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Maple Leaves

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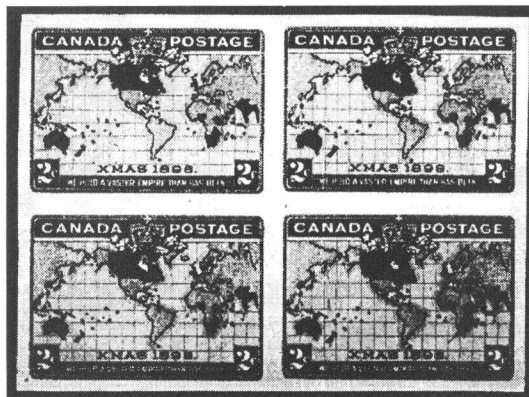
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EDITORIAL

As we were going to press, news reached us that our Member Jane Moubray has reached the philatelic pinnacle with an invitation to sign the Roll of Distinguished Philatelists. Jane has already been honoured as the first lady president of the Royal P.S. London and has earned international acclaim for the book she co-authored with husband Michael, 'British Letter Mail to Overseas Destinations 1840-1875'. Jane has been a National juror since 1981 and International juror since 1989. Her two collecting areas are Canada and Great Britain and, with the latter, she has won International Gold in both the Traditional and Postal History fields. We offer our heartiest congratulations on a well-merited elevation to the ranks of RDP.

With this issue will be found a catalogue of the Society's annual Convention auction. A number of lots stem from the estate of a former Society member and will repay careful viewing; where better to view them than in Harrogate at Convention itself. Incidentally, on the sad subject of former members' estates, the Cavendish sale on 13/14 June will include collections formed by the late Dr Michael Russell.

In March this year the Scottish Association of Philatelic Societies made presentations to both A. Bruce Auckland and in respect of our Founder, A.E. Stephenson. The presentations took the
Continued on page 83

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CENTENARY OF A JUBILEE

David Sessions, FRPSC, FCPS

One hundred years ago this month, Queen Victoria celebrated her diamond jubilee, having been crowned as a teenager on 20 June, 1837.

Controversial Jubilee Stamps

The Canadian Post Office produced a fine set of stamps to mark the occasion, but their introduction was dogged by controversy. Following the precedent of the set of Columbians produced by the USPO in 1893, the Canadian Jubilee set consisted of 16 stamps ranging from ½¢ to \$5. Howls of rage were heard from the philatelic community, after all there was little call for a \$5 value in 1897, nor yet for the other four dollar values leading up to it. Even today, 100 years later, the top valued Canadian stamp is still \$5. Worse, the number printed of each value was made public before issue and it was clear that the ½¢ and 6c could quickly be in short supply. In fact, \$750 would have secured the whole printing of the ½¢ if this had been permitted. The P.O. quickly stepped in and limited sales of these values to purchasers of complete sets, a cause for even greater outrage.

Special Jubilee Flag Cancellations

In conjunction with the new stamps, the Post Office obtained three special cancelling dies for its newfangled Imperial rapid cancelling machines at Montreal and one for the machine at Ottawa; no other cities had such machines.

With six machines in operation at Montreal, only half were to carry the new dies, the remaining three machines continued with the existing (type 1) flag

dies lettered B, C and D. The new dies produced the lovely Jubilee flag cancellations, among the most attractive cancellations found anywhere in the world. They were obviously popular at the time and it seems the Post Office used them wherever possible, in preference to the residual flag dies which are not often seen dated during the 'Jubilee' period of about three weeks.

Understandably popular with flag cancel collectors, the (type 4) Jubilee flags probably caused mild embarrassment to the Canadian P.O. by their late arrival and their use at Montreal has bothered enthusiasts ever since.

The actual anniversary of Queen Victoria's accession, 20 June, 1897, fell on a Sunday and the new stamps were issued the day before. One must assume that it was intended that the new cancelling dies should be available on that date also. Obviously they were not, as no example has been found. Commercially used examples are known from Monday afternoon, 21 June, and it is reasonable to suppose the new dies were installed that morning. An unaddressed cover is illustrated, timed at 11-0, which is probably either a test run or a souvenir.

Irregular Combinations

One problem for students is a number of examples dated 20 June and 22 June, which are not the normal combination of dater and flag. The three flag dies are readily recognised by the number of strokes in the first furl at the base of the



Regular combination of Flag die 1 and dater Y at 11a.m. on the first day, 21 June 1897.

flag; die 1 has five, die 2 six and die 3 seven. Dater X has '1897' at the bottom; dater Y has the year split, with '18' at 9 o'clock and '97' at 3 o'clock (the '7' is serifed); dater Z is as dater Y, but the '7' is sans serif. The normal combinations are: 1-Y, 2-Z, 3-X.

Most of the 20 June examples are timed at 5-0 and most of the 22 June examples at 12-0. If the new Jubilee flag dies were not available for use on Saturday 19 June, then it does seem unlikely that they would be in use at 5 a.m. on Sunday, even if mail was being cancelled that early on a Sunday, which is unlikely. Why was 22 June selected for special treatment? That day was declared 'Jubilee day', a public holiday, so might well have been deemed a suitably special day for commemorative covers.

It had always been my belief that rapid cancelling machines were not used in the Montreal Post Office at 5 a.m.; the

machines are designed for bulk handling and throughput of mail cannot have been heavy at that time in the morning. However, two examples of type 1 flag, die E, are recorded at 5-0 on 21 June, 1897. A trivial aberration perhaps but significant in that it shows die E, to have been in situ at that time. As this was one of the three dies that were removed to make way for the Jubilee dies it lends credence to the supposition that the Jubilee flags were not available on the 20th.

A particularly 'irregular' combination of dater and flag, dated 22 June, consists of the Montreal dater that normally accompanied type 1 flag, die F (withdrawn to make way for a Jubilee flag) and the Jubilee flag used at Ottawa! This particular combination could not possibly have existed on 22 June as the two components were many miles apart. Furthermore the Ottawa flag shows a break at the top of the 'Jack' portion, which occurred late in

July. Thus the '22 Jun' impression must have been made after late July and presumably after the dies were withdrawn. This gives the clue to the other 'abnormals', they were almost certainly philatelically inspired and produced at a date some time after that shown in the dater.

Frederick Langford has suggested that the 20 June examples, at least, were done no earlier than 25 June in view of the relative condition of the flag impressions. This theory is supported by the appearance of another type of 'abnormal' on that day and the recording of dater 'Y' used without a flag, as a transit mark' on 25 June. This shows that at least one combination of dater / flag was disturbed on that day, thus giving rise to the possibility of other combinations being used on that day for philatelic purposes. Against this, an article in the Montreal Herald and Family Weekly Star of 26 June makes reference to Jubilee flags dated 20th so perhaps the 25th is a bit late for their manufacture, we shall probably never know!

The 'other' type of abnormal, referred to in the last paragraph, provides the rarest of the Jubilee flags. Four covers and two pieces are recorded, between 18-0 and 24-0 on Friday, 25 June, 1897, of flag die 1 in combination with the dater normally seen with type 1 flag die B, which continued in use alongside the Jubilee flags. The covers appear to be genuine commercial usage. An example of the normal combination of flag die 1, dater Y, in the author's collection, is timed at 16-0 on 25 June. Even here though, the issue is clouded by the re-appearance of this irregular combination on 29 June, one example is recorded at 10-0. It might reasonably be

supposed that the 'error' persisted over the weekend and on to the Tuesday morning, but no! An example of the die 1 flag, with its normal dater Y, is recorded at 17-0 on Monday, 28 June. The 29 June 'irregular' is on piece, cancelling a 1¢ and 2¢ SQ, so the status of the cancel is not apparent. However, the use of SQ stamps rather than Jubilees does lend authenticity.

Last day of Use at Montreal

Yet another problem concerns the last day of use at Montreal. At least three Bickerdike machines came into service on Saturday, 10 July, they seem to have replaced the Imperials carrying the original type 1 flag dies as none are recorded beyond 9 July; die C is recorded up to midnight on the 9th. The three Jubilee flags are all recorded in commercial use on 10 July, dies 1 and 3 at least are noted up to 18-0. Three more Bickerdike flags are recorded in action on Monday 12 July. This paints a neat picture of the replacement of six Imperial machines by six Bickerdikers - except that a few examples of Jubilee flags dated 12 and 13 July have been reported!

