

277



Maple Leaves

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CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN*

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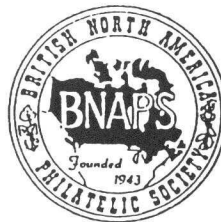
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EDITORIAL

Following the introduction of personalised stamps last year in Australia, and a similar enterprise at Stamp Show 2000, Canada Post has taken the concept a stage further. Picture Postage Stamps were launched at the Royal *2000* Royale show in Winnipeg on 28 April. Canada Post claims to be the first postal administration to offer a special two-part personalised package of this kind.

Customers complete an order form and send it in, together with their favourite photograph; in return they receive stamp frames, personalised stickers and return address labels. Greetings stamps will also be available in booklets of five stamps with five self-adhesive generic stickers. You really do have to hand it to the marketing men (I suppose). Further information is available from all post offices within Canada; or by telephone 1-800-565-4362

toll free in Canada and the USA, (902) 863 6550 from other countries; or by visiting the web site www.canadapost.ca

Having received a note of the awards at the Edmonton National Show, we noted the names of several CPS members; however we were particularly struck by the success of Bill Robinson. His entry, 'Canadian Participation in the Anglo-Boer War 1899-1902' was awarded a gold medal, the Grand Award, the NW Federation's 'Best Exhibit', the APS's 'Best Member Exhibit' and the PHSC's 'Ritch Toop' award for the best military postal history exhibit. An impressive haul – well done Bill.

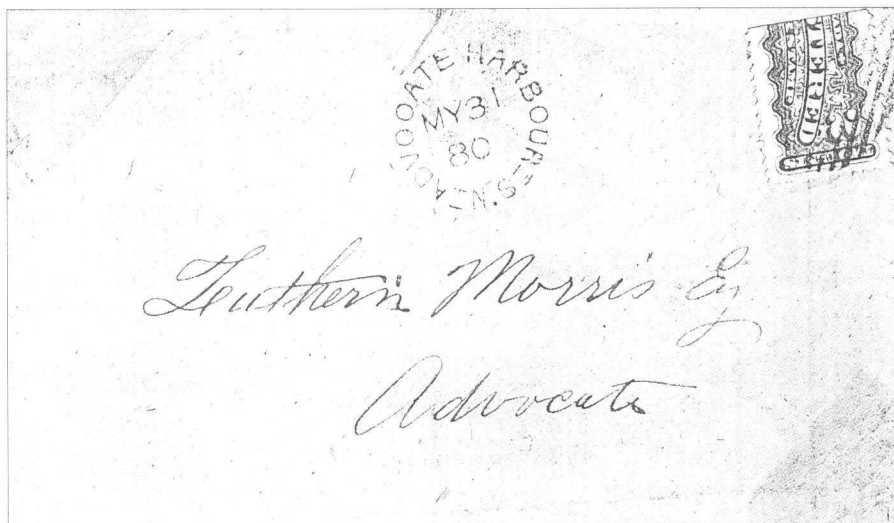
Having moved Convention forward by some six months this year, our Auction manager, Colin Lewis, has volunteered to run a postal auction to bridge the 18 months gap until the next 'live' sale. This will involve a tight

timetable but your Executive felt that it is a worthwhile enterprise. The aim is to send out catalogues with the next (October) issue of 'Maple Leaves' and to set 31 January 2001 as the closing date for bids. To this end material for the sale must be in Colin's hands by 31 August. Details will be found on page

311. We were impressed by the catalogue for the May auction and the number of lots involved and offer our thanks to Colin for volunteering to run a supplementary auction. We hope members will show their support by submitting material.

THE WORK OF RAOUL DE THUIN?

Horace Harrison F.C.P.S.



The cover illustrated above appears to be the work of the late Raoul de Thuin. The bisected 2¢ Registered Letter Stamp purports to pay the 1¢ drop letter rate. The circular date stamp has a misspelling of the town name. It reads 'ADVOOATE HARBOUR', a mistake more likely to have been made by J.H. Venning or some other supplier than by de Thuin. Originally a way office, Advocate Harbour became a full post office with the ability 'to grant and pay Money Orders', after Confederation, as

the office appears in the September, 1870 list of post offices, but not in the September, 1868 list.

