

ISSN 0951-5283
JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN



Maple Leaves

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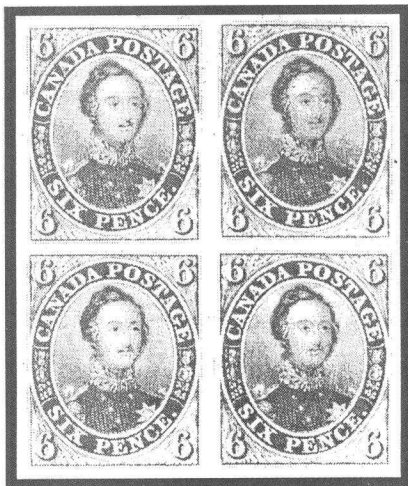
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Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

Founder:

A. E. Stephenson, FCPS

Edited by: David Sessions, FRPSL, FCPS.

31 Eastergate Green, Rustington, Littlehampton, W. Sussex, BN16 3EN

Opinions expressed in the various articles in this journal are those of the writers and are not necessarily endorsed by the Society.

Published five times a year by the Canadian Philatelic Society of Great Britain

Annual Subscription £14.00 – Due 1 October 1997

Vol. 25 No. 8

June 1998

Whole No. 268

EDITORIAL

Your Executive met in mid-April. Much ground was covered and one point is addressed in this issue.

It was felt that the present Committee is too large and that streamlining it would not run counter to democratic principles. Accordingly a proposed rule change will be found in the 'Society News' section of this issue, which will effectively reduce the regional committee members from three per region to one. The Society's officers will continue to serve on the Committee as hitherto. It is also proposed that outgoing officers be invited to join the Committee for a limited period in order to maintain continuity and retain their expertise.

As a member of the ABPS, the Society will be taking a table at the

biennial show, this year being held at Hove (21/2 November). It is hoped that members within easy travelling distance will visit the show and offer an hour or two to help at the Society table.

Looking further ahead, we also plan a presence at MIDPEX 99, another show that is held every two years. This will be at Tile Hill, Coventry (3 July 1999) and again we shall be seeking local support. With this show particularly in mind, we propose to experiment with a part-colour issue of 'Maple Leaves' for June 1999, bearing in mind that the Journal is probably our most potent advertising opportunity.

In order to maximise the impact it is proposed to feature an attractive and interesting cover on each colour page,

with a write-up of about 250 words. Your Editor has one or two possibilities in mind but if you would like to feature one of your covers, please contact him. Remember, the cover needs to be colourful and warrant the short write-up, a colour photograph (not photocopy) will also be required. As space is strictly limited, do not go to the trouble of photographing your cover without prior reference to the Editor. Inclusion cannot be guaranteed of course though it is hoped that any covers that miss the cut could be featured in a subsequent black and white issue.


It must be stressed that this is a one-off as the inclusion of colour is still disproportionately expensive, however we would like to hear from owners of suitable candidates - the cover does not

have to be a classic, just eye catching and interesting.

Rocket Mail



In the April issue (p252/3), Nigel Harris sought information on a rocket mail flight of 1936.

The flight (or rather non-flight) is documented on pp449/50 of the new Airmail Catalogue reviewed on p293. The planned launch of a rocket, carrying mail to Canada, was to be made during the Third International Philatelic Exhibition (TIPEX 1936) at the Grand Central Palace, New York. The trajectory was to be from the U.S., over the Niagara Falls and into Canada. The launch did not take place.




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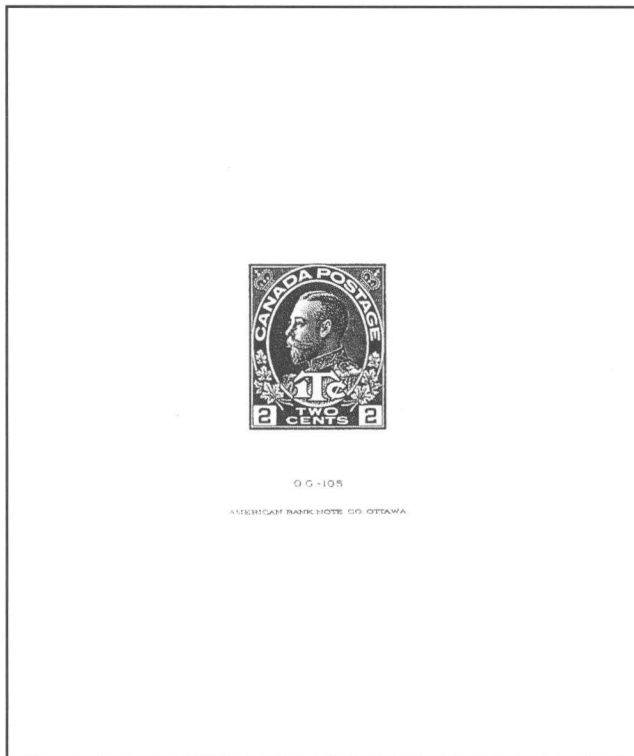
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A SWEETHEART IN EVERY PORT

Part 3 – 'OG-106'

The Yellow Peril

Photos by Ian Robertson



My most exciting, most thought-provoking, most valuable but least expensive proof is the War Tax 1T¢, carmine Die II proof – OG-106. It was unnoticed in a mixed lot of proofs I bought from a New York auction some ten years ago. This little gem was featured on my table at every show I participated in for five years and was priced at only 1,000 lousy dollars, yet nobody wanted it. The reason(s) could well be that it was the lone proof left in stock, it was unrecorded (not listed in

The Essay Proof Catalogue), the price too high for a war tax item, or it was the seller. Whatever the reason, I am overjoyed that it did not sell.

The following excerpt (Marler, pages 434-436) is the only information I found on this proof and until I learn more about it, I shall label it as a 'cross between an Ottawa and a New York die'. It carries an 'OG' die number which is usually found above the subject of the Ottawa engraved dies and a typical New

York size imprint – 23½mm. Both identifying number and imprint are below the design.

At this late date one can only speculate upon the reasons why the manufacturers, as early as February 1916, were working on the preparation of a new die, but the failure of the transfer rolls to lay down plates that did not need to be retouched extensively seems to the author the most logical explanation of their decision to engrave a new die. As will be said at a later point, it is a fact that many of the plates engraved in December 1915 and January 1916 needed to be re-worked. It is difficult nearly sixty-five years later to reconstruct exactly the course followed in the preparation of the new die. It would appear, however, that the first step was the engraving of what the manufacturers called a 'skeleton die' which, as will be seen from Figure WT3.5, consisted of:

- i. *The King's head and shoulders, without, however, the usual background of horizontal and diagonal lines;*
- ii. *The numeral boxes each with its figure '2';*
- iii. *The words 'TWO CENTS';*
- iv. *The surcharge 1T¢ like but not exactly the same as on Die O-G-100; and*
- v. *The outline of the oval band in which the words 'CANADA POSTAGE' were to appear.*

Though given the identification O-G-106 this die was never hardened and consequently could not be used and in fact was not used to make a transfer roll. Indeed, it would seem



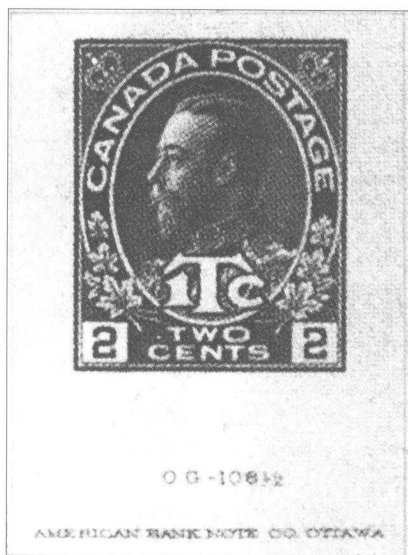
Marler's Figure WT3.5

to have served no other purpose than as a model for the engraving of another die.

That another die was engraved is, of course, well known. Using, no doubt, the transfer roll 528 that had in December 1915 been cut specially for war tax, the manufacturers engraved a die measuring 64 x 88mm which though embodying the principal features of Die I included a number of minor but significant changes. This die was identified as O-G-106½ (Figure WT3.6), is now known as Die II and was hardened on February 21st, 1916, after which it was used to make a transfer roll on February 28th, 1916.

Specifications of die proof 106.

Colour	Rose
Die sinkage	61mm x 72mm
Width	18mm x 22mm
Die Number	OG 106, 8mm below subject
Imprint	23½mm AMERICAN BANK NOTE CO. OTTAWA
	10½mm below subject (distance is from bottom frame line to top of lettering).