Several covers are known, dated 10 July, 1897, featuring Jubilee flags, which appear to be of a philatelic nature, either from over-franking or the name of the addressee, or both. This suggests that 10 July was recognised as being the last day of normal use of the Jubilee flags. However, it seems that the Imperial machines were not taken away from the Montreal P.O. for some time after their retirement, so one can speculate that an enterprising soul may have been able to run off single covers by hand; the machines would have been disconnected from their electrical power source.



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Regular combination of flag die 3 and dater X on 10 July, 1897. The 10¢ rate (on a local letter) and the addressee point to philatelic use, presumably to mark the last day of use of the Jubilee flag.

All's Well at Ottawa

We have focussed here on the shenanigans at the Montreal P.O. but what of the single Jubilee flag die that was sent to Ottawa? This being 'Head Office', perhaps supervision was tighter, or perhaps there was no-one with access to the machine who had philatelic connections. Whatever the reason, there were no apparent 'errors' in connection with the Ottawa cancellations. The earliest is recorded as 21 June, 1897, which ties in with our belief that this is the legitimate starting date for Montreal, and the latest is Saturday 7 August. The original type 1 flag was re-introduced on Monday, 9 August, though the dater introduced with the Jubilee flag remained in situ. The Imperial machine at Ottawa was not replaced until the end of October. Students are reminded that, at this time, the Ottawa office used a 12 hour clock whereas Montreal used a 24 hour clock; so allocation of times to am or pm is subject to intelligent guesswork.

Like a comet, the beautiful type 4 Jubilee flags flared briefly in the philatelic firmament and were gone, leaving a trail of speculation in their wake.

References:

The Early Rapid Cancelling Machines of Canada, David Sessions, (CPS of GB & Unitrade, 1982)

The Flag Cancel Encyclopedia, Frederick Langford.

EDITORIAL...from page 77

form of framed copies of the citations that appear in the Book of Distinguished Scottish Philatelists, signed by the two gentlemen in 1965. This was not a case of unusual dilatoriness! A decision was made two or three years ago to present all new signatories with such a memento and, further, that gradually all past signatories or their heirs should also receive such mementos.

A ONE, A TWO AND A THREE...!

The Yellow Peril

Fellow Horace Harrison's 'A Fascinating Cover' (Maple Leaves 215, October 1987) has again aroused my curiosity on these back-of-the book Officially Sealed issues. Not only is the featured rarity fascinating but the learned Fellow has two of them! Both without a sender's return address, registered, identically franked, similarly addressed by name and town only and mailed by the same sender from Welland, Ont on 12 February, 1887. The first letter, assigned registry number 628, was addressed to C. Napier Vroom, Hamilton, Ont. Understandably, it ended up at the Dead Letter Office where it was opened and resealed with a pair of 1879 seals. The cover illustrated in MLs (registry number 629) was sealed with a strip of three.

These attractive and large format officially sealed 'stamps' have intrigued me from day one. The reason I did not actively pursue them, apart from acquiring the usual set of four, a few blocks, proofs, imperf pairs and imprint pieces was my pathetic lack of wherewithal. Another excuse was that covers with Canadian officially sealed stamps were seldom available. Those offered were questionable as to when and who sealed the letters. The dearth of literature on the subject was another deterrent. Of the available information, authoritative works by Boggs, Holmes, Howes and Lowe, all agree that these official seals were used by the Dead Letter Office to seal letters that were opened by mistake. This interesting excerpt is from page 222 of Howes:

When I was in Canada last July (1889) I made special enquiries about these labels,

as there appeared to be some mystery about their use. Everyone agreed that they were not placed upon all letters opened at the Dead Letter Office and returned to their senders, and no two persons seemed to have quite the same theory as to the rules for their employment or non-employment in any particular case. Even gentlemen connected with the Post-Office at Halifax, such as Mr. King and others, could give me no definite information. I therefore determined to see what I could do at the head-quarters at Ottawa.

Fortunately, I was able, through a collector in an official position, to obtain an introduction to the Deputy Postmaster-General, who most kindly gave me the following particulars, which show that the employment of the officially sealed labels is very restricted, thus accounting for their rarity.

Letters in Canada, as in the United States, very frequently have on the outside the well-known notice containing the address of the sender, and a request that the letter may be returned if not delivered within a certain time. These of course are not opened at the Dead Letter Office and in fact, I think, are ordered not to be sent there, but are returned direct from the office to which they were originally addressed or from the head office of the district. On the other hand, those that have no indication of the address of the sender on the outside are sent to the Dead Letter Office, and there necessarily opened; but neither of these classes thus properly dealt with is considered to require the *officially-sealed* label. It is only if one of the former class, having the sender's name and address on the outside, is sent to the Dead Letter Office and there opened in *error* that the *officially-sealed* label is applied, to show that such letter has been opened officially, and not by any

unauthorized person. Whether these pieces of gummed paper ever had a more extended use or not I cannot say, but I was assured that the above was the substance of the regulations as to their employment.

One Seal

Cavendish was the only auction I attended where one, that turned me on, was sold. It was at the 'Carstairs' sale in November, 1985. I can still remember competing for lot 555, 'a 6 October, 1905 Assiniboia opened-out cover to Manchester, opened by Montreal PO and sealed with three copies of the black on blue paper seals'. Estimated at £75, I became only a 'bridesmaid' when it was hammered down for £2,400. This cover has since changed hands. Its present owner acquired this jewel for considerably less than the knocked down price. According to a very reliable source, a collection of official seals and dead letter covers, which included this gem, was consigned to a

dealer. Three collectors inspected the collection; one gentleman examined it twice. Because of the high price tag, the collection did not sell and was returned to the owner. It was during the handing-back ceremony that the cover was found to be missing!

To a former serviceman the rank of the addressee on the cover illustrated (Fig. 1) is more interesting than the cover itself. Mrs. Staff Captain Stanyon was the wife of Staff Captain Stanyon. The 'Staff' prefix indicates that they were both stationed at Headquarters. If they had a Corps (Church) appointment they would be classified as Field Officers and their ranks would be Captain.

It was (and still is) the policy of The Salvation Army that a wife be of the same rank as that of the husband. For example, when a lieutenant marries a Captain she is automatically promoted

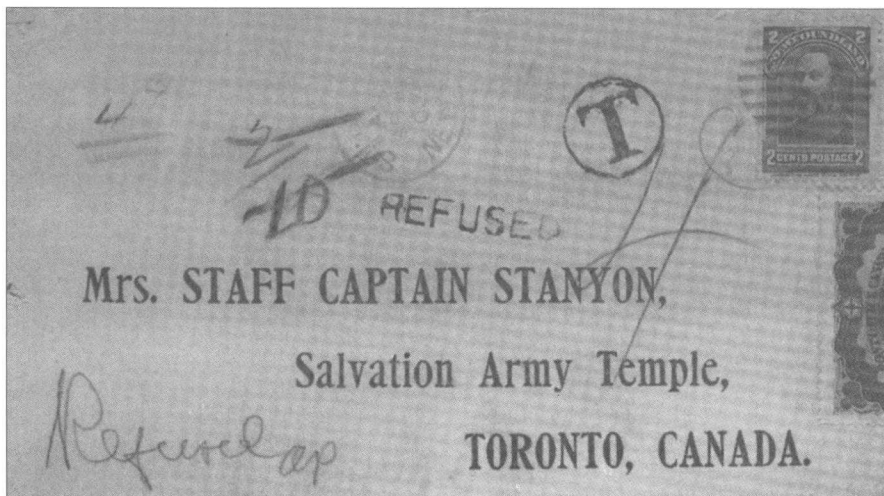


Fig. 1. A circular grid postmark ties a Newfoundland 2c Edward to a Salvation Army printed return addressed envelope that is sealed with an 1879 Canada Officially Sealed stamp.