This cover graced the Gerald Welburn collection for many years and came into my possession through Arthur Leggett and Alan Steinhart, priced by Allan as if it were a forgery. If it is a forgery, it is almost certainly the work of de Thuin, as one of his specialties was bi-sects, and he did considerable work with BNA material.

HENRY HECHLER – FALSELY ACCUSED

John Hillson F.C.P.S.

It is known that Henry Hechler was a respected citizen of Halifax as well as being a part-time stamp dealer; it is also true that when he died it was discovered that he had left a huge accumulation of Victorian Canadian stamps, without which it would not be possible, more than a century after they were last issued, still to collect a comprehensive array of Small Queens for a mere song. So naturally I am inclined to regard Mr. Hechler as one of the heroes of BNA philately, rather than one of the villains.

I was therefore a little surprised in picking up a book, published by Robson Lowe, on Fakers and Forgers, to find my hero banded in the same company as such bad hats as Panelli, Samuel Allan Taylor and the like. What on earth had the poor fellow done that was so reprehensible?

On page 401 of Part V of The Encyclopaedia of British Empire Postage Stamps we are given a clue. Illustrated are two covers, once owned by the late Matthew Carstairs, from Yarmouth N.S. to Liverpool, England, routed through Boston, Mass. and bearing both Canadian and U.S. postage stamps, the latter being superfluous. A number of possible explanations are given but the conclusion is 'The writer believed in making postal history and his name was Captain Henry Hechler'. The fact that the handwriting on one cover is totally different from that on the other seems to have cut no ice with whoever wrote the remark; I have a similarly franked postcard routed through Boston, but to an address in Montreal. One wonders if the Yarmouth postmaster had relatives in the U.S. Post Office and was simply trying to do them a favour!

On page 201 of the same work one will find evidence of his other 'crime' – he manufactured bisects for philatelic reasons. Note the '1886 2c. bisected at Halifax (Hechler)' to which I shall return.

Let's deal with the first accusation that he liked making postal history. The only evidence of that are the postal stationery items he overprinted 'Service' while he was in the militia. A bit naughty perhaps, but not illegal, otherwise those items that passed legitimately through the post would have been sent to the Dead Letter Office for surcharging.

Well, what about the bisects. It so happens that the Saskatoon Stamp Centre recently had the illustration (p.201) in the encyclopaedia mentioned above – except that it has now had its rather disfiguring thumbprint removed. They very kindly furnished me with a photo of the item – in full colour – which is reproduced as figure 1 in black and white (I have to say this in case your editor thinks the Treasurer is sanctioning even more outrageous expenditure on *Maple Leaves*). Please compare it both with examples of Mr Hechler's handwriting as used for his commercial correspondence (figure 2), and of that he used in writing to his wife (figure 3). Then compare it with the other bisect cover from my own collection (figure 4). Handwriting just is not the same. I believe the only reason these bisects have been laid at our hero's door is that he was professionally interested in stamps and he lived in Halifax.

I think the real explanation lies elsewhere – at the door of the Halifax postmaster in fact. That official may have 'believed in making postal history',