Marler's Figure WT3.6

Analysis of Marler's study of OG 106 and the picture of OG 106½ has led me to the conclusion that our most notable collector-author of the Admirals may not have seen the finished 106. Furthermore, he could be 'right on' about 106 being the model used to engrave 106½ as both dies have 'OG' die numbers (and imprints) below the subject. One of the stipulations of the contract between the Post Office Department and the American Bank Note Company was that, regardless of where a die was engraved, it had to be hardened in Ottawa. If my understanding is correct then it is conceivable that OG 106 was cut in New York. If this were the case, my questions are: Why wasn't a New York 'F' die number used and why was the '½' added to the 106? If OG 106 was never, could not be and was not hardened to make a transfer roll, how was the transition

from model to the engraving of another die made?

Other questions:

Since proofs from unhardened dies were used to show samples of workmanship and colour trials, are these proofs scarcer than those pulled from hardened dies?

What is the significance of the letter 'F' in the 'F' die numbers?

The individual quantity of the BABNCo proofs in the Christie sale is intriguing. For instance, of the 5¢ proofs there were four blue ones compared to 14 proofs in violet.

Was it the result of the retouching and the redrawing of the spandrel lines?

Similarly, of the 10¢ proofs, there was only one in plum, 13 in bistre brown and none in blue. Will the answer ever be found?

Credit has to be given to past president, Arthur E. Jones, CBE, for providing the setting which led to the rediscovery and awareness of OG 106. It had been lying undisturbed, unappreciated and unwanted in my 'Stamps for Show-display' box since the spring of 1990. It was not until the badminton star assured me that he was more than prepared to risk the chance that I would be medically fit to show some stamps at the Bournemouth Convention that I started to scrutinize my stock. After the roundup of the proofs was finished I discovered that I have two 1T¢ carmine, Die II proofs, one plain and the other with die number and imprint. That was how the rediscovery was made and the fun began. Had Mr. Jones not taken the risk – and indeed it was a very big risk, based on my medical background, die proof OG 106 would still be in hibernation. I owe you one, Arthur!

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**DEALERS IN
FINE STAMPS
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Following the article on Exchange Control in the October issue, it was felt that a note on the archive held at the Public Records Office might be of interest to students of the subject

HISTORY OF THE POSTAL AND TELEGRAPH CENSORSHIP DEPARTMENT 1938-1946

Chris Miller

In 1996 the Civil Censorship Study Group was permitted to produce a limited run of copies of the official archive held under the above name at the Public Record Office in Kew, London.

The two volumes run to nearly 1,100 pages and deal with the development of censorship and the liaison between the various parties and authorities involved.

The index is comprehensive and enables postal historians to concentrate on areas of their interest. For Canada there are 32 headings and sub-headings, many of which have a number of entries. The Appendices also cover the legislation and the agreements between the various censors.

One substantial section is entitled 'CENSORSHIPS IN THE BRITISH EMPIRE (a) *Censorships in the Dominions, India and Burma.*' Sub section (3) deals with Canada. For those able to visit the Public Record Office, the paragraphs in this section start at 1177 and finish at 1185. The document, which is in two volumes, can be found under reference DEFE 1/333 and DEFE 1/334, the following extract is reproduced by kind permission of the Public Record Office.

A quotation from the first paragraph on Canada will give some of the flavour of the history.

1177. Establishment and Organisation of Censorship in Canada was authorised by Order in Council dated 1st September 1939, and Postal and Telegraph Censorship started on 3rd September. Foreign Exchange Control Censorship (conducted in a rough and ready manner by Frontier Post Office officials) was established in December 1939. An I. R. B. Branch was set up in June 1942, a Testing Department was organised in February 1943, and Travellers' Censorship was introduced in May 1943. Canadian Censorship ceased on 15th August 1945. The Headquarters of both the Post and Telegraph Censorship was at Ottawa...

(IRB is the Information and Records Branch)

The censorship department always maintained good relations with the post office which was hardly surprising as most key positions were filled from Post Office personnel. To avoid undue delay of mail, the local District Directors often disregarded censorship regulations which, for instance, required the routing of mail to neutral countries via Ottawa. In view of this the United States Censorship extended the inspection of Canadian mail.

On Canada's entry into the war, censorship was only initially carried out

on mails to neutral countries. There was no mail to enemy countries and mail to the British Empire or the United States of America was not examined.

In January 1941 the Foreign Exchange Control Board formally requested the examination of mail to and from the United States on their behalf. This was carried out by Post Office officials at 21 offices of exchange adjacent to the U.S. frontiers.

Mail between Canada and the United Kingdom was, by agreement, examined in the U.K.

The examination of passengers entering and leaving Canada was introduced in May 1943 although this applied to Atlantic coast ports only, to avoid embarrassing the Russians who were almost the sole entrants on the Pacific Coast. Any documents carried by travellers were censored at the 21 stations mentioned above. This

examination ceased in December 1944 as little of value had emerged.

Stations mentioned in the History are Ottawa (head Office), Halifax, St. John, Montreal, and Vancouver.

Footnote

The writer of this article is undertaking the collation of the book on World War II British Empire Censorship which will cover the Americas. This includes not only Canada and Newfoundland but also the West Indies and the Falkland Islands.

The book will contain the full text of the Official History and as full an account of Foreign Exchange Control as is possible. Any member who can help or who wishes to become involved can write to Chris Miller at 161 Upper Woodcote Road, Caversham, Reading, Berkshire, R04 7JR, England.

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Members who have not paid the current year's subscription by 30 April will be removed from the *Maple Leaves* circulation list.

EARLY RPO SHIP MARKINGS OF B.C. (2)

Vancouver and Victoria B.C. RPO

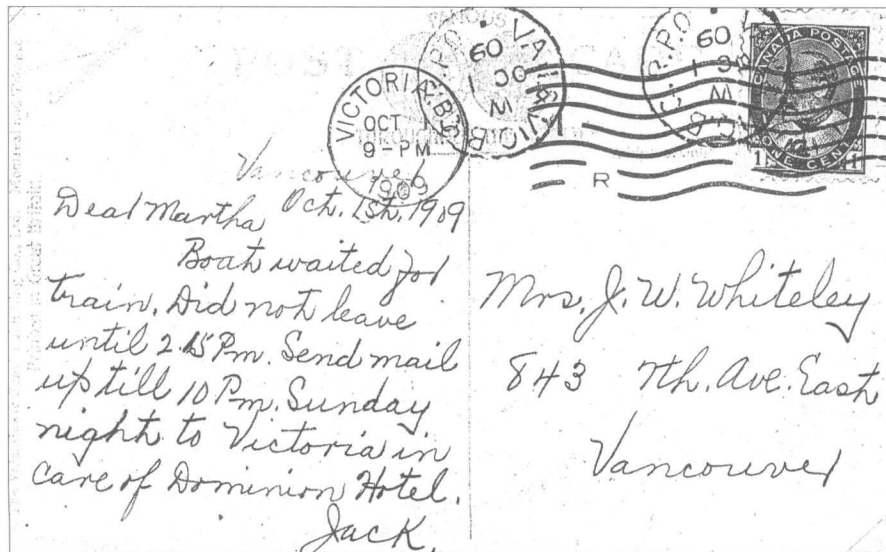
Bill Topping

One of the things that is often overlooked by postal historians is the messages on the post cards they so proudly display. This was the case with the post card shown below. It was purchased for the two fairly good strikes of the **VAN. & VIC. B.C. R.P.O.** (Ludlow W-160J), a relatively elusive R.P.O. marking, and not for the message which is of much greater significance to the postal historian.

It is well known that an R.P.O. mail clerk was assigned to a Canadian Pacific Railways ship serving the Vancouver to Victoria route and that the mail was only processed on the west (Vancouver to Victoria) trip. By far the best known of the ships serving the route was the *PRINCESS VICTORIA* and it has always been assumed that the R.P.O. was on the

midnight sailing of the *PRINCESS VICTORIA* from Vancouver to Victoria. Both these assumptions are now shown to be incorrect. In 1909, the Triangle Route (Vancouver, Seattle, Victoria) was served by three ships, namely: *PRINCESS VICTORIA*, *PRINCESS CHARLOTTE*, and *CHARMER*. The 'midnight' (11:00p.m.) boat from Vancouver went to Seattle and the ship did not arrive in Victoria until 1:30p.m. the next afternoon.