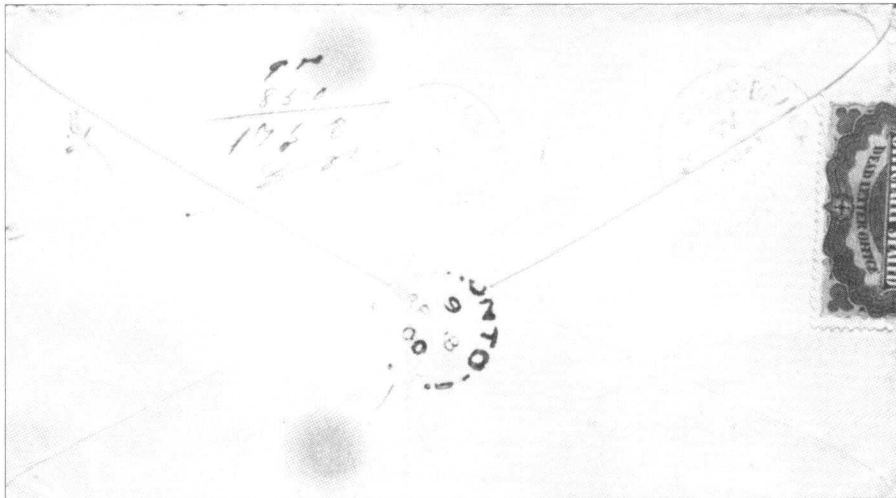


Fig. 1a. The officially sealed label at right is tied by a large, light purple 'DEAD LETTER BRANCH 'W' JU 26 00 TORONTO' handstamp (note the 'W'). Other backstamps are 'TORONTO 9 AP 28 00' arrival split ring and above it, a faint 'DLO CANADA MY 18 00 TORONTO BRANCH' cds.

to Captain. Almost from its inception the Army felt that in order to have an effective ministry both the husband and the wife must minister as a team. If the officer passes on while still an active officer, the wife's rank in this case will be Staff Captain Mrs. Stanyon. An officer who marries outside the ranks of The Salvation Army would be asked to relinquish the officership and resign. The person resigning, however, may choose to remain a member of The Salvation Army and be a soldier or member of the Corps (Church), wear the uniform and have an effective ministry as a lay person.

The cover illustrated (Figs. 1 and 1a) was mailed from St. Johns, Nfld. on 23 April, 1900, (light cds at top centre) and arrived at Toronto on 28 April. The letter was rated 4¢, seemingly a double weight letter short paid 2¢. It was refused and, as there was no sender's

return address, it was sent to the Dead Letter Office on 18 May; there, it was opened and resealed on 26 June 1900.

Two Seals

An unevenly struck 'MY 30 11' British cds, partially obscured by the seal, ties a 1d GB Edward stamp to this cover (Figs 2, 2a) addressed by name and town only — 'Miss D. Brown Constable, Royal Oak'. It was stamped 'RETURNED FOR BETTER DIRECTION' but it couldn't be for lack of a sender's address. Yet and amazingly, this letter travelled to Royal Oak, British Columbia (and not to Royal Oak, Ontario), Canada. The letter was subsequently redirected to Colquitz, Colwood, Mount Tolmie and finally Victoria where it received an oblong framed 'VICTORIA BC 21 JUN 1911 15 10 General Delivery marking. As Miss Constable was unknown at any of these towns, the letter was sent to the



Fig. 2. An incredible no sender's return notice letter whose only address is Miss D. Brown Constable, Royal Oak, was sent to Royal Oak, B.C. Canada.

Dead Letter Office. There it was opened to check for a return address and resealed with two 1907 officially sealed stamps.

The cover was backstamped (Fig. 2a) with two 'BRANCH DEAD LETTER OFFICE VICTORIA B.C.' ovals dated 10 and 21 August, 1911 and a large circular 'DEAD LETTER OFFICE AUG 30 1911 VICTORIA CANADA' rubber handstamp which ties the top seal to the cover. Other markings are light strikes of Mount Tolmie, Colquitz and Royal Oak (the latter largely covered by the seal at right).

Three Seals

The no return notice cover (Figs. 3, 3a), addressed to Messrs Saunders & Sons, Timber Merchant, Edward St., Brighton, England, was registered in Vancouver on 20 April 1910. It arrived at Montreal on 26 April but, for some inexplicable reason, the letter was diverted to the Dead Letter Office the next day. There, it was opened, sealed with three official seals and discharged on 10 May (Montreal Dead Letter ovals 27 April and 10 May). The letter resumed its journey and, upon arriving in the UK, was backstamped with a superb red '21 MAY 10 LONDON REGISTERED' oval which ties the



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Fig. 2a. Backstamps include arabic numerals '5, 58' and a large rubber 'DEAD LETTER OFFICE VICTORIA, CANADA' handstamp that ties the top seal to the cover.

centre seal to the back of the cover. It reached Brighton the same day but it was not or could not be delivered and was returned to Montreal (Montreal JY 11 10 dotted circle daters front and back).

The probable reason for its non-delivery was that the letter was either addressed to the wrong city or there were no timber merchants in Brighton in 1901. According to legend Brighton was a romantically exciting sea-side resort where I would have loved to have spent all my furloughs.

This essay, unfortunately, poses more questions than answers. For

example: Are there any covers with Newfoundland Officially Sealed labels? Are there any covers with a sender's return address that were opened in error by the Dead Letter Office and sealed with these labels? What is the significance of the 'W' in the DLO cds in Fig. 1a, and the numbers '5' and '58' in Fig. 2? What are the rules (if any) governing the use of one, two and three seals?

The kind assistance provided by Captain Flo Curzon, Research co-ordinator of The Salvation Army Heritage Centre, Toronto is, greatly appreciated. Thanks also to member Elsie Drury for the use of her extensive philatelic library. *See foot of page 91*



Fig. 3. Two 'Vancouver AP 20 10 BC' cds ties a 5¢ and a pair of 1¢ Edwards to this no return address registered letter to a timber merchant in Brighton.

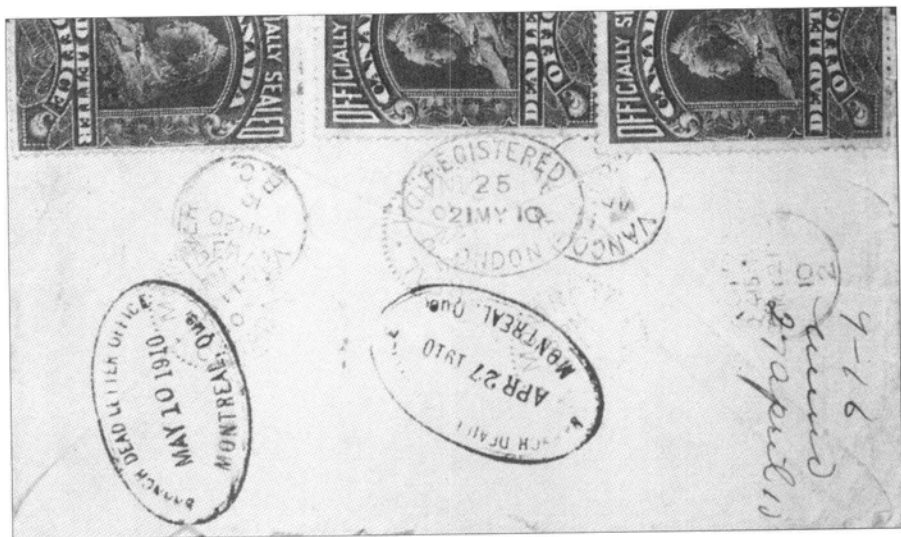


Fig. 3a. Backstamps include three 26 April and 11 July, 1910 Montreal dotted circles, 27 April and 10 May, 1910 Montreal Branch Dead Letter Ovals, an orange London '21 May 10' registered oval tying the centre seal and a Brighton same day receiver.

POSTAL BRANCH, CANADIAN SECTION

G.H.Q. 3rd ECHELON

Colin Campbell

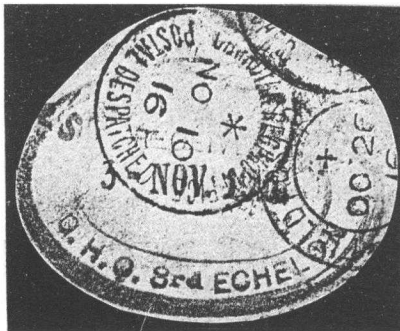
It has been 15 years since Bill Robinson and I co-wrote an article in BNAPS TOPICS on the above subject. Little or no feedback resulted from readers, however it is hoped that the article made for good reading.

It was March 1915 when the Canadian Section, G.H.Q. 3rd Echelon was established at Rouen, France. Included among their tasks were records of personnel, casualties, promotions and disciplinary matters. Attached were members of the Canadian Postal Corps (Canadian Section) whose duties included the handling of undeliverable mail, records of soldiers admitted to hospital wounded, killed and missing in action.

Three of the postal markings used by postal staff were the ARMY POST OFFICE 2 CAN SEC cancel, the oval G.H.Q. 3rd Echelon marking and the straightline CANADIAN SECTION G.H.Q. 3rd Echelon, 2 DEC 1916 marking, all shown below

Sometimes found on mail to or from the Canadian Record Office, London, were the DESPATCHED cancel (see oval marking illustration) and the RECEIVED cancel shown here

So far, the oval marking illustrated is the only example reported.