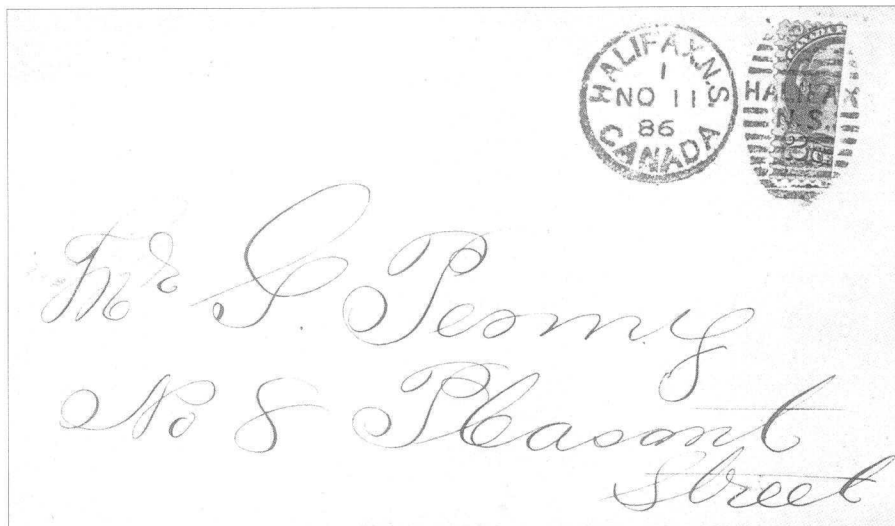


Figure 1 (above)

Figure 2 (below)



or he may, 16 years after Confederation, have enjoyed cocking a snook at the Canadian Postal Authorities and risked his job.

I don't buy either. I think he may have anticipated a run on One Cent

stamps for circulars, he may even have been short of them so, when the writers of these letters came into the office with their correspondence and handed them over the counter with one cent coins to pay the Drop Letter Box fee, the

postmaster quietly used his discretion and reduced his overstock of Two Cents stamps. Circulars bearing One Cent stamps went to other destinations and would be seen by other officials. Who sees a drop letter that has to be collected? Only the recipient.

So in my book Henry Hechler deserves an honoured place in BNA

philatelic history. When your editor in his article in an issue of Gibbons Stamp Monthly† on Mr. Hechler, entitled ‘Saint or Sinner’, concluded by leaving it to the reader to decide, I think we can safely say that, really he was on the side of the angels.

†Vol. 29 No. 4, September 1998 p54/5.

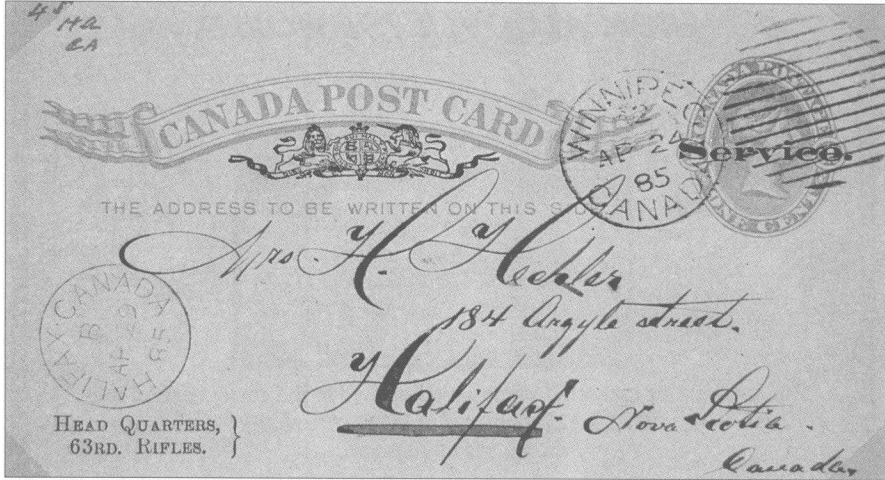
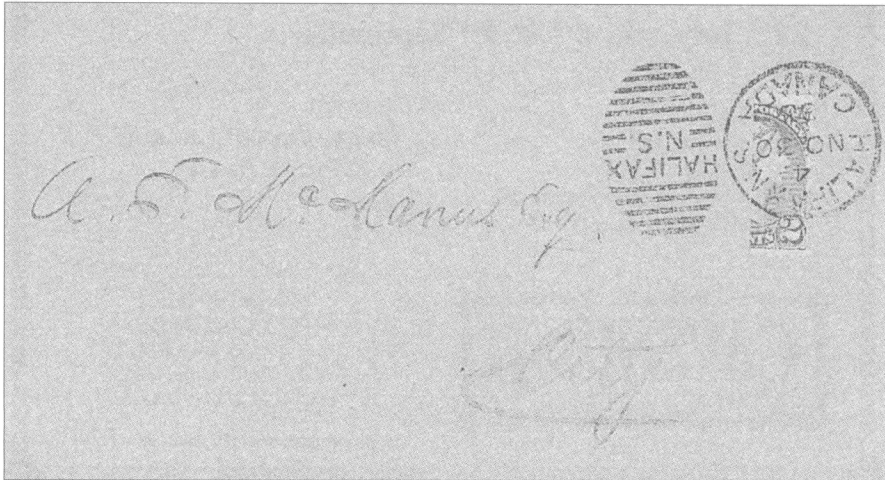