The ship sailing directly from Vancouver to Victoria was the *CHARMER*, leaving Vancouver at 1:00p.m. daily and arriving at Victoria at 7:00p.m. Although scheduled to leave following the arrival of the C.P.R. train from the east, which was due at noon, the departure was often delayed because



of the late arrival of the train. According to the message on the post card the train was late on 1 October, 1909 and the *CHARMER* did not leave until 2:15p.m. The card appears to have been mailed on the ship and cancelled by the R.P.O. clerk. It was further cancelled in Victoria at 9p.m. which would fit with the arrival time of the *CHARMER*. Thus, by combining the message on the post card with the C.P.R. time table for 1909, it is clear that the **VAN & VIC. B.C. R.P.O.** was on the day boat to Victoria, namely the *CHARMER*.

No proof strike is reported for the first **VAN. & VIC. R.P.O.** (W-160J)

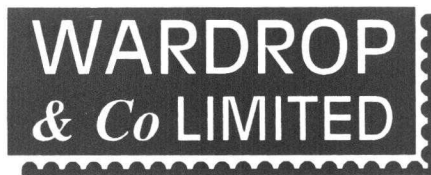
SS. "CHARMER"	
Lv. Vancouver.....	1.00 p. m. daily
Ar. Victoria.....	7.00 p. m. "
Lv. Victoria.....	12.30 a. m. "
Ar Vancouver.....	7.30 a. m. "

Extract form CPR time table, 1909

marking but it appears to have come into use in January 1903 with the earliest reported marking dated 19 February, 1903. A second hammer (W-160K) reading 'VICT.' rather than 'VIC'. was proofed on 3 July, 1908 but to date no strikes from this hammer have been reported. The R.P.O. appears to have been withdrawn in 1911, following the arrival of the *PRINCESS ADELAIDE* and the *PRINCESS ALICE*, which took over the night service on the Triangle Route, and the removal of the *CHARMER* from the Vancouver to Victoria service. The latest reported usage for W-160J is April 4, 1911.

Acknowledgment

The above article and its predecessor in the January issue first appeared in the Newsletter of the B.C. Postal History Research Group, of which the author is Editor.



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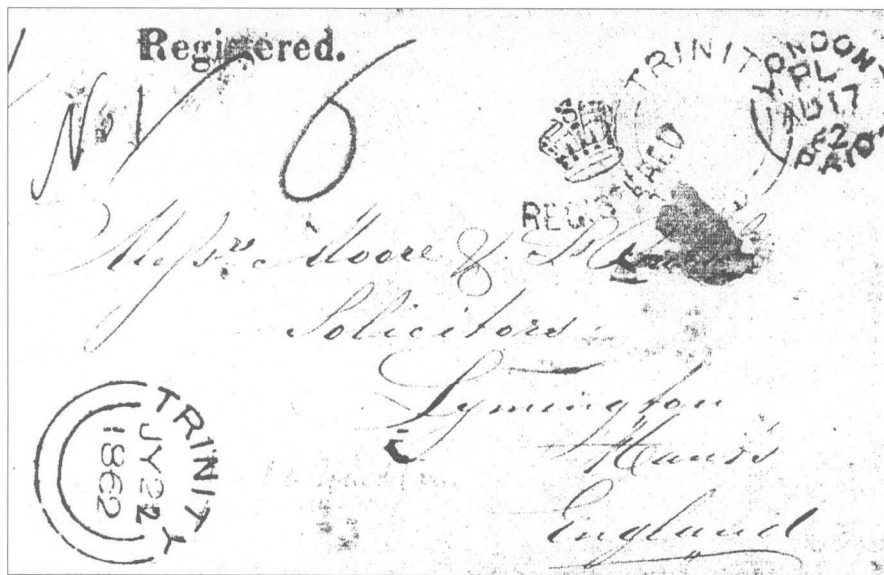
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MARITIME MATTERS

Malcolm B. Montgomery



Trinity, Newfoundland to Lymington, England 22 July 1862. Illustration courtesy of Martin Willcocks.

This is the first early Newfoundland registered cover I have seen - I believe that this may be the only one recorded. So scarce, indeed, that one eminent philatelist doubted its authenticity. I'm no expert, but I've seen it, and I have handled a few thousand other transatlantic covers; it feels good to me. The letter was posted at Trinity on 22 July 1862, and arrived at London on 17 August 1862, on its way to Lymington in Hampshire. The arrival date matches the Cunard Line 'Asia', rather than the Allan Line, suggesting a route via Halifax (thanks to Hubbard and Winter). The letter was pre-paid sixpence Sterling (there seems to have been little distinction between Sterling and

Currency on stampless mail out of Newfoundland; the registration fee was not marked, I assume it was sixpence Sterling (1 April 1858, but I have no record of the authority). There are two registration marks, a straight line, unrecorded and not known by Martin Willcocks to be British (therefore assumed to be Newfoundland), and a more familiar London 'crown registered'. The cover bears one other, mark: 'No.1.' - too much to hope that this was the first? Or do you know better? Please write.

The above article first appeared in Newsletter 58 of the (BNAPS) Transatlantic Mail Study Group.



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Our friends in BNAPS have shown much interest recently in the early perforating machines, as witness the articles in the December issue of Topics. Here we see how it was possible for engineers of the time to obtain the precision required

HOW TO MAKE ROTARY PERFORATING WHEELS

Julian Goldberg

The purpose of this article is to try to show how engineers may have been able to construct pairs of rotary perforating wheels to any required measurement specification both accurately and easily about 140 years ago. The fundamental question of how they were able to do it has been on the minds of many philatelic perforation students for some time because this appears to be a difficult thing to do from scratch. The answer as to how they did it will allow us to go from philatelic theory to engineering practice.

When drawing a layout sketch for constructing perforating wheels to specification, it is most probable that the engineers first had to draw a reference wheel on which to base the required wheels by related proportions. The reference wheel would have been larger than the required wheels in order to include them. The reference wheel would have had very simple measurements that could easily have been drawn on a wheel, such as $\frac{1}{8}$ in. or 0.125in. between pins or holes. The number of pins or holes on the reference wheel would have had to have been the same as for the required wheels. This is important because the number of pins or holes can only be a whole number and not a fraction.

The following are important perforating wheel (i.e. circle) equations:

(1) $a \times b = c$ or $c / b = a$

where:

'a' represents the distance between pins

or holes on a perforating wheel

'b' represents the number of pins or holes on a wheel

'c' represents the circumference of a wheel

(2) $c / p = d$ or $d \times p = c$

where:

'd' represents the diameter of wheel

'p' represents the constant of pi as 22/7 or 3.1415927

For required wheel with pins:

(3) $d - (2 \times l) = sd$

where:

'l' represents the length of a pin

'sd' represents the smaller diameter where the pin connects to the wheel

Radius (r) equals half the diameter (d) so for required wheel with pins:

(4) $r - l = sr$

where:

'sr' represents the smaller radius where the pin connects to the wheel.

If one were given the specifications of constructing required perforating wheels with a 2.5in. or $2\frac{1}{2}$ in. diameter and 120 pins or holes and the pins were 0.1875in. or $\frac{3}{16}$ in. in length, the following would be calculated:

For reference wheel (#1) equation (1) gives:

$0.125\text{in.} \times 120 = 15.0\text{in. circumference,}$

'a' being the distance suggested in paragraph 2

equation (2) gives
 $15.0\text{in.} / 3.1415927 = 4.7746483\text{in.}$ or
4.78in. diameter (radius therefore
2.39in.)

For required wheel with holes (#2),
given diameter (d) is 2.5in. then radius
(r) is 1.25in.

For required wheel with pins (#2a),
equation (4) gives:
 $1.25\text{in.} - 0.1875\text{in.} = 1.0625\text{in.}$ or $1\frac{1}{16}\text{in.}$
small radius and then 2.125in. or $2\frac{1}{8}\text{in.}$
small diameter (sd)

As a result, a reference wheel (#1)
with a radius of 2.39in. or a diameter of
4.78in. will first be drawn, with 120
points, $\frac{1}{8}\text{in.}$ between each point, on the
wheel's circumference of 15.0in. Each
of these points will be joined by a line to
the centre point of the wheel to radiate

like spokes. Then, the required wheels
(#2 and #2a) will be drawn inside the
reference wheel (#1) with a radius of
1.25in. or a diameter of 2.5in. for the
wheel with the holes (#2) and a small
radius of 1.0625in. or a small diameter
of 2.125in. for the wheel with the pins
(#2a). The lines drawn from the
reference wheel (#1) will already mark
off the hole and pin spacings for the
required wheels (#2 and #2a). The wheel
with the pins (#2a) has the same radius
or diameter size as the wheel with the
holes (#2a) when measured from pin tip
to pin tip but the small radius or
diameter will help mark the point at
which the $\frac{3}{16}\text{in.}$ (0.1875in.) length pins
are connected at their bases to the pin
wheel (#2a) when this is taken into
account. The above information is used
to make 'Diagram A' which is the sketch
which would be drawn in order to base

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and construct the required wheels (#2 and 2a) directly from the reference wheel (#1).