It is a backstrike on a cover returned to Canada in 1916. The complete inscription is still unknown: May the writer be enlightened. A photocopy would be appreciated.

ONE, TWO, THREE from page 89.

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Boggs. **The Postage Stamp and Postal History of Canada**, p.716.

Holmes. **Handbook and Catalogue of Canada and British North America**, 1943, p.192.

Howes. **Canadian Postage Stamps and Stationery**, Quarterman reprint, p.222.

Lowe. **The Encyclopedia of British Empire Postage Stamps** Vol. V, p.422.

Editor's note: The YP underwent a year of intensive physiotherapy and occupational therapy at the Salvation Army Grace General Hospital in Scarborough, On.



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THE HUDSON'S BAY COMPANY'S POSTAL SERVICE TO THE WEST COAST OF NORTH AMERICA: 1821-1860 (Part 1)

David Whiteley

The early history of the discovery and exploration of the North West coast of North America has been well documented and can be found in many standard historical studies.¹ For the purpose of this paper the two most important explorers were Captain Vancouver who, acting under Admiralty orders, surveyed much of the coastline between 1792 and 1794, and Alexander Mackenzie who, on behalf of the North West Company, was first to reach the Pacific from the East by the overland route. Mackenzie's motive was to open new territory and new sources of furs for his employers.

Trade Routes

After Mackenzie's pioneering journey, others quickly followed and the new territory, which encompassed much of present day British Columbia, Washington State and Oregon State, became known as New Caledonia. The majority of the early explorers were employees of the various fur trading companies, who were anxious to seek out new trade opportunities and establish trading posts in the new territory west of the Rockies. The first post, Fort McLeod, was established in 1805 on McLeod Lake by employees of the North West Company (NWC). In the same year Simon Fraser and John Stuart, also working for the NWC, established Fort St James on Stuart Lake. J.J. Astor established Fort Astoria at the mouth of the Columbia River on behalf of the American Fur Trading Company. Over the next 10 to 15 years

further posts were established. In 1812 David Stuart, whilst in the employ of the Pacific Fur Company, established a post at the confluence of the North and South Thompson Rivers which he named Fort Kamloops. It was not until 1821 that employees of the Hudson's Bay Company (HBC) established their first post west of the Rockies on the Upper Fraser River at Fort Alexandria.

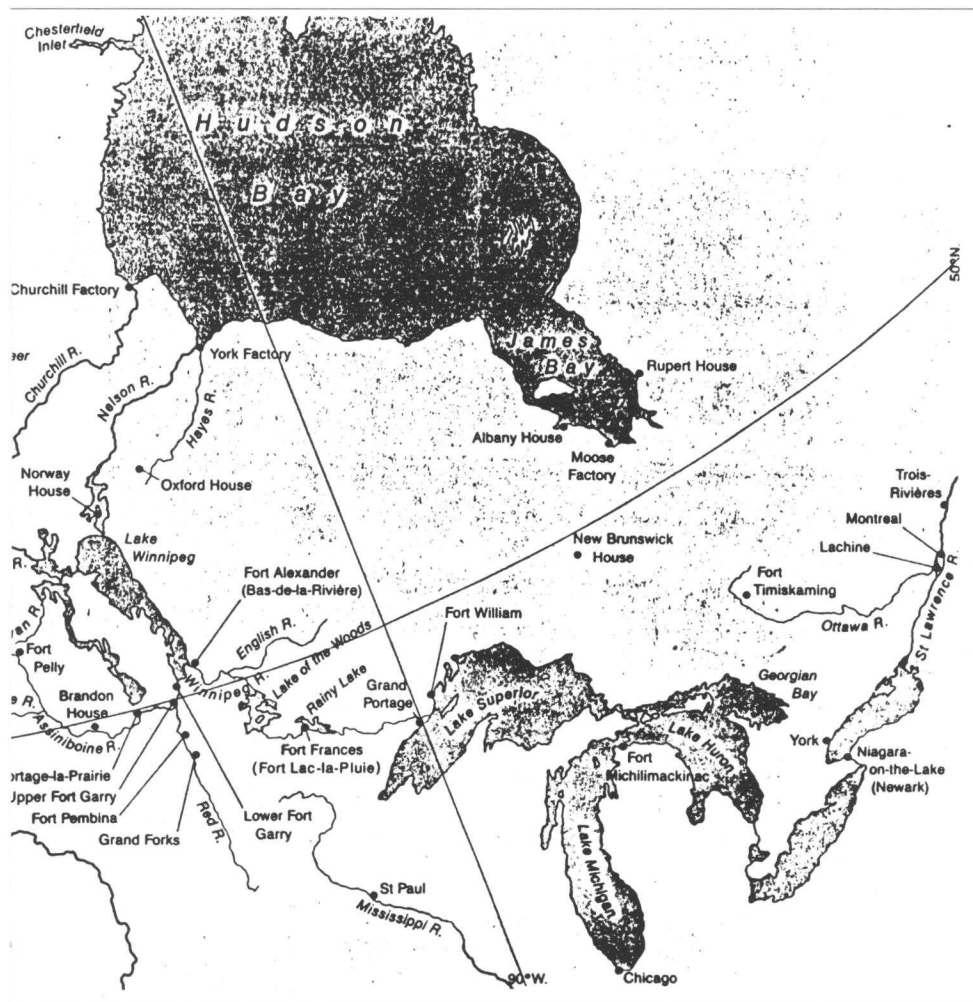
These early explorers not only penetrated the interior of New Caledonia but, at the behest of their employers, surveyed and established trade routes to the newly founded forts and trading posts. One of the earliest Trails to be established was the Okanagon or, after 1821, the Hudson's Bay Brigade Trail. This Trail was pioneered in 1811 by David Stuart whilst working for the Pacific Fur Company. It provided a link from the northern interior of present day British Columbia to Fort Vancouver on the Columbia River. The route ran from Fort Vancouver, initially along the Columbia River via Fort Walla Walla, Fort Okanagon where it met the overland route to Montreal, then northwards to Fort Kamloops; thence overland to Fort Alexander and north along the Fraser River via Fort George to Fort St. James (see map). This route was used intermittently until 1826 to supply the northern interior and to transport the accumulated furs back to Fort Vancouver, the journey from Fort Vancouver to Fort St. James taking about two months; this included three



weeks for the overland journey from Fort Okanagan to Fort Alexandria.² After 1826 this trail was used on a regular basis as the main supply route from the coast to the interior.

By 1826 the HBC had developed a brigade route to the west coast. These Columbia Brigades travelled with the Saskatchewan Brigades. The route was

from York Factory to Edmonton by canoe along the Nelson and North Saskatchewan Rivers, where the Columbia Brigades continued by horse back to Fort Assiniboine on the Athabasca River. From there they went by canoe to the Columbia River and thence by river to Fort Vancouver. The NWC route from Montreal to the Pacific coast went from Montreal to



Fort William thence along the Dawson Trail, Lake of the Woods, Winnipeg River and Lake Winnipeg. It continued overland to Ile-a-la-Crosse, south to Lac la Biche and then into the Athabasca River at about latitude 55° thence to the Columbia River and on to Fort Vancouver (see map). The goods and correspondence were carried between Montreal and Fort William by


the heavy brigade and thence by light brigade to Fort Chipewyan on Lake Athabasca then along the Peace, Parsnip, and Pack Rivers to McLeod Lake. From Fort McLeod the route followed an old Indian trail to Fort St. James on Stuart Lake which, until the construction of Fort Vancouver in 1825, was the central depot for the district. From Fort St. James correspondence

was despatched whenever possible. Prior to 1821 the NWC shipped their goods and letters west by ship to Astoria, then along the Okanagon Trail to Fort Kamloops and then to Fort George and on to Fort St. James. Internal communication between the various outposts, other than by the established brigade routes, was very much a hit and miss affair as letters were usually entrusted to Indians travelling in that direction. On reaching the limits of their tribal lands the letters would be sold to friendly Indians who would then proceed with the letter, the cycle being repeated until the letter reached its destination.