Figure 3 (above)

Figure 4 (below)



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THE BRITISH MISSIONS TO RUSSIA 1918-1920 (PART II)

The North Russian Campaign and Canadian Involvement: 1918-1919 (1)

David Whiteley

Canada is asked to contribute units to the North Russian Expeditionary Force

Military postal historians and collectors complain of the paucity of information and material relating to the Canadian involvement in Siberia 1918-1919, but for those interested in the Canadian contribution to the Overseas Military Forces sent to North Russia between May 1918 and the summer of 1919 there is even less information and fewer covers. Ed Richardson, writing in the Canadian Philatelist in 1973, poses the question "Where are all the covers from these contingents?"⁷⁵

Since Richardson wrote those words some information has come to light and a handful of covers that can now be attributed to the North Russia theatre have been discovered. Early in March 1918 the Allies considered sending an expeditionary force to North Russia. This force's objectives were four fold. One to secure the large quantities of allied munitions and supplies, which had piled up in Archangel.⁷⁶ Two to assist and train White Russian Forces, to overpower the Bolsheviks. Three to prevent German Forces from seizing the Ports of Murmansk and Archangel. Four, eventually to link up with White Russian Forces advancing westwards from Omsk. As with all military operations in Russia, by the time of implementation the reasons were no longer valid.⁷⁷

On 16 March 1918, the Imperial War Cabinet approved the creation and dispatch of a British Expeditionary Force to seize the Ports of Murmansk – ('Syren

Force')⁷⁸ and Archangel ('Elope Force')⁷⁹ Both forces were to be under the overall command of Major-General F.C. Poole, with Major-General C.C.M. Maynard in command of 'Syren Force.' Before this expeditionary force could be organized the peace negotiations at Brest-Litovsk between Russia and Germany broke off. The ensuing resumption of hostilities resulted in a new German advance into Russia, which was only halted on 3 July 1918, with the ratification of the Brest-Litovsk Treaty. Prior to the Imperial War Cabinet's decision to send an expeditionary force to North Russia, Vice-Admiral Thomas W. Kemp R.N., Commander-in-Chief Baltic Squadron, landed 130 marines from his flagship, *H.M.S. Glory* at Murmansk on 6 March, 1918. This small force was able to secure the port of Murmansk. On 6 July, 1918, the Murmansk Soviet, which was developing independently from the Moscow Soviet, fearing a joint Finnish and German attack, authorized Allied intervention to re-form the eastern front. The Murmansk Soviet, despite orders to the contrary from Moscow, authorized Admiral Kemp to undertake the defence and protection of the supply route to the Murmansk area.

The British Admiralty was deeply concerned about German naval designs in the area and considered it likely that a German force, fighting with the White Finns in their struggle against the Red Finns, might take the opportunity to occupy both Murmansk and Archangel. To counter the possible German activity in the White Sea theatre the Supreme

War Council of the Allied High Command, meeting on 3 June 1918 at Versailles, issued Collective Note 31. This Note authorized the dispatch of an Expeditionary Force of approximately 5,000 men to simultaneously seize the Ports of Murmansk and Archangel. If this was not possible Archangel was to be seized as soon as possible after Murmansk had been secured. The Allied Force was to have a unified command, the Commander-in-Chief to be appointed at the discretion of the British Government.⁸⁰ Acting on the directive of Note 31 the British High Command appointed Major-General F.C. Poole as overall commander of all Allied forces in Northern Russia. Under him Major-General C. Maynard was appointed commander of the Murmansk Force (code named 'Syren'). The mission for Archangel (code-named 'Elope') was to be commanded by Brigadier-General R.G. Finlayson and originally, consisted of a force of 360 all ranks.⁸¹ On receipt of his appointment General Poole made his preparations and arrived in Murmansk on 24 May, aboard the United States cruiser *Olympia*.