Therefore, it is possible to construct fairly readily, perforating wheels to any specifications, using the above equations.

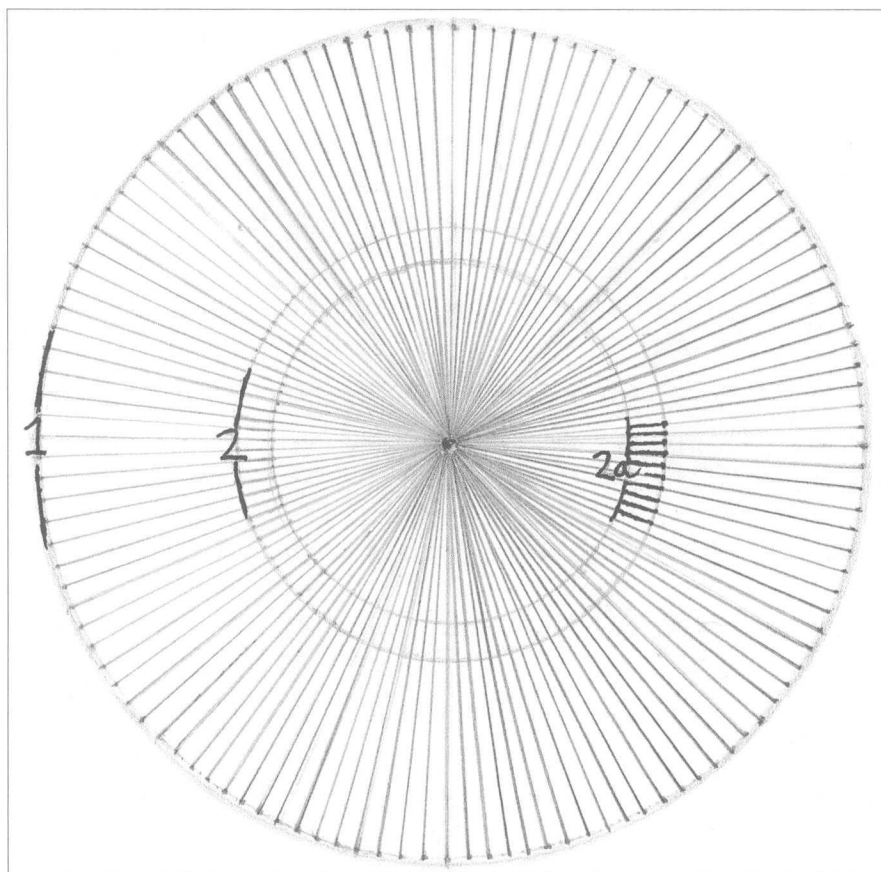


Diagram A
Reference Wheel (#1) Required Hole Wheel (#2) Required Pin Wheel (#2a)

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ANOTHER CANLOAN OFFICER CDN.177, Major A.M. Millar, MC Bill Robinson

Kim Dodwell wrote an article about one of these Officers – CDN 504, Lieut. J.H.Fransham, in the January 1995 'Maple Leaves'. He ended by commenting – "It would be interesting to know if other members have more CANLOAN material in their collections."

At the time, I wrote to him regarding Major Millar, and he replied – "Yours was the only reply I received."

Major Alexander M. Millar had an interesting career in the Canadian and British Armies during World War II. He enlisted as K52387, Private A.M.Millar, in the First Battalion, Seaforth Highlanders of Canada, Vancouver, B.C. The unit proceeded overseas in December, 1939, as part of the 2nd Brigade of the First Canadian Infantry Division. A unit photograph in the Vancouver 'Province' of 24 December 1939 shows a keen looking moustached soldier of medium height.

A cover from his wife, dated 2

January 1940 (Fig.1) shows that he was then still a private soldier. He had previously served with the RCMP and this background served him in good stead, as another cover dated 13 August 1940 (Fig.2) shows him as a sergeant in 'B' Company of the Seaforths. He was apparently soon recognized as officer material - as a cover dated 24 September 1940 is re-addressed to No.3 Holding Unit, Borden(sic), Hants. A backstamp on a cover to his wife dated 5 May 1941 (Fig. 3) shows him still a Sergeant in 'C' Company of No.3 CIHU, while on 10 November 1941 he was a lieutenant with the Canadian Training School.

A cover sent to him on 6 February 1942 at the Canadian Training School bears both a rubber stamp and m/s 'S.O.S.TO CANADA', and the m/s notation 'Brockville OCTU, Ont. 16/3/42'. He apparently served there as an instructor for almost a year, was promoted to Captain, and then volunteered for the CANLOAN programme for junior officers to serve

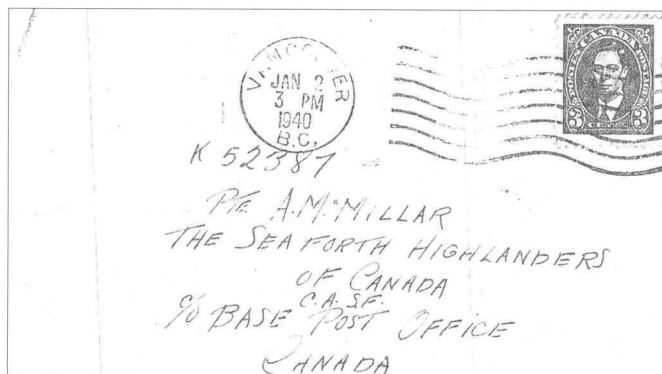


Figure 1

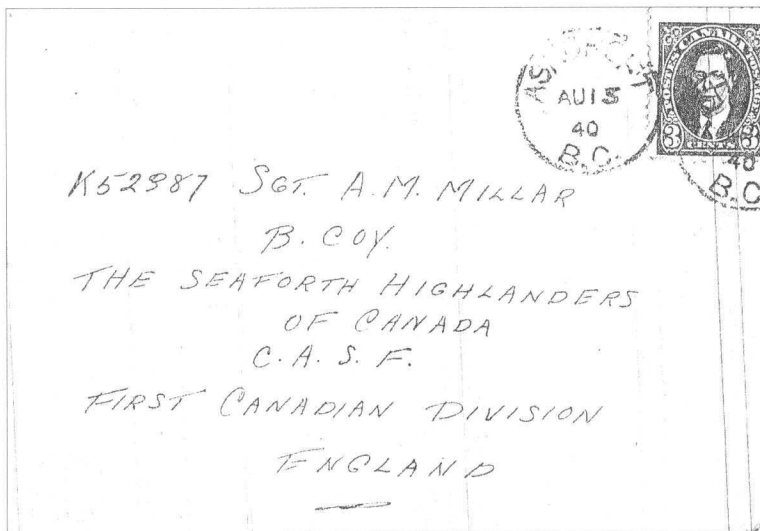


Figure 2

with the British army. This group of 697 Canadian Infantry and Ordnance Officers gathered at Sussex Military Camp during March 1944. A cover from Vancouver dated 5 April 1944 was sent to A-34 S.O.T.C. (Special Officers' Training Centre), Sussex Military Camp, Sussex, N.B., and re-addressed care of the Officer i/c Records, Canadian Army Overseas, as Millar had left Sussex Camp on 5 April 1944 in charge of the 93-member third flight of CANLOAN officers.

This flight sailed from Halifax on 7 April on the S.S. Cavina, a 7,000 ton ship carrying a cargo of bananas, and arrived at the Port of Leith, Scotland, on 24 April. The officers were wined and dined in Edinburgh, and then proceeded to various British units. Millar was posted to the 2nd Battalion, Glasgow Highlanders, a Territorial Army Unit. A cover dated 17 May 1944 was originally addressed c/o the Officer i/c Records, Canadian Army (Overseas), and re-

ceived a m/s label – '2 Btn. Glasgow High., A.P.O. England'.