HBC & NWC Amalgamate

The year 1821 was significant for the fur trading companies in British North America as it saw an end to the vicious rivalry that had existed between the

NWC and HBC as, during the year, the HBC absorbed the NWC and its far flung empire which stretched from Montreal to the Pacific and into the Athabasca and Mackenzie River watersheds. The amalgamation of the two companies provided three major routes to the west coast empire; the traditional HBC annual route from York Factory; the NWC overland route from Montreal and the direct route by sea from both England and Montreal. In order to govern the newly acquired territory of New Caledonia, the Company constructed a large fort, Fort Vancouver, on the Columbia River, south of the 49th parallel in present day Oregon State. Over the next 30 years the HBC established a number of trading posts throughout the region:- Fort Chilicotan in 1826, Fort Langley in 1827, Fort Simpson in 1831 and Fort Hope in 1849. As these forts were



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established a number of brigade routes were established from Fort Langley into the interior to connect where necessary with the main Okanagon Trail. In 1858 the HBC's rule ended when the territory became a British Colony.

Vancouver's Island

During this early period the control and ownership of Vancouver's Island was in dispute as both Britain and Spain laid claim to the island. In 1790 the British right to the island was finally recognized but no British settlement was established until 1843, when James Douglas established Fort Victoria, on the south-east tip of the island, as the new administrative centre for the HBC's Pacific Coast trade. This was in response to the formal establishment of the Canada-United States boundary in 1842 which placed Fort Vancouver, headquarters for the New Caledonia District, in United States territory. In order to remain in communication with the mainland and to ship goods to and from Fort Victoria, the Company established an express canoe service which operated fortnightly between Fort Victoria and Fort Nisqually on Puget Sound. The establishment of trading posts along the western seaboard created a need for a further means of communication; to this end, in 1835, the Company sent out the small steamship *Beaver*, the first steamship on the Pacific. It was also during this pre-colonial period that the Company gradually began replacing and augmenting its overland brigades with annual supply ships.

In 1849 the HBC was granted a ten year lease of the island on condition that it brought out settlers from Britain. At this time the island was also made a Crown Colony and the first Governor General, Richard Blanchard, arrived on

11 March 1850. He was succeeded in 1851 by James Douglas. In the early 1850s coal was discovered on the island and a white settlement was established at Nanaimo, with the first coal being mined in 1853. A further influx occurred in 1858 with the discovery of gold in the Fraser River, which caused Victoria to grow overnight from a small trading post to bustling frontier town. Thus it can be seen that from the early 1800s there was a steady increase in the population of the region, even though for most of the period to 1860 the majority were servants or employees of the fur companies: a means of communication with their friends and relatives was required. To satisfy this need and to facilitate the despatch and receipt of business correspondence the only means of doing so was by annual Company ship, or the occasional merchant ship or the annual brigades and occasional 'expresses' from the East. These brigades averaged about 100 days from the headquarters of the NWC in Montreal to the Pacific Coast. In summer the brigades travelled by canoe and packhorse: in winter by snow-shoe and dog train.

Carriage of Mail

Up until 1845 the Company carried all mail for both employees and 'strangers' free of charge. After 1845 persons not in the Company's employ were required to pay a fee on letters carried west of the Rocky Mountains: \$1 per letter not weighing more than half an ounce, 25¢ for each additional half ounce. It is thought that these rates were also charged on letters brought by the Company's annual supply ship, commencing with the arrival of the barque *Vancouver* direct from England to Fort Victoria in 1845. Several of these letters carried by the annual brigades are in private hands and occasionally come up

for sale, however, the majority of surviving letters are held in various archives, particularly the Hudson's Bay Archive.

In May of 1982 the Charles P. De Volpi collection of early fur trade material was offered at public auction. Amongst the offerings were a number of pieces carried from New Caledonian Forts to either York Factory or Lachine. Some of the earliest extant letters in private hands carried by the overland brigades were offered as lots 28-35. This group of letters were all carried by the same HBC ship and all arrived at Hudson Bay House in London on the same date, 29 October, 1837.

Lot 28 dated 27 February, 1837 from Peter Skene Ogden, Chief Factor in charge of New Caledonia, to John Stewart, was carried overland to York Factory to connect with the annual supply ship.

Lot 29 dated 15 March, 1837, from Robert Campbell at Fort Simpson to John Stuart - en route, forwarded to London.

Lot 30 dated March 1837; a folded letter from Alexander R. Mcleod at Fort Resolution, Great Slave Lake to John Stuart, via James Hargrave York Factory.

Lot 31 dated 22 April, 1837, from Samuel Black at Fort Whale to John Stuart, at York Factory forwarded to London.

Lot 32 dated 24 April, from Colin Campbell, Fort Dunvegan, Peace River, to John Stuart.

Lot 33 dated 22 May, 1837 from Edward Harriot, Edmonton House, to John Stuart, Norway House, forwarded to London.

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Lot 34 dated 15 September, from York Factory, from John Ballenden to John Stuart.

Lot 35 dated 25 August, 1837 from George Keith, Moose Factory; included in this letter was advice of the arrival of Company's supply ship *Prince of Wales*, probably the ship that carried this group of letters back to England.

This group of letters from disparate parts of the Company's far flung empire shows the brigades picking up mail and goods as they travel eastwards from New Caledonia to York Factory. The same sale, (Lots 36-41), offered another group of six letters which arrived at Hudson's Bay House on 18 October, 1838 carried from York Factory by the annual supply ship. Amongst this group was one letter from John McLeod, Fort Vancouver, dated 14 March, 1838 endorsed 'by H.B. ship to Hudson's Bay House, London' The remaining letters are from points further east, including the Red River Settlement and Norway House, one of them endorsed 'via York Factory;' once again substantiating the overland route used from the west coast to York Factory.

Between 1820 and 1849 the only means available to the Company to get bulky supplies to the west coast was by use of the Company's sailing vessels which made regular annual voyages direct from London. These annual supply vessels also carried out the mails for both Company employees and 'strangers'. The supply ships for the Columbia River District usually left London in September and arrived at Fort Victoria some time in March the following year.³ Fortunately a number of letters sent by the annual supply ships have survived and a substantial body of such correspondence is

presently lodged in the Hudson's Bay Archives. The earliest is a folded letter dated at Kincardine 7 November, 1832 and endorsed 'C/O Hudson's Bay House, London to the Columbia River;' endorsed in London with the red 'COL' cypher. (PAM. HBC. E31/2/1 folio 98d). Another piece; a folded letter from Margaret Glen, Dumbarton, to Archie Campbell, steward aboard the *Dierd Brig*, Columbia River c/o Hudson's Bay House London, rated 1/2 postage to London plus 1d Scots road tax with red 'Paid' London tombstone dated 1 February, 1833, endorsed with the red 'COL' cypher. (PAM. HBC. E31/7/1 folio 54d.). A third piece, from Catherine Conner to Samuel Parsons 'On Board the *Brigg 'Dryad' Captain Rickling Hudson's Bay House;*' and endorsed *N.W.C.* on arrival on the west coast was further endorsed with the cryptic message 'Home 1834' and 'return to, Hudson's Bay House on the same ship' (PAM. HBC. E31/7/1 folio 240d.). A fourth piece is a single folded letter from P. Mould dated 20 May, 1838, to her brother William Riddler, Columbia, advising him of his mother's death, returned to Hudson's Bay House, London endorsed "*drowned in Columbia River*" (PAM. HBC. E31/2/7 folio 254d.). Another piece is from William Gordon to George Gordon seaman '*Beaver steamer Fort Vancouver & Columbia River or else where - to be left at the H.B. C. House - Fenchurch Street, London*' dated 19 August 1838 postage of 1/- paid to London, red 'Paid' tombstone 23 August 1838 date stamp red 'COL' cypher. (PAM. HBC. E31/2/1 folios 112/113). **...To be continued**

Editor's Note:

The author has kindly provided photocopies of the archival letters mentioned in the last column above but they would not reproduce well in '*Maple Leaves*'.