As a temporary measure further naval elements were sent to Murmansk⁸² and another 370 Royal Marines were landed at Murmansk on 29 May bringing the total to 520. As the Royal Marines were establishing themselves in and around Murmansk, the Allied High Command convinced itself that the 70,000 pro-Allied Czech Legion, which was presently fighting its way to Vladivostok, could be diverted to Archangel and from there be rapidly deployed on the Western Front. To facilitate this grand strategy it became imperative for the Allies to capture and hold both Archangel and Murmansk in strength. This strategy collapsed when the Czechs, who had not been consulted, gained control of the Trans-Siberian railway and continued to

push eastwards to Vladivostok. From there they were eventually evacuated to the United States and Canada in late 1919.

On 16 May a meeting was held at the War Office, attended by representatives of the Dominions, where a request was made for 16 Canadian, 9 Australian and 4 New Zealand officers and N.C.O.s. The men, it was stated, were required for 'training and leading the local forces raised in the theatre and to assist the Imperial authorities in administrative work.' On 27 May, 1918, a further five Officers and eleven N.C.O.s were seconded to 'Elope force' by the Canadian government. The 16 members, all volunteers, were quickly selected, many of them from the 18th Reserve Battalion Corps of Canadian Railway Troops. In addition to the British and Commonwealth contingents, the French, the Americans and the Italians eventually contributed a substantial number of troops to both the Murmansk and Archangel theatres.

On 12 July, 1918, the Canadian Government received a request from the War Office to supply a full infantry battalion. After full discussions the request was turned down, but a counter proposal was submitted offering a limited number of officers. The War Office responded by requesting 88 officers and N.C.O.s to be assigned to 'Syren Force' for a 'special mobile force.' The personnel seconded to this force were to be acquainted with the use of snowshoes, sleigh transportation and, if possible, they were to be accustomed to driving dog-teams. On 2 August, the Canadian Government agreed and a search for suitable volunteers was commenced. Eighteen officers and 75 N.C.O.s, under the command Lieutenant-Colonel J.E. Leckie of Vancouver with Major L.H. MacKenzie as his deputy, were selected and assembled at Witley Camp, Surrey

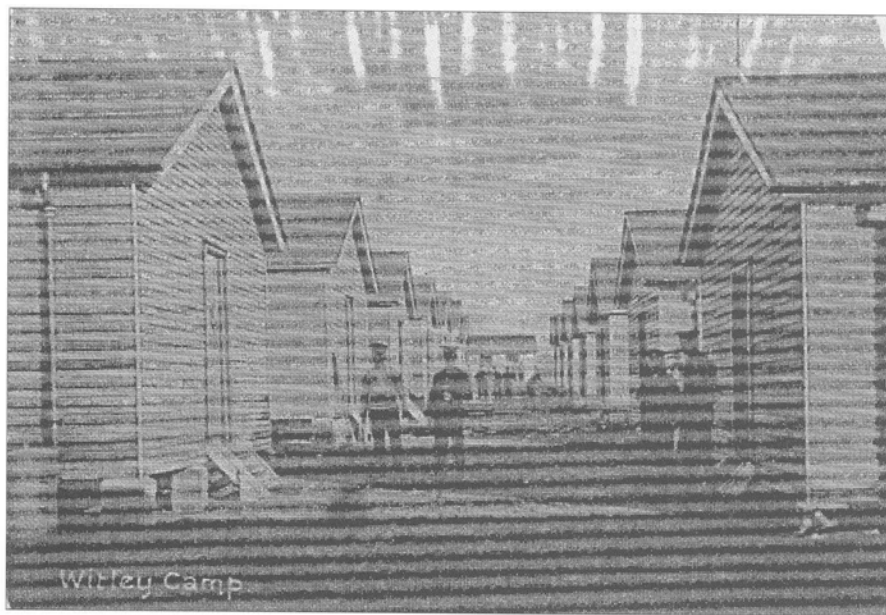


Fig. II-1: Photograph of the barracks block Witley Camp, (Author's collection).