This unit was part of the 46th Brigade of the 15th Scottish Division, which landed in France soon after 'D' Day. Their first major operation was 'EPSOM' – also referred to as the battle of the Odon – which commenced on 26 June 1944. Millar was soon promoted to major as a company commander, and was awarded the Military Cross. He was wounded along with five other CANLOAN officers of the battalion on



Figure 3

24 September, during Operation MARKET GARDEN – the attempt to seize the Rhine bridges. A cover from his wife dated 12 September 1944 (Fig. 4) was re-addressed ‘c/o No.9 Canadian General Hospital’ by F.P.O.350 of the

15th Scottish Division on 10 October 1944. A cover from London dated 12 October gives his address as ‘c/o Canadian Base Hospital, Horsham, Sussex.

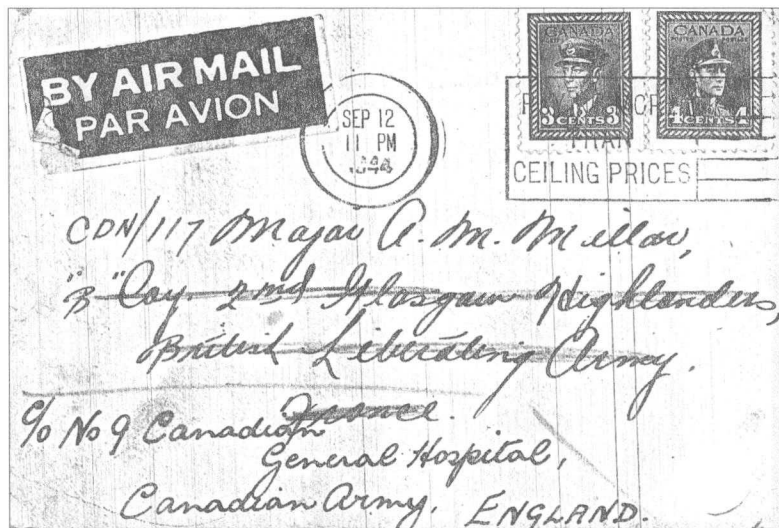
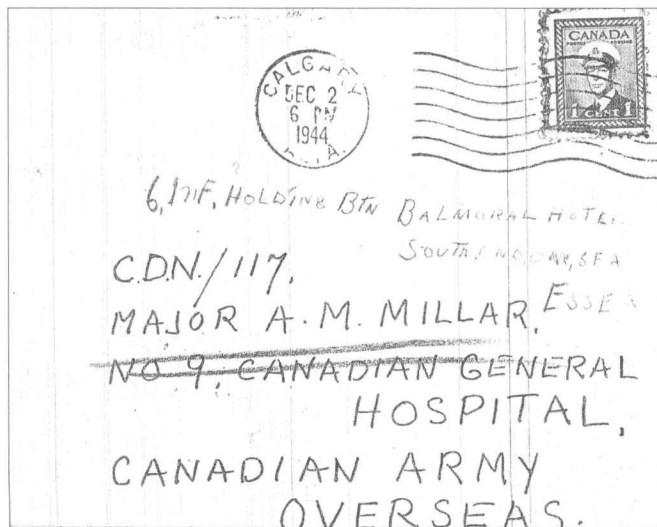


Figure 4 (above)

(below) Figure 5



Following release from hospital, he was posted to No.3 Infantry Depot at Kinke Barracks, Colchester, Essex. Sometime in November this Depot was closed, and the Officers there were transferred to No.6 Infantry Holding Battalion at Southend-on-Sea, Essex, (Fig. 5). Major Millar was put in charge of the CANLOAN officers residing there. A cover from his banker in London, dated 9 January, 1945, shows him still there. During the spring of 1945 he appears to have moved to No.16 Infantry Holding Battalion, Clacton-on-Sea, Essex, then to Draft RPBOP, c/o APO, England, and on to 'C' Sub-unit, No. 34 Reinforcement Unit, 101 Reinforcement Group, British Liberation Army. From there he was posted to the 2nd Battalion, Seaforth Highlanders – as shown by a cover from Vancouver dated 4 June, 1945 (Fig. 6).

The final much-readdressed cover from his wife was returned to Vancouver following Millar's return to Canada. It is known that he returned to police work following the war, but little else has surfaced concerning his later career.

Like Mr. Dodwell, I would be very interested in hearing from any reader who can add anything to the postal history of CANLOAN.

Readers interested in learning more about this obscure portion of Canadian military history should consult 'Code Word CANLOAN', by Wilfred I. Smith, published in 1992 by Dundurn Press, Toronto and Oxford. Dr. Smith was a CANLOAN officer, and was Dominion Archivist from 1968 to 1984.



Figure 6

**Postal History is always fascinating but often impersonal.
Here we read of a family connection with a well-known episode –
the Canadian Siberian Expeditionary Force-1918/19**

THE MISSING LINK RETURNS **Joe Smith**

You may recall the delightful article written by Stan Lum in *Maple Leaves* of Jan 1997. Although not as prompt as I had hoped, with work taking me away from home for extended periods, I can now present a response to his story.

One has to go back some 35 years to Toronto where, as a lad, I was introduced to a couple of PPCs that my uncle (Ken Haigh) and my father (J. Crogan Smith) were discussing. The cards were from a family correspondence they had managed to save. I only vaguely recall the card sent to my aunt Evelyn, as it was kept by her husband (Ken). Over the years father retained the cards addressed to himself and his younger sister. In whose safe keeping from 1918-1960s these had been stored is a mystery to me. Uncle Ken passed away in 1972 while I was in Australia. My father passed away in July 1995. A few years prior to this he gave me his two cards. I knew of at least one other card belonging to this group. Where could it be? I always sensed it had to be in a collector's hands. Why do I say this? Well, uncle Ken was an avid stamp collector and part time dealer as well as being employed by Geo. Wegg & Co., so logic said it had to still be extant. My uncle sold a lot of his material both in Canada and at Bournemouth in the UK. Aunt Evelyn who, by the way, is still living could not recall its whereabouts; nor could her children. What to do? I put a few verbal feelers out with no luck. I even considered an article or ad to see if anything would develop.

Thinking to myself that uncle Ken and Stan Lum had been contemporaries in the 1960s and early 70s I would ask him, first chance I got, if he could shed any light on the matter. CAPEX '96 provided an opportunity. When I put the query to Stan he seemed a little perplexed and I left it at that. Three months later, he sent me a note with two photocopies. Aha, here was the item I had been after, plus the unexpected bonus of a second card written to my father's mother (my grandmother Jennie Smith nee Crogan). I was unaware of the existence of this last card. Alas it bears no postal markings but is obviously part of a series of Christmas greetings sent by great uncle Ralph (my father's mother's brother) to his family back in Toronto.

In September of 1996 I was busy travelling to China, working on an oilfield project. Before the year was out Stan and I came to a mutual agreement to transfer ownership of the cards to me. I had already done some research via military records and talked to uncle Ralph's only surviving daughter (Marion Eby). Some six or seven years ago Marion sent me a number of old photographs she had that pertained to my uncle's military adventures. I have now had these made into slides and prints.

I have also slowly acquired some collateral material such as the ships he travelled on, with one exception, that being the vessel plying between

Vladivostok and Tsuruga, Japan. I suspect the name of this ship is TSURUGA. Perhaps someone can tell me the vessel(s) operating between these two ports during August 1919.

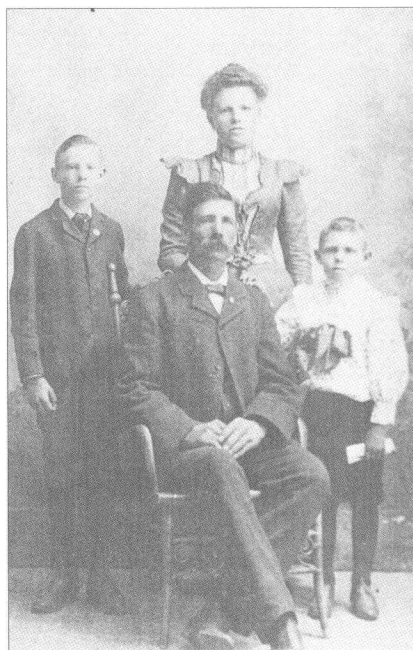


Figure 1

From figure 1 you can get a feel for two of the characters in this tale. On the left, standing, is Joseph Ralph Grogan at about age 12. Next to him is his elder sister Jennie Grogan (my father's mother, who passed away while her brother was overseas). The younger boy is Jimmy who died before reaching age 14. Seated is my great grandfather Robert Grogan. At the time of the Great War he was a wood and coal merchant in Toronto.