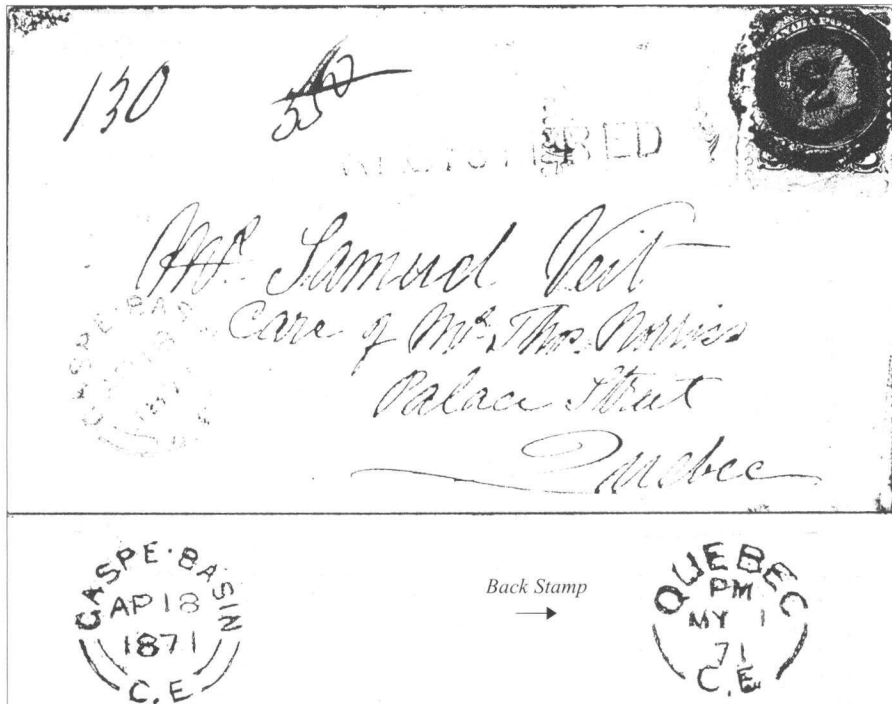
POSTAL HISTORY PUZZLES – SOLVED AND UNSOLVED (4)

By Horace W. Harrison FCPS

It required many hours of research to come up with a reasonable explanation for the markings, stamps and sealing wax on the cover illustrated. The first thing to strike the eye of the postal historian is the disparity between the 2 ring '3' killer on the 3¢ Small Queen and the c.d.s. for Gaspé-Basin, C.E. dated April 18, 1871. Why was the 2 ring '3' canceller, assigned to Quebec, used on a cover mailed at Gaspé-Basin? The immediately following, or even simultaneous, question to be asked was, why was the REGISTERED handstamp covering portions of a 2¢ Large Queen

which had obviously been firmly affixed to the cover to pay the registry fee, and then partially removed? The envelope also has the remains of a wax seal in the upper left corner. There is only one backstamp on the envelope and it raises questions because it is dated 1 May, 1871, 13 days after the date of mailing indicated by the Gaspé-Basin circular date stamp.

The Post Office Act of 1867, assented to on 21 December 1867, had the following provision: '81. If any person uses or attempts to use in



prepayment of postage on any letter or other mailable matter posted in this Province, any postage stamp which has been before used for a like purpose, such person shall be subject to a penalty of not less than Ten and not exceeding Forty dollars for every such offense, and the letter or other mailable matter on which such stamp has been so improperly used may be detained, or in the discretion of the Postmaster General forwarded to its destination charged with double postage.

It is reasonable to assume that this is such a detained letter. The Postmaster at Gaspé-Bassin accepted the letter for registration and issued the required receipt. After departure of the sender, as the Postmaster began the registration process, he noticed that the two cent postage stamp had been previously used, and attempted to remove it from the envelope. It had been so well affixed that he was only partially successful. He detained the letter, in accordance with

Paragraph 81 of the Post Office Act of 1867 and asked Division Headquarters in Quebec City for further instructions. Finally, 13 days after he had accepted it for registration, he was advised to forward the letter to Division Headquarters, the city of destination of the letter in any event. He stamped the letter 'REGISTERED' across a part of the partially removed 2¢ stamp, assigned it Registered Letter No. 350 and forwarded it to Quebec, as instructed. It was received there on the afternoon of 1 May, the 3¢ Small Queen was heavily cancelled with the 2 ring '3' killer, assigned Registered Letter No. 130, had a Postage Due Notice for 4¢ (or possibly 6 or 10 cents) affixed to it by wax seal at the upper left, and taken out for delivery.

We do not know if the sender was fined the \$10 to \$40 called for in paragraph 81, but that is more research than I care to undertake, especially with the strong possibility of negative results.

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EARLY BNA STAMP PERFORATION MEASUREMENTS

Julian Goldberg

Richard Kiusalas' 'Canadian Specialist Gauge' has been mentioned many times in BNA philatelic journals by collectors who use it to examine the perforations of their early Canadian stamps. As a result, much has been written about the Kiusalas gauge and what its measurements represent. However, this article is written in order to further examine and explain what Richard Kiusalas believed about the rotary perforating machines that had perforated Canadian stamps through the idea suggested by his perforation gauge. Winthrop Boggs' writings on early Canadian stamp perforations will be used to provide the background, approach and information needed in order to understand Kiusalas' gauge measurements further. We are concerned here with the machines used to perforate early Canadian stamps produced by the American Bank Note Company (ABNC) and the British American Bank Note Company (BABNC) from 1858 to 1902.

With regard to the perforation measurements of early Canadian stamps, there are two major works that will be referred to throughout this article. The first was a study written by Winthrop S. Boggs as 'Early American Perforating Machines and Perforations 1857-1867' in 'The Collectors Club Philatelist,' Vol. 33, pp. 61, 145; Mar., May, 1954 (reprinted in 1982); the second was produced by Richard Kiusalas as 'The Canadian Specialist Gauge' in 1965. Both works express their measurements in imperial inches

since this was the measurement used in building the perforating machines. The rotary perforating machines used in North America consisted of sets of paired wheels where one wheel had holes and the other had pins around the rim so that the pins would enter into the holes as they rotated together and perforated the paper in between the wheels. Thus, there are two major factors that affect perforation measurements on the stamps in question:

A - The number of holes or pins on the perforating wheel.

B - The circumference of the perforating wheel.

In order for the machine to work properly, the wheel with the holes in it had to be the same size as the wheel with the pins on it. In support of this, Boggs states on page 64 (4) of the above work, 'Note that the diameter of the counterpart (hole) wheel is equal to the diameter of the perforating (pin) wheel measured from tip to tip of pins.' The circumference equals the diameter multiplied by pi (22/7 or 3.14). Thus the circumference of the wheel with holes in it should be equal to the circumference of the wheel with pins on it (around the tips of the pins). In turn, the number of holes on one wheel must be equal to the number of pins on the other wheel. Ideally, the holes should be equally spaced and the pins should be equally spaced from each other.

The formula: No of holes/pins on wheel (A) *over* circumference in inches (B) gives the actual number of equally

spaced perforating holes/pins (perforations) per inch, the method of expression used by Boggs throughout his study. On the other hand, the formula: B over A gives the actual measurement in inches from centre to centre between any two equally spaced neighbouring perforating holes/pins, which is the method of expression that Kiusalas used on his perforation gauge in thousandths of an inch.

Accurate information on early rotary perforating machines is almost non-existent except for the Bemrose patent (#2607) of 1854 which Boggs mentioned; these old machines are no longer around to examine and there are hardly any documents which relate to actual measurements of the diameter and/or circumference of the wheels. Also, there was no such thing as a perfect circle as a perforating wheel because of factors involved in early construction. Most of this work is based on the theories and assumptions made by Boggs and Kiusalas. The major difference between Boggs' and Kiusalas' understanding of rotary perforating machines has to do with their approach as to which of the two perforating machine factors 'A' (number of holes/pins in the wheel) or 'B' (circumference of the wheel) remains unchanged. Boggs maintains that 'B' remains unchanged while 'A' changes over time, thus affecting perforation measurement. On the other hand, Kiusalas shows through his gauge that 'A' remains unchanged while 'B' changes over time. However, it may also have been that both 'A' and 'B' could have together changed over time. This would make things even more complicated by having two changing

values instead of one. It would be very difficult to put things together without any specific information for the exact values of both 'A' and 'B', which are presently unknown.

