FELLOWSHIP

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

Outstanding research in the Postal History and/or Philately of British North America;

or

Outstanding service in the advancement of the interests of the Society

Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship Rule No. 2. Such nominations must be on a prescribed form which is available from the Secretary. Nominations must be

submitted to the Secretary before 13 July 1997.

ABPS

The Society is affiliated to the Association of British Philatelic Societies. We have been supplied with individual membership cards; members can obtain a card by writing to the Secretary with a SAE.

COVERMART

When one takes on a job in any society, work often flows in unsolicited. Here, however, we have a case where this note solicits more work, by way of a request that you support the Society and Covermart – it is to your advantage.

Let me explain. Those members who receive or have sight of 'Cavendish Chronicle'* may have noted, in the November issue, comments on a discussion regarding buyers' premiums and the percentages auction houses and

retailers take. I quote, somewhat out of context, but the paragraph serves to draw members attention to covermart: "...mentions the auctioneer taking 30% of the realisations: has...any experience of any retail business I ask? Most stamp retailers would laugh at 30% as derisory. I certainly did in the days when I was in retail. A normal mark up might be 100% or much more in many cases..."

Covermart material supplied by members for sale to members is usually very reasonably priced and receives no mark up at all, just a 10% Society handling charge. If you consider the above quotation or better, read the whole article, can you do better?

The circuit runs as a service to enable members to find odd items of interest or to dispose of surplus material. The specialist should not, however, expect many gems in any one

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particular field, the service is intended to encourage and maintain the participation of our members. I must say, on behalf of some contributors, their pricing does just that.

I see from a recent auction catalogue an estimate of £12.50 for an item recently sold from one of our lists for £1.50. The estimate would probably have to be topped by a buyer's premium. If you have material with a three-figure valuation, of which you wish to dispose, why not consider the ready market of our membership? I do appreciate that the three-figure valuation may, for some, be £1.75 but even so there are buyers out there. If you sell to a dealer, who may expect a 100% mark up, you will almost certainly do better to price it yourself and sell through Covermart. One only asks that the pricing be realistic.

*House Journal of Cavendish Philatelic Auctions Ltd.

Malcolm Jones, Covermart Manager.

FORTHCOMING EVENTS

1997

- Apr 21 London Group – Beaver Cup
- Apr 24-27 STAMP '97, Wembley
- May 19 London Group – AGM and subjects, G, H, I & J
- June 19 Wessex Group – 20th Century
- Aug 28-30 BNAPEX '97, St John's, Newfoundland
- Sep 10-13 CPS of GB Convention, Crown Hotel, Harrogate
- Sep 17-21 STAMPEX, London, Business Design Centre, Islington, 52 Upper Street, London
- Sep 19-21 Royal Caltapex, Calgary

International Exhibitions

1997

- Apr 16-21 NORWEX '97, Oslo

May 29-Jun 8 PACIFIC '97, San Francisco

Oct 17-26 MOSCOW '97, Moscow

Dec 5-14 INDIA '97, New Delhi

1998

May 13-21 ISRAEL '98, Tel Aviv

Jul 27-Aug 2 PORTUGAL '98, Lisbon

Oct 23-Nov 1 ITALY '98, Milan

Oct 20-25 ILSAPEX '98, Johannesburg

1999

Apr 27-May 4 IBRA '99, Nurnberg

Jun 26-Jul 4 PHILEXFRANCE '99

2000

Apr 28-May 7 ESPANA 2000, Madrid

May 22-28 STAMP SHOW 2000, Earl's Court, London

Jun 1-11 WIPA 2000, Vienna

Details of London Group from Colin Banfield 0181 281 0442 (home) or 0171 407 3693 (office); Wessex Group details from Dr Dorothy Sanderson 01794 523 924; S & C Scotland from John Hillson 01461 205656. Contact for West of Scotland is Bill McVey 0141 637 6853.

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Income and Expenditure Account to year ended 30 September 1996

Income

Subscriptions for year	£5409.05	
Maple Leaves Advertising Revenue	796.00	
Maple Leaves Sale of Back Numbers	62.92	£6267.97
Bank Interest and Stock Dividends		467.14
Covermart Sales Surplus	100.00	
Exchange Packet Surplus	130.00	230.00
Handbook Sales Surplus	237.77	
Tie Sales Surplus	24.09	261.86
Contribution from Life Member Fund		47.20
Deficit for year*		421.36
		£7695.53

Expenditure

Maple Leaves Printing and Distribution		£5288.19
Administrative Expenses	450.97	
Publicity	11.41	462.38
ABPS Fee		124.30
Insurances		93.50
Income Tax	124.25	
Income Tax overpaid	0.05	124.30
Printing and Stationery		51.02
Smythies Memorial Fund Interest A/c adjustment		253.93
Miscellaneous Expenses		29.06
Convention 1996 Account		1268.85
		£7695.53