My Uncle Ralph was born at Bruce, in Bruce county Ontario, 17 March



Figure 2

1888. To the best of my knowledge they had a farm there. At what point they moved to Toronto and commenced GROGAN'S COAL Co. I do not know. When my uncle joined the Canadian Forces on the 13 March 1916 he was already married and by the time he departed for Siberia he had two children -Bruce & Marion. My uncle had a life time passion for horses and sporting activities such as hunting and fishing. This may explain his military career starting with an attachment to 'B' Section 2nd Field Ambulance Depot and Mobile Veterinary Section CEF in Toronto. From his records it appears he was always stationed in and around Toronto. Eventually he was promoted to Sergeant. His regimental number was 527716. His departure to Siberia was chronicled in one of the Toronto newspapers, as illustrated in figure 2.



In the next episode:

THE GREAT ADVENTURE BEGINS

SHRUNKEN HEADS

Susan So

It is hardly a surprising truism that to the collector, oddity is often more interesting and desirable than normality. In the world of stamps, one can usually find oddities to suit any taste; ink smudges, paper creases, misperfs, colour shifts, and shift prints, to name but a few, are sometimes called freaks, printer's waste or errors. Such varieties command substantial premiums. While the above oddities result from mishaps that occur during the course of stamp production, peculiarities can also come about as a result of deliberate tampering. Some enterprising souls have even gone to the trouble of creating their own forgeries, fakes, counterfeits or cinderellas for fun and, often, for larceny. These varieties are also highly prized by specialists.

I recently had occasion to hunt for some such oddities that I had long forgotten about until coming across an attention grabbing newspaper article captioned 'GROTESQUERY - Love me, love my shrunken heads'¹. The article dealt with collecting shrunken human heads, a fascinating, if macabre, hobby. Shrunken heads generally are relics from an era during which headhunting was not particularly unusual or unlawful. For example, the Jivaro Indians of eastern Ecuador had the habit of depriving their enemies of their heads and then adjusting the sizes of the removed heads for motives of revenge, punishment, and spiritual renewal – truly an example of adding insult to injury. The typical shrunken head is larger than a tennis ball and smaller than a softball.

As with stamps, there are also fake shrunken heads, made from goats or

monkeys, that are passed off as the 'real thing' (human) which have become, in and of themselves, collectible items. Readers may be interested to know that there is a booming trade in these shrunken heads and that such heads, particularly the genuine ones, typically fetch between \$2,000 and \$3,500 apiece.



Figure 1. Normal size Victoria Numeral issue of 1898 together with the trio of shrunken heads. The cartoon is probably from a trade journal advertising the 1/2¢ stamp.

The parallel to the stamp world is interesting for the Jivaro Indians are not the only ones with shrunken heads – Canada has some too. Compared to the Jivaro shrunken heads, mine – reduced 1/2¢ stamps of the Victoria Numeral Issue of 1898 – are rather modest in their impact upon observers. Nevertheless, here is the story of the Canadian shrunken heads as told to me by the original owner of the trio of these shrunken stamps (Fig. 1) who had obtained them from the doyen and visionary philatelic pioneer Fred Jarrett.

Mr. Jarrett had the stamps shrunk by a chemist sometime in the thirties. They were not made to deceive or to be sold to anyone, but rather they were mounted in Christmas cards (Fig. 2) and mailed out for fun to tease other collectors like Vinnie Green and Walter Bayley. Evidently, these musketeers (Jarrett, Green, and Bayley) were forever playing jokes of this type on one another.

In choosing a stamp to shrink, Fred used the 1/2¢ because it was the lowest denomination stamp and he wanted to make it even smaller. He did not use the 1/2¢ QV Leaf because it was, and is, a more highly catalogued stamp.

In 1959, the original owner of the trio sold them together with a cartoon (Fig. 1) to a forgery collector whose collection was auctioned off about seven years ago. Being interested in forgeries, I instructed my agent to buy one or both

2¢ LQ forgeries depending on price. If the forgeries exceeded my bids, then try for the 'shrunken head' lot – but in no circumstances to exceed my bids. As it turned out, my agent bought the shrunken heads for a quarter of the price of one LQ forgery and I am happier with the shrunken heads than I would have been with the forgeries.

I have examined my shrunken heads and can report these brief observations. In Fig. 1, the two stamps that are about half size have a washed out appearance and the paper seems thinner. In contrast, the smallest stamp is about a third the size of the normal. It is slightly distorted on the right hand side, is very dark, and the paper is very thick.

I wonder if any member received one of these Christmas cards; stamp collecting circles were undoubtedly more interesting and collegial in former

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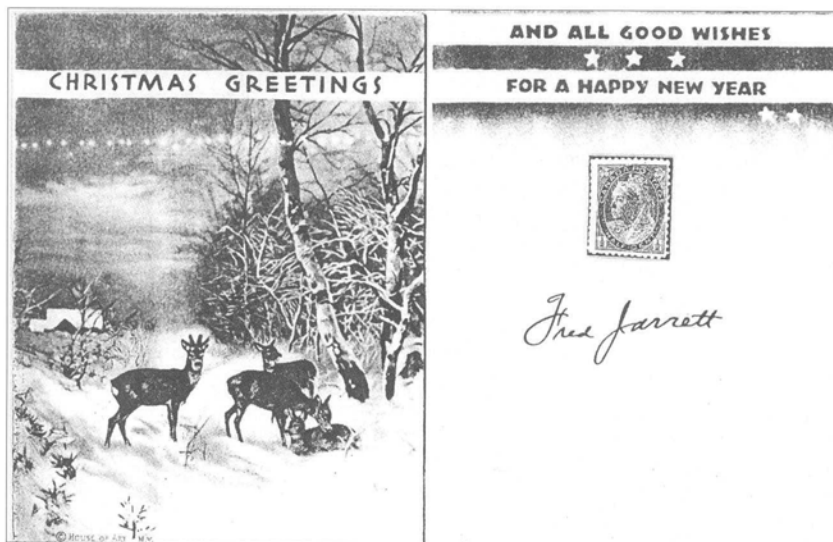


Figure 2. Christmas card with shrunken head as sent to L.A. Davenport (dealer).

times. The modern trend towards stamp collecting as a commercially focussed enterprise rather than an interesting hobby, makes such pranks all the more rare and certainly suspect. However, sad as change may be, I am happy to report, since I have always wanted to visit Ecuador, that their headhunting practice has been outlawed since the 1920s.

'Susan Bourette. 'The (Toronto) Globe and Mail (9 March 1996) D2: Just in case you're interested, the following is the 'how to shrink a head recipe' (see Stephen Smith, 'Weirder than Taxidermy,' Toronto Life, April 1996.98-104 at 104):

- i) Try to take the head as close to death as possible
- ii) Cut the head right up the back of the neck
- iii) Peel the face off the head
- iv) Turn the face inside out and scrape it

- v) Sew the back of the neck, the eyes, and the lips shut
- vi) Boil (v) in a pot of berry-cured water until (v) has shrunken to desired size
- vii) Remove (vi) from water
- viii) Heat pebbles or hot sand and put them in at the neck and shake them until the skin becomes like leather
- ix) Rub charcoal and berries onto (viii) to keep it moisturised and to prevent cracking
- x) Hang (ix) over a fire and let it smoke all night
- xi) Trim hair to taste

Sorry, I can't offer a 'how to shrink a stamp recipe'!

Editor's note: Who said philately is boring?

AIR MAIL RATES TO FOREIGN DESTINATIONS 1930-1940

David Whiteley

The proliferation of domestic air mail services in the 1920s in many countries was closely followed by the development of air mail services between those postal administrations able to offer reciprocal services. Canada, because of the vast distances and inaccessibility of many communities had, during the 1920s, developed an impressive network of air services both inter-urban and to remote communities. Many of these pioneer companies carried mail with the sanction and blessing of the Post Master General. The semi-official routes were, however, not listed in the official Post Office Guides, nor were any special air mail rates published, although many of these private companies charged for their services, with or without the sanction of the P.M.G., and issued their own stamps (semi-officials) to reflect the surcharge.