On page 79 (19) of his study, Boggs assumes the circumference of the perforating rotating wheels to be 6.75 inches, as based on his measurement of the wheels in the patent drawings on page 64 (4) and he keeps this value unchanged in the chart on page 79. On the other hand, Boggs gives, on page 79 many different values for the number of holes/pins such as 98, 100, 101, 103, 104-105, 108 on different rotary perforating machines. As such, he calculates the number of holes or pins per inch, as rounded to the nearest quarter, giving values of 14.5, 14.75, 15, 15.25, 15.5, 16 which, when converted into the philatelic gauge (per 2 cm), gives values of 11.4, 11.6, 11.85, 11.95, 12.2, 12.6 for our philatelic understanding. Since Boggs has rounded the values that he obtained to the nearest quarter of an inch, some of the values that he converted into the philatelic gauge may be off. However, the following measurements are the actual ones that are directly calculated from Boggs' measurements, as rounded to the nearest hundredth:

98 holes/pins/6.75" circumference =
14.52 holes/pins per inch =
11.43 perforations per 2cm

Similarly, with circumference 6.75" remaining constant, 100 holes approximates to perf. 11.67 (date of 1858*)

101 holes to perf. 11.78 (1861-2*)

103 holes to perf. 12.02 (1862-3*)

104 holes to perf. 12.13

105 holes to perf. 12.25

108 holes to perf. 12.60 (*dates are from page 146 (22) of Boggs' study article)

From Kiusalas' 'Canadian specialist Gauge,' only those measurements which were used for older Canadian stamps and which fall within the range of Boggs' measurements will be considered. The measurements in question, in thousandths of an inch are 68, 67, 66, 65, 64, 63; their equivalent values on the philatelic perforation gauge (per 2 cm) are 11.58, 11.75, 11.93, 12.11, 12.30, 12.50 respectively. It is believed that the Kiusalas perforation gauge is based on the assumption that the number of holes/pins on the perforating wheel remained unchanged while the circumference of the perforating wheel gradually changed over time. Taking a fixed number of 100 pins/holes, the Kiusalas value of 68 (i.e. pins 0.068" apart) suggests a wheel with circumference 6.8" a value of 67 suggests a circumference of 6.7" etc.

It can thus be seen that Kiusalas believed that, when a new perforating machine was being made for early Canadian stamps, the manufacturer of the machine wanted to duplicate as near as possible an existing perforating machine, without making any changes, by keeping the same number of 100 holes/pins and the same circumference as the earlier machine had. What tended to have happened most probably was that the number of holes/pins remained the same because this was most easy to control, but the measurement of the circumference slipped by 1/10" (0.1"), a very small measurement that would not have been noticed or considered important, since no copy of anything is exactly the same as the original. However, to the philatelist, such a very small change in the circumference of a perforating wheel does affect the gauge

of a stamp perforation by more than a tenth of a perforation per 2 cm. On page 79 of his study article, Boggs believes that the differences in perforating machine measurements was due to the mechanic who built the machine incorrectly interpreting the number of holes/pins to the inch as meaning the number of holes/pins within the inch instead of to the inch. It is also possible that slips in circumference measurements may only have been 1/20" (0.05"), giving some intermediate measurements of ten-thousandths of an inch. An example may be the 12.02 per 2 cm gauge measurement that falls between Kiusalas' 66 and 65. This may have been the result of the heavily used wheel of the obsolescent Kiusalas' 66 perforating machine being copied to make a new machine whose circumference was 1/20" less but which still had the same number of holes or pins as the older one. Such a machine would have had 100 holes/pins with a circumference measurement of 6.55" which would give a measurement of holes/pins per inch ($100 / 6.55$ ") which is equivalent to our philatelic 12.02 (per 2 cm) gauge measurement. The fact that all of Kiusalas' 68, 67, 66, 65, 64, 63 are successive, tends to support the theory that duplicates were made from the newest of the existing machines, resulting in a gradually finer perforation and a higher philatelic perforation gauge (per 2 cm) as time went on. Also, the intermediate 12.02 (per 2 cm) gauge measurement occurs in between Kiusalas' 66 and 65 which is in the middle of his six successively ordered perforation gauge numbers. It may be possible that even smaller variations in the circumference measurement of the perforating wheel occurred.

When trying to go step by step backwards, using Kiusalas' gauge in order to reconstruct the exact original measurements of the old perforating machines, there was one set of measurements which was found to have been most likely used by the manufacturer of these rotary perforating machines. The measurement values consisted of the number of holes/pins being an even 100 and the circumference measurement of the wheel changing by 0.1" from 6.80" to 6.30". This set of measurements may have been used because they come close to and are in the same area of Boggs' perforating wheel circumference of 6.75". When this is considered, Kiusalas' 68 represents the first perforation to be used on a Canadian stamp in 1858 and the perforating wheel circumference could have been 6.80", which is very close to Boggs' 6.75" measurement of the Bemrose patent drawings. Both have this first machine start off with 100 holes/pins on the perforating wheel. However from this point onwards, Boggs has the number of holes or pins increase by at least one for each new machine made over time with the circumference measurement remaining the same, at 6.75", while Kiusalas has the circumference measurement decrease by at least 1/10" (0.1") for each new machine made over time with the number of 100 holes/pins remaining the same. However, the measurements of the first machine could be expressed in ten-thousandths of an inch as 0.0675" or 675 in order to be the same as Boggs' circumference measurement of 6.75". On page 79 of his study article, Boggs mentions "There is consideration to be given to the fact that a wheel bearing

100 pins/holes, but slightly smaller in circumference (than 6.75"), by .1" (1/10") would give a gauge of 11.85 (instead of 11.60)! This point is most interesting because he makes mention of 100 holes or pins and a decreasing circumference of 1/10" (0.1") as another possibility that results in a change in the philatelic perforation gauge. However, it appears that Boggs did not pursue this possibility further even though he outlines two very basic measurements which have been mentioned as being characteristic of the perforating machines that the Kiusalas gauge is based on. As such, it is possible that Kiusalas developed his perforation gauge based on this small reference by Boggs which he probably read. The comparisons between Boggs' and Kiusalas' original measurements are as follows:

		Pins on	Circum-
		wheel	ference
(1858)			
Boggs	14.75 pins per inch:	100	6.75"
Kiusalas	68 thousandths of an inch:	100	6.80"
(1861/2)			
Boggs	15.00 pins per inch:	101	6.75"
Kiusalas	67 thousandths of an inch:	100	6.70"
(1862/3)			
Boggs	15.25 pins per inch:	103	6.75"
Kiusalas	66 thousandths of an inch:	100	6.60"
Boggs	15.50 pins per inch:	104	6.75"
Kiusalas	65 thousandths of an inch:	100	6.50"
Boggs	15.50 pins per inch:	105	6.75"
Kiusalas	64 thousandths of an inch:	100	6.40"
Boggs	16.00 pins per inch:	108	6.75"
Kiusalas	63 thousandths of an inch:	100	6.30"

Thus we see the major differences between Boggs' and Kiusalas' approach to understanding rotary perforating machine measurement anomalies. Boggs, through his writings, believed that the circumference of the perforating wheel remained the same at 6.75" and that changes in the gauge of stamp perforations resulted from changes to

Continued on page 107

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BOOK REVIEW

'The Oneglia Engraved Forgeries' by Robson Lowe and Carl Walske; hard cover, 104pp, 9.5" x 6.5", published by James Bendon, Limassol, Cyprus. £25 plus £1 p&p or US \$42.50 plus \$2 p&p.

Robson Lowe needs no introduction to students of philately and the study of forgeries has long been a major interest; Carl Walske is well known to collectors of forgeries, having been a serious student of the subject for some 40 years. Between them they have pieced together much of the Oneglia oeuvre and have provided a detailed, illustrated listing of the engraved forgeries believed to have been produced by or on behalf of Erasmo Oneglia. It should be noted that the book specifically deals only with Oneglia's engraved forgeries, he did also produce a few lithographs well.

For many years much of Oneglia's work was attributed to Angelo Panelli who certainly handled some of it. More recently it has been re-attributed to Oneglia, although Panelli still gets the credit in some auction catalogues. As the authors are at pains to point out, much of Oneglia's work is listed in his catalogues produced in the decade around 1900. Angelo Panelli was born in 1894 and is very unlikely to have been producing engraved forgeries between the ages of, say, 2 and 13!

The book covers Oneglia's extensive, worldwide range of engraved forgeries. BNA interest lies in the Canada pence and 1859 issues, Newfoundland pence and early cents, British Columbia pence and cents, New Brunswick pence and Nova Scotia pence and cents. Oneglia seems not to have bothered with PEI, possibly because most of its stamps were not engraved.

A brief discussion of rarity and price is interesting and certainly the prices indicated are conservative in relation to BNA material. The authors rightly point to the multi-value sheets of Newfoundland pence stamps as the most common, these being among the few examples of Oneglia's engraved forgeries produced in sheet form rather than as individual items. The 12d black was priced very highly by Oneglia, in comparison to his other products, and remains expensive to this day

If one wished to cavil then one might have called for the profuse black and white illustrations to have been somewhat larger than life size, but this is a minor consideration compared to the value of seeing such a masterly compilation of this forger's sometimes dangerous products.