**See notes under Balance Sheet*

Balance sheet as at 30 September 1996

Assets

Cash Balances: Robert Fleming	£10,498.67	
Royal Bank of Scotland	1,687.92	£12,186.59
<hr/>		
Investments at cost:		
General Fund £800 6¾%		
Treasury stock 1995-98	652.24	
Life Members £1398.77 6¾%		
Treasury stock 2004	1,330.00	
Smythies Memorial Fund £631.08		
Treasury Stock 2004	600.00	2,582.24
<hr/>		
Handbooks Stock	642.59	
Handbook Sales, unrepresented cheques	63.25	705.84
<hr/>		
Society Ties Stock		201.29
Sundry Debtors		64.00
Library @ Valuation		4,076.50
		<hr/>
		<u>£19,816.46</u>

Liabilities

General Fund Balance @ 30.9.95	£9,452.03	
Deficit for year*	421.36	£9,030.67
<hr/>		
Life Membership Fund		1,333.39
Smythies Memorial Fund		600.00
Smythies Memorial Fund Investment A/c		365.64
Subscriptions prepaid		1,056.38
Sundry Creditors	115.60	
Officers Expenses, unrepresented cheques	177.28	292.88
<hr/>		
Library Fund		4,076.50
Perth Auction Receipts		3,061.00
		<hr/>
		<u>£19,816.46</u>

*Notes re deficit

- (1) Auction Commission is expected to be in excess of £1,000
- (2) Handbooks stock was written down by £65.65
- (3) Smythies Memorial Fund Investment A/c was adjusted by £253.93 addition.

AMENDMENTS TO MEMBERSHIP to 20 February, 1997

New Members

- 2749 Loffstadt, David, Craigwell, Barnet Wood Road, Bromley, Kent, BR2 8HJ
 2750 Hoyt, John W. S. 57 Southwood Drive, Coombe Dingle, Bristol, BS9 2QX
C,FF,PC,PER,SC
 2751 MacInnes, Iain, Gantsi Senior Secondary School, Private Bag 007, Ghanzi, Botswana, QEII
 2752 Cable, Jonathan J. 10 Bromwich Avenue, Highgate, London, N6 6QH PA,RPO,SC
 2753 Nelson, Andrew G. 4685 Des Cageux, Pierrefonds, QC, Canada H9J 3R4 CGG,FDC,PBL
 2754 Sendbuehler, Dr. Joseph M. 77 MacLaren St., Ottawa, Ontario, Canada, K2P 0K5 CR-CE,V
 2755 Berner, Dr. Mark. 3767 Notre Dame West, Montreal, Quebec, Canada, H4C 1P8. CL,PH
 2756 Spens, the Lord. Gould, Frittenden, Kent, TN17 2DT Overprints
 2757 Kruczynski, L. 19 Petersfield Place, Winnipeg, MB, Canada, R3T 3V5 CS, Cen
 2758 Escott, Nicholas G. 133 South Hill St., Thunder Bay, Ontario, Canada, P7B 3T9
 2759 Williams, S. H. 8 Arthur Street, Neath, Glamorgan, SA11 1HP

Resigned

- 2714 Smith B.C

Deceased

- 413 Harris A.L. 2041 Lundberg J.P.

Remove

- 2746 Philat. Bibliothek Muenchen (Duplicate entry)

Change of Address

- 2295 Brown, Julien K. Change post code to 'AB41 7UA'
 1850 Duckworth, Prof. H. E. FRPSL, FCPS. 403-99 Wellington Crescent,
 Winnipeg, MB, Canada, R3M 0A2
 2689 Grimwood-Taylor, J. L. Cavendish Philatelic Auctions, 153/7 London Road, Derby DE1 2SY
 2593 Laws, P. Delete 'Stn D' insert 'Central P.O.'
 2572 Lee, A. T. Correct '1903' to '2903'
 819 Mackie, A. S. FCPS, 17 Countesswells Road, Aberdeen, Scotland, AB15 7XU,
 with effect from 1 May, 1997
 2125 Surname is 'Malenfant' not 'Malefant'
 2211 McGregor, M. Post code is AB10 7FD
 1771 Munchner Stadtbibliothek, Am Gasteig, Philatelistische Bibliothek,
 Rosenheimer Strasse 5, 81667 Munchen, Germany
 2747 Rossiter, John R. Correct 'Barne' to 'Barrie'
 1482 Taylor, Dr. Ian W. Add '-6201' to zip code
 1678 Whiting, E. J. zip code is 19355-2001

Revised Total 468

GZOWSKI *continued from p58*
 flight". *The Globe* observed: "By his death Toronto loses one who for nearly sixty years has occupied a foremost part in the social and industrial life of the community. To those who knew him socially the rare amiability of his

character, the charm of his manner, his broad culture and generous hospitality endeared him to an unusual degree." He was a clever, hard-working, determined, ambitious immigrant whose works contributed greatly to his chosen country – Canada.

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Advertising Manager:

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April 1997

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