The first official acknowledgement of Governmental air mail service was the issue of the first special air mail stamp on 21 September, 1928 (Scott #C1). This stamp was issued for use in conjunction with the first regular daily air mail services between Toronto and Montreal (5 May, 1928)¹ and between Montreal and Albany N.Y. (1 October, 1928).² Even though special stamps had been issued and a number of regular air mail routes established, both within Canada and to the United States, during 1929 and 1930, the Post Office Guide does not include any reference to the availability of air mail service until the Guide of 1932. This lists a daily service, except Sundays, between Albany and

New York and a similar service between Winnipeg and Pembina (3 February, 1931),³ with onward transmission by United States Post Office air mail service to destination. The 1932 Post Office Guide contains the first comprehensive listing of air mail rates and regulations for transmission of mail to overseas destinations. The rates quoted cover all fees, including air mail service for those parts of the route where air mail service was available. Registration was available at the usual fee (10¢). The regulations stated that all letters to be sent by air mail must be pre-paid with either special air mail stamps or ordinary stamps, in which case the letter was to be endorsed 'VIA AIR MAIL'. The rates as published in the 1932 Guide were as follows:

The Official Post Office Guide 1932 (p.87)

1. Canada, Great Britain, Northern Ireland, Irish Free State, Newfoundland & Places in North America, not mentioned in groups 2 & 4
.....6¢ 1st oz. & then 5¢ per oz.
2. United States & Bermuda
.....8¢ 1st oz. & then 13¢ per oz.
3. Europe, except places mentioned in Group 1
.....10¢ per oz. or part thereof
4. West Indies, Mexico, Cuba, Central America, Asia, Africa & Australasia
.....15¢ per oz. or part thereof
5. South America
.....45¢ per oz. or part thereof.

Even though rates to overseas



Figure 1

destinations do not appear to have been published in the Official Guides it appears that, at least by 1929, the United States Post Office 15¢ rate to Central American destinations was known to the

Canadian postal authorities.⁴ This is exemplified by an air mail cover (fig. 1), dated Montreal 18 May 1929, franked 15¢ and addressed to Belize, British Honduras, endorsed 'Via Air Mail from



Figure 2

Florida, then endorsed with a purple two line hand stamp 'Received Miami. Fla. too/late for Air Mail dispatch'. On the back there is a Miami 21 May transit and a Belize 23 May, 1929, receiver. Another example is a cover (fig.2), from Oliver B.C. dated 1 November, 1931 to Maracaibo, Venezuela rated 45¢, part of the postage being paid with a 5¢ air mail stamp (Scott #C1), thus obviating the necessity for the endorsement 'Via Air Mail'.

By 1933 important changes had been made to the rate structure but no further regular connecting flights between Canadian and United States points were listed, although a flight between Toronto and Buffalo and Toronto-Detroit had been inaugurated

(15 July, 1929), Toronto-St. John's, Newfoundland, (11 November, 1930), and Halifax-St. John- Bangor, Maine (3 August, 1931).⁵ The overseas rates, as published in the 1933 Guide, were as follows:

**The Official Post Office Guide
1933 (p.87)**

1. Canada, Great Britain, Northern Ireland, Irish Free State, Newfoundland & North America, except places mentioned in groups 2, 3 & 4
.....6¢ 1st oz. then 5¢ per oz.
2. United States & Bermuda
.....8¢ 1st oz. then 13¢ per oz.
3. Europe, except places mentioned in Group 1
.....10¢ per oz.



Figure 3

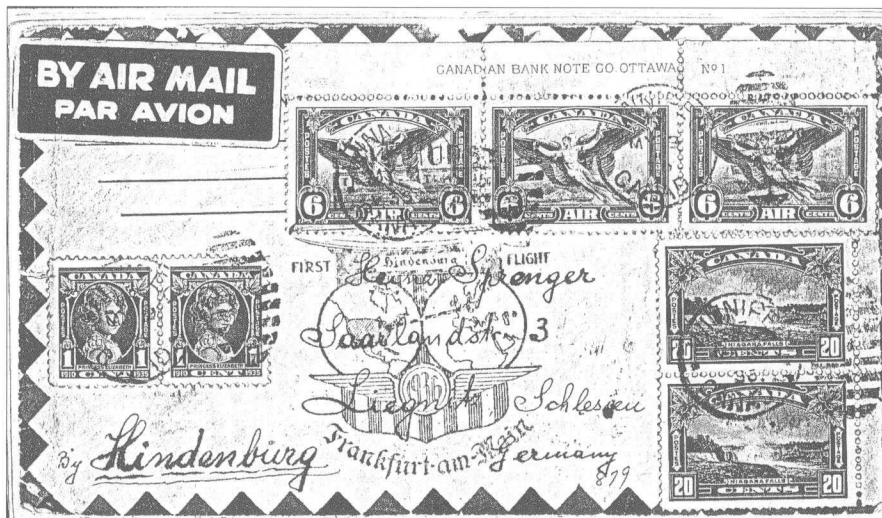


Figure 4

4. West Indies, British Guiana, Mexico, Cuba, Central America, Asia, & Australasia15¢ per 1/2oz
5. South America except British Guiana45¢ per 1/2oz.

The 1934 Guide continued to list only the two regularly scheduled routes referred to in the 1932 and 1933 Guides, between Canadian and American points for onward transmission by United States Post Office air mail service, although other connections had been made by the Canadian Post Office; London-Buffalo (11 February, 1933) and Montreal-Chicago (15 July, 1933)⁶. There were no major changes in the postal rates quoted in the official Guides for 1934 or 1935, except that on 1 October, 1935, a daily service, Monday to Saturday between Vancouver and Seattle, Washington, was inaugurated. This was reflected in the the Guide for 1936/37 which also noted that the Winnipeg-Pembina service would

operate on Sundays too. A registered air mail cover from Edmonton (fig. 3), dated 25 October, 1937, rated 16¢, went by surface mail to Winnipeg where it arrived on 27 October. It was then flown to Pembina for onward air mail service to Boston, where it arrived on 28 October, 1937. The following rates to overseas destinations were published in the 1936-1937 edition of the Guide.

The Official Post Office Guide 1936-1937 (p.8)

1. Canada, Great Britain, Northern Ireland, Irish Free State, Newfoundland or any place in North America not mentioned in Groups 2 & 46¢ 1st oz. then 5¢ per oz.
2. United States & Bermuda6¢ per oz.
3. Europe except places mentioned in Group 110¢ per oz.
4. West Indies, British Guiana, Mexico, Cuba, Central America, Asia & Africa25¢ per 1/2oz.

5. Australasia.....35¢ per ½oz.
 6. South America
 (a) Columbia, Ecuador, Venezuela,
 Dutch Guiana & French Guiana
50¢ per ½oz.
 (b) Argentina, Bolivia, Brazil,
 Chile, Paraguay, Peru and Uruguay
75¢ per ½oz.

The restructured rates for destinations in the Americas were established at the IV Congress of the Postal Union of the Americas and Spain held at Panama City, commencing 1 December, 1936, where the delegates spent considerable time discussing air mail rates and regulations which had first been discussed at the Madrid Congress in 1931.⁷

Whilst Canada, in conjunction with other countries, was developing its overseas connections, aeronautical engineers and researchers were investigating the possibility of commercial passenger services, especially over long distances. Several different options were being developed along two main streams - fixed wing and dirigibles. The leading exponents of the latter, which to many seemed to offer the best options for luxury and speed, were the Germans, who had been operating commercial inter-urban Zeppelin flights within Germany since 1910. These commercial airship services had been pioneered by Count Von Zeppelin, who died in 1917. It was from his technology that the Americans, British, French and Italians attempted to develop their own commercial long distance airships, with disastrous results. The two most famous German airships, the *Graf Zeppelin* and the *Hindenburg*, were designed and built at the Zeppelin works by Hugo Eckener, Count Zeppelin's successor. By 1930 the *Graf Zeppelin* was beginning to offer

travellers fast luxury service to South America. The first of these air ships the *Graf Zeppelin*, made its inaugural pan-American round-trip flight from Europe in May of 1930. On 6 May, 1936 the *Hindenburg* left Frankfurt on its maiden flight across the North Atlantic to Lakehurst, New Jersey arriving on 9 May. The return flight departed Lakehurst on 11 May and arrived Frankfurt on 14 May, 1936. No rates were published in the Canadian Post Office Guide for mail carried by the German dirigible service although these airships did carry mail. A notice in the 'Winnipeg Free Press' of 8 May, 1936, stated that the PMG had made special arrangements to have mail despatched by all scheduled sailings of the *Hindenburg* flown to New York. The rate was 60¢ per half ounce. An air mail cover (fig. 4), dated Winnipeg 9 May, 1936, rated 60¢, was endorsed 'by Hindenburg' and carries all the correct cachets, including the purple double globe 'First Hindenburg Flight Frankfurt-am-Main' logo and the correct D-LZ 129 Frankfurt-am-Main 14 May 36 receiver.⁸ Average time between Frankfurt and New York was two and a half days and between New York and Frankfurt just over two days. Meanwhile both the British and Americans, after tragic disasters, abandoned airships and concentrated on the development of sea-planes for their long distance trans-oceanic flights. On 25 November, 1935, The United States Post office inaugurated its trans-Pacific air-post clipper service from San Francisco. Rates for destinations served by the clipper service did not appear, however, in the Canadian Post Office Guide until the publication of the 1938-1939 Guide. Figure 5 is an example of a cover from Vancouver to Hong Kong dated 2 October, 1939, rated 90¢ and