(fig. II-1), on 28 August, 1918. They embarked for Russia from Leith, Scotland, on 18 September, aboard the transport *S.S. Leicestershire*, arriving in Murmansk on 27 September, 1918.

On 3 August, 1918 the Canadian Government received yet another request for assistance. This time the War Office required artillery. On 9 August this request was complied with and the formation of the 16th Brigade, Canadian Field Artillery, commanded by Lieutenant-Colonel C.H.L. Sharman, was authorized. The newly formed brigade was composed of two batteries, the 67th, commanded by Major F.E. Arnoldi of Toronto and 68th, commanded by Major Walter C. Hyde of Beaconsfield, Quebec. With a strength of 18 officers and 469 other ranks the brigade was assembled at Witley Camp, (England). Most of the brigade entrained

for Dundee at King's Cross Station on 19 September and sailed on the *S.S. Stephen*, a grossly overcrowded and ill-found vessel, which arrived in Archangel on 30 September, 1918.

Operation Syren – Murmansk Front

With Murmansk secured by the Royal Marines, 'Syren Force' was able to extend its operations south in order to control the railway, the towns of Kandalaksha, Kem and Soroka were occupied. When General Maynard arrived on 23 June, with the main body of 'Syren force', the situation was as follows:

Murmansk was being held by 100 Royal Marines, 400 Serbians and 150 Russians and Poles; Kandalaksha was being held by a French artillery group, a Serbian battalion and a Finnish legion; Kem was garrisoned by 250 Royal

Marines and 250 Serbs; and Petchenga by a landing party of 150 sailors from *H.M.S. Cochrane*. Whilst inspecting these advanced positions at Kandalaksha and Kem, Maynard and his escort encountered elements of the Red Guard who were apparently the advance guard of a large Bolshevik force moving north to seize Murmansk. Maynard ordered all Bolshevik forces in both towns disarmed and reinforced the Kem garrison with two British infantry platoons and a machine-gun section.⁸³ As a result of Maynard's actions the Bolshevik forces ceased their northerly advance and withdrew to Soroka. The Murmansk Soviet, fearing a joint Finnish and German offensive, severed its relations with the Moscow Soviet, who had ordered the Murmansk Soviet to drive the Allies from the area, and for its own protection threw its support behind the Allies. During the early part of July, a mixed force of British landing parties from *H.M.S. Attentive* and Finnish Legionnaires captured Soroka. Soroka was then garrisoned by elements of a Serbian battalion brought from Kandalaksha and from Kem. During the ensuing months recruiting and training of local levies was carried on by members of 'Syren Force'.

By the last week in August 1918 General Maynard received intelligence of an apparent German and White Finn offensive against the Murmansk-Petrograd Railway. He therefore decided on an offensive of his own, using about 2,000 local levies he had raised, which were led by allied officers, including a Canadian, Major R.B. Burton.⁸⁴ This offensive successfully drove the White Finns from the area. The Bolshevik forces were driven back to their base at Povenets on the northern shore of Lake Onega, 130 miles south of Soroka. Meanwhile, Major Burton's column was able decisively to defeat a White Finnish

force on the western shore of Lake Pyavozero and drove it back across the border. A third column advanced along the northern bank of the Kern River to Ukhtinskaya, where, on 11 September, 1918, a strong force of White Finn Guards was routed, which resulted in the capture of large amounts of ammunition, rifles, trench mortars and machine guns. On 21 September, 1918, a further battle was fought at Voknavalotskaya, 130 miles west of Kem, which resulted in another victory for Maynard's forces.

Strategically, it was impossible for Maynard to hold the large area of ground gained with the forces he had at his disposal, even though an Italian contingent of 1,200 was expected shortly.⁸⁵ Political considerations, however, dictated that there could be no withdrawal. Consequently reinforcements were requested. One infantry brigade, three batteries of field artillery, two machine-gun companies and one trench mortar battery were dispatched by the War Office, but due to shipping difficulties the first contingents, including Colonel Leckie's Mobile Force, did not reach Murmansk until 26 September, 1918. The last contingent, two infantry battalions and a Brigade H.Q., did not arrive until two weeks after the Armistice.