PERFORATIONS...continued from page 105
the number of holes/pins on the perforating wheel only. On the other hand, Kiusalas, through his gauge, shows that the number of holes or pins on the perforating wheel remains the same (100) and that changes in the gauge of stamp perforations resulted from changes to the circumference of the perforating wheel only. Even though Boggs may have first hinted at the possibility that the holes/pins on the perforating wheel remained the same and that the circumference of the perforating wheel changed, it was Kiusalas who worked on fully developing this idea by his perforation gauge measurements.

LETTERS TO THE EDITOR

Bob Bayes

TEN AND TEN

After reading my response in the January ML to Stan Lum's article, I felt I could better explain the regulations if I were to use my own material for the illustrations.

It is highly unlikely that an official of the Post Office would charitably allow the sum of ten cents to go uncollected, when mail that lacked the one cent War Tax was held until payment had been collected.

The situation where part of the Special Delivery fee was prepaid, but

not all, was exacerbated when the Special Delivery rate increased from ten cents to twenty cents on 1 August, 1921.

The two covers illustrated answer the questions posed by Stan Lum's article.

The 31 July, 1922, cover (Fig. 1) is explained by the following regulations: US postmasters were advised that a letter, mailed in Canada, which bears a US Special Delivery stamp, is considered, in the country of origin, to be short paid the amount of the Special Delivery fee applicable in Canada and is subject to collection from the addressee of double the amount of the

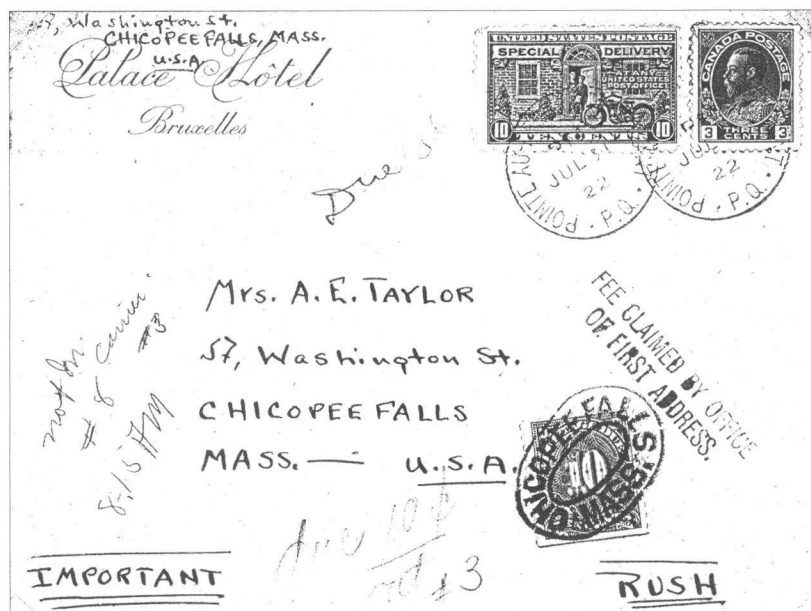


Figure 1



Figure 2

short payment. However, on receipt in the US, the delivering postmaster was to allow credit for any US stamp affixed.

The US Official Postage Guide states, "Postage due on Special Delivery matter will be collected in Postage Due stamps." Section 772, regulation 8 - this was a repeat of Section 621 approved 16 January, 1889.

The 20 July, 1923, cover (Fig.2) is explained thus: The Postmaster General's office re-affirmed on 10 September, 1921, its earlier ruling that if the Special Delivery fee was partially paid, double the deficiency should be collected. The re-affirmation specifically noted that this applied when a ten cents Special Delivery stamp was used to prepay the new twenty cents rate.

Eric Needs

VALUE ADDED

Godfrey Townsend asked for suggestions regarding his 17¢ Cartier cover illustrated in the January issue.

In my view the cover, already stamped with the 17¢ Cartier, left London on 6 Jan 1860 for Liverpool. The invalid stamp was ignored, rendering the cover unpaid. The Cunarder 'Africa' left Liverpool on 7 Jan, arriving in New York on 23 Jan, with the closed mails for Canada. At Montreal the cover was rated 8d stg. postage due plus 6d stg. fine = 29¢ Cdn.

Entering the realms of fantasy, perhaps the clerk at Toronto P.O. recognised the 17¢ Cartier and cancelled the correct 29¢ postage due.

References:

March 1854 - GPO by closed mail via USA 8d stg.
June 1859 from Canada 17c.
GPO March 1859...letters addressed to Canada posted unpaid, will be charged with a fine of 6d in addition to the usual postage...

Jeff Switt,

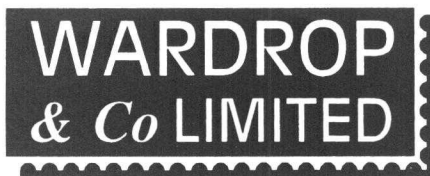
PRESCOTT AND KINGSTON

I read the article on page 15 of the January 'Maple Leaves' about the Prescott grid and had to take a look at the front cover of the magazine to see if it was dated 1 April!

From the poor illustration of the cancel and stamp it appears that the straight

leg of the letter 'R' runs across the edge of the perforations of the stamp likely causing the appearance of a reversed 'R' (this is exactly the case, see question 4 on p16, Ed.).

Regarding the Kingston slogans, Kingston is notorious for broken slogan boxes in that position. I was rather surprised to read the editorial note speculating that the 1974 slogans were from two different dies due to differing sizes of slogan box. This difference was caused by a problem in processing that particular envelope through high speed machinery. I have seen several distortions - both condensing and expanding the machine obliterators, some up to 1.5".
(That will teach me to keep my pen in my pocket-Ed.)



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FROM THE PRESIDENT

I am grateful to those members who have already sent in their booking form for the Convention. I must remind members who have not done so that the block booking and quoted prices only hold good until 14 July, so now is the time to fill in the form and post it to me.

With regard to the provisional programme published in the April issue, Lew Warren's display on the Wednesday evening has been expanded to include the Pence Issue. Here's a chance to see some fine, classic, material.

FROM THE SECRETARY

Members attending the AGM should note that as the Accounts have been

published in the April 'ML', individual copies will not be available at the Meeting.

S & C SCOTLAND GROUP

Members from Scotland and the North of England held their Spring meeting at Crawford, where a varied diet, from the 1870 issue, through the Jubilees, to the vagaries of the current Canadian definitives were among the mini-displays by those present, all of whom participated.

The summer meeting will be on 7 June at 2 p.m. at the Netherlee Kirk House, 552 Clarkston Road, Glasgow, (opposite the Linn Park Gates). The autumn meeting will be on 11 October at the Crawford Arms Hotel, Crawford. All are welcome.

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2761	Miller, Christopher P. B.161 Upper Woodcote Road, Caversham, Reading, Berks RG4 7JR	WWII,PH
2762	Cross, Richard P. 83 Heaton Road, Canterbury, Kent CT1 3QA	M,WWI
2763	Ruddington, Stuart. 100-53 Village Centre Place, Mississauga, ON, Canada, L4Z 1V9	CS, Map
2764	Hetherington, H.A.P. Bucklands, Cousley Wood, Wadhurst, East Sussex TN5 6QT	SOA
2765	Byrne, David. 16 Donard Road, Drimmagh, Dublin 12, Ireland	C
2766	Radley, Lt. Col. K.J. 16 Forbes Avenue, Kanata, ON, Canada, K2L 2LB	Cen, CG
2767	Moore, Thomas R. 424 Eaton Park Drive, London, ON, Canada, N6J 1W9	PH(London), Xmas
2768	Ellison, David J. 46A Christchurch Road, Southend-on-Sea, Essex, SS2 4JN	PD,O,PC,FDC

Deceased

2378 Baron Dr. M.L. 2484 Walker A.R.

Change of Address

483 Hannah J. Change postcode to AB10 6NB
 2606 Cartwright, B. 7 Huddisdon Close, Woodloes, Warwick, CV34 5TP
 2482 Mario, D. 933 Dudley Street, Saskatoon, SASK, Canada, S7M IK8
 2446 Thornburgh W.N. Change postcode to 98020-2559
 2722 Tomlinson R. B. Insert 4001-35th Street before RR#1
 2654 Walton W.G. Change postcode to 07830-3511

Revised Total 475

FORTHCOMING EVENTS

1997

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 July 24-26 Rare Stamps of the World
 Exhibition; Claridges Hotel, London
 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

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
 Jun1-11 WIPA 2000, Vienna

International Exhibitions

1997

Oct 17-26 MOSCOW '97, Moscow
 Dec 5-14 INDIA '97, New Delhi

1998

May 12-21 ISRAEL '98, Tel Aviv

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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