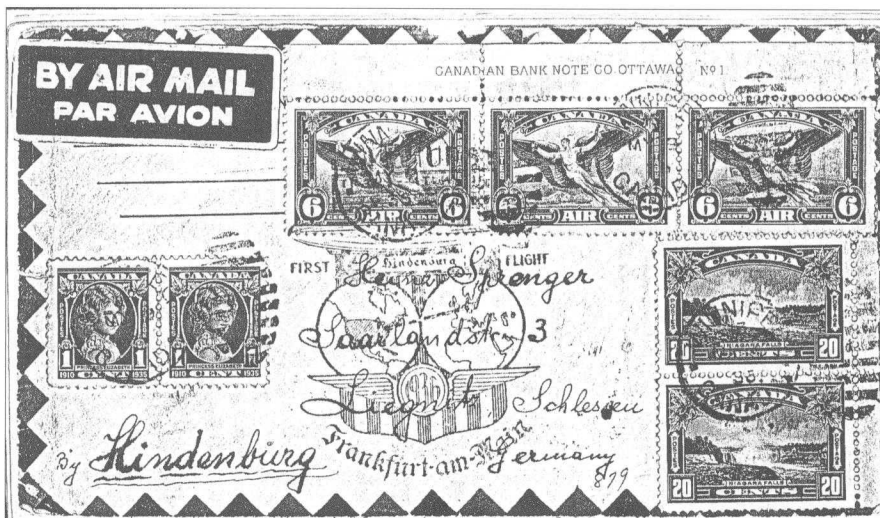


Figure 2

carried by Pan-American Clipper from San Francisco. Trans-Atlantic clipper services from Canada were not listed until 1939.

(to be continued)

¹J.N. Sissons Ed. Holmes' *Specialized Catalogue of Canada & British North America*, (Toronto: Ryerson Press, 1963) pp151, 224-225

²Winthrop S. Boggs. *The Postage Stamps and Postal History of Canada*, (Lawrence. Mass.: Quarterman Publications, Inc. 1975). p.497 & Holmes p.225

³Holmes p.226

⁴By 1929 the United States Post Office was publishing comprehensive air mail rates to all parts of the world in the annual *The United States Official Postal Guide* and in the monthly supplements

⁵Holmes pp.225-226

⁶Ibid p.226

⁷Annual Report of the Post Master General 1937 (Ottawa: Kings Printer, 1937) p.7

⁸Special arrangements were made by the Canadian Post Office for mail to be sent at 60¢ per half ounce on all scheduled *Hindenburg* flights during the 1936 season. *Winnipeg Free Press*, 8 May, 1936, p.7

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SOCIETY NEWS

Exchange Packet

Substantial losses have been incurred by our insurers where Recorded Delivery has been used. It has been decided by the underwriters that this service will not be acceptable in future.

Packets of up to £500 can be forwarded by ordinary mail in future, provided a certificate of posting is obtained, as was the case before when the much lower limit was in force. Parcels over £500 must be sent either Registered or Special Delivery.

The Society was informed also that 'accompanied transit', e.g. where delivery is by a member's own hand, is acceptable in all cases, but 'accompanied' means never left

unattended - for example in one's car, even for a short time. In other words, material must be taken straight from home to the post office without stops of any kind along the way, unless the material is always about one's person! Otherwise the Society is not insured for that particular lot and, if it goes astray, the member will be held responsible for making good the loss unless a certificate of posting or a Registration slip, as the case may be, can be produced. Hopefully we shall have every member's co-operation as the change means that for the vast majority of sendings the procedure is simpler and cheaper.

Local Groups

The London Section continues to enjoy monthly meetings which produce

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interesting and varied contributions. Recent topics have included topographical postcards, bill and excise stamps, special delivery stamps on and off cover, officials including perfins, RPOs and registered covers.

The Scots had their spring meeting where two new faces were welcomed, one of whom produced a comprehensive display of classics, with proof blocks, the two Nesbitt envelopes used, the 10¢ example of which must be one of the finest in existence, and then topped it off with a show of Large and Small Queens which included the position R 1/7 major re-entry on a mint strip of three SQ 6¢ chocolate and a SQ registered drop letter franked by a nice 6c and bisected 2c mailed in Ontario. Other members showed KGV1 used on and off cover, the QE11 barrel cancels, Centennials (for once without the room having to be plunged into darkness!) and an excellent range of Admiral postmarks, the result one understands, of a successful bid at the last CPS auction. The next meeting has been scheduled for Saturday 13 June at Crawford.

The Wessex Group met in March with members regaling each other with recently acquired 'gems' and selected items. The next meeting is set for 2 July.

The Notts and Derby Group have a meeting planned for later in the year.

Contact members for the various groups are to be found in the Members Handbook and, in some cases, at the end of the 'Coming Events' section.

From the Secretary

Following discussion in Executive Committee the following changes to the Society's Rules are proposed. They will be discussed and voted upon at the AGM. Any member unable to attend the meeting who wishes to cast a proxy vote should advise the Secretary by 5 September

MANAGEMENT

Rule 16c. That the nine members elected by the Annual General Meeting to represent the three regions be reduced in number from three to one per region and that former executive members be co-opted as ordinary members.

EXECUTIVE

Rule 17. The Executive Committee shall in future consist of the Chairman/President, the Secretary, the Treasurer, the Editor of Maple Leaves and the senior Vice- President.

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FORTHCOMING EVENTS

1998

June 13 S.C. Scotland Group, Crawford
Aug 9 S.W. Group, Portishead
Sep 9-12 CPS of GB Convention, Ivy
Bush Royal Hotel, Carmarthen
Oct 29-31 London International Stamp
and Cover Show, Horticultural Halls,
London
Nov 21-22 ABPS Exhibition, Hove

Overseas

Sep 4-13 PORTUGAL '98, Lisbon
Oct 8-10 BNAPEX, Orlando, USA
Oct 20-25 ILSAPEX '98, Johannesburg
Oct 23-Nov 1 ITALY '98, Milan

1999

Mar 19-24 AUSTRALIA '99 Melbourne
Apr 27-May IBRA '99, Nuremberg
July 2-11 PHILEXFRANCE '99 Paris
July 3 MIDPEX, Tile Hill, Coventry
Aug 21-30 CHINA '99 Beijing
Sep 15-17 BNAPEX, Kelowna, BC,

Canada

Oct 7-10 CPS of GB Convention,
Glasgow
Oct 5-10 BULGARIA '99 Sofia

2000

May 22-28 STAMP SHOW 2000, Earl's
Court, London
May 30-June 4 WIPA 2000, Vienna
Aug 11-20 INDONESIA 2000 Bandung
Oct 7-15 ESPANA 2000, Madrid
Nov 18-19 GLASGOW 2000 Scottish
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Details of London Group from Colin
Banfield 0181 281 0442 (home) or 0171
407 3693 (office); Wessex Group 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 and for S.W
Group, Neil Prior 01656 740520.

AMENDMENTS TO MEMBERSHIP to 29 April 1998

New Members

2777 Mercer, Michael B. PO Box 72, Redcar, Cleveland, TS11 8YY PH
2778 Marshall, Brain. 3 Beatrice Court, Victoria Road, Milford-on-Sea, Lymington,
SO41 0UU AD,COV,PPC
2779 Narbonne, R.F. 216 Mailey Drive, Carleton Place, ON, Canada, K7C 3X9 MOODs
2780 Mackenzie, Ivan W. 2411-420 Gloucester Street, Ottawa, ON, Canada, K1R 7T7
PEI,PH,A,M

Change of Address

2476 Haslewood, Robert A. 2144 Decarie, Apt. 3, Montreal, QUE, Canada, H4A 3J3
1817 Wedgwood, Michael, 32 Highwood, Drifffield, E. Yorks, YO25 7YX

Change of Interest

2327 Armitage, D. B,C,O,PD,PS,SD.

Address Required

2671 Hulland, Ron J. formerly of Redcliffe House, Petitor Road, St. Marychurch,
Torquay, South Devon, TQ1 4Q

Revised Total 464

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