After the arrival of the Canadians in late September 1918, Colonel Leckie's Special Mobile Force was dispatched to various locations in the Murmansk-Murman Peninsula. As a result of an attack on Pechenga by Finnish troops, three officers and eighteen N.C.O.s from Colonel Leckie's detachment, together with two British infantry companies from the 11th Royal Sussex Regiment, a machine gun company and a few engineers, were sent to reinforce the small garrison holding this small port 100 miles west of Murmansk. The remainder of Leckie's force went on to

Kola. On 11 November 33 Canadians of the mobile force were moved 400 miles south to Soroka. With winter fast approaching the several detachments of 'Syren Force' settled in their defensive positions, except for members of the 'super mobile force' stationed at Soroka who organized and carried out patrols on skis through the silent forests. At Soroka Captain Norman Rawson, a Y.M.C.A. welfare officer, was able to construct and operate a recreation hut, stocked with writing paper and all the English books and magazines that he could obtain. Concerts and church services were also organized to help pass the long Arctic winter. It is possible that the 'Syren' group was later reinforced by the addition of 27 Canadian dog team drivers, and units composed of sundry other nationalities so that by the end of December 1918 the total strength was 14,475.⁸⁷

Footnotes

⁷⁵Ed. Richardson 'Canadian Expeditionary Forces Mail – Siberia, 1918-19 – A Study of its Markings & Stationery,' *The Canadian Philatelist*, Vol. 24 1973 p.68

⁷⁶The munitions and supplies had been supplied to the Imperial Government, but had not been paid for.

⁷⁷The Military history of this campaign has been taken, unless otherwise stated, from the two major works describing the Canadian involvement in North Russia. John Swettenham, 'Allied Intervention in Russia 1918-1919 And the Part Played by Canada', (Toronto: Ryerson Press. 1967) and Roy MacLaren 'Canadians In Russia 1918-1919' (Toronto: Macmillan of Canada, 1976)

⁷⁸Initially 'Syren Force' consisted of 600 British infantry, a machine-gun company, a half company of Royal Engineers and some 500 marines who had already landed in Murmansk. Swettenham p.52. See Map 1.

⁷⁹Initially 'Elope Force' was able to muster somewhere between 1,200 and 1,500 troops of all nationalities for the capture of Archangel. See Map II-1.

⁸⁰Leonid I Strakhovsky, 'Intervention in Archangel', (New York: Howard Fertig. 1971). p.2

⁸¹By March 1919 the number of Allied troops in the Archangel-Murmansk area had risen considerably. There were 18,000 British & Colonial troops, 4,920 American, 2,345 French, 1,340 Italian, 1,290 Serbians and 11,770 White Russians. 'Canada Year Book' 1919.

⁸²By 29 May 1918, General Poole had at his disposal Vice-Admiral Kemp's Squadron, one battleship, H.M.S. Glory, the cruisers, H.M.S. Attentive and H.M.S. Cochrane, the French heavy cruiser Admiral Aube, the United States cruiser U.S.S. Olympia, the British seaplane carrier H.M.S. Nairana equipped with seven 'Short' aircraft and two White Russian destroyers.

⁸³As a result of Maynard's initiative 10,000 rifles, 60 machine-guns and large quantities of ammunition were located and confiscated. Swettenham p.59.

⁸⁴Major R.B. Burton was one of the five officers contributed by Canada to the 'Elope Party', but because of his work with the Finnish Legion he remained in Murmansk.

⁸⁵The Italians arrived on 3 September, 1918, but immediately fell sick with influenza.

⁸⁶J.R. Hill 'The Posts of the Canadian Syren Party', *Post-West: Journal of the Western Canadian Postal History Society*, Vol. No. 5, 1974, p 2-3, Hill's information on this point cannot be verified from other sources and should be treated accordingly.

⁸⁷British & Canadian 6,832, French 731, Italian 1,251, Serbian 1,220, Russian and other locally raised troops 4,441. Swettenham p.54.

CANADA C-9 VARIETIES

1946 AIR MAIL STAMP

Bill Pekonen

Several catalogues list five re-entries on Canada C-9, of which 1,447,000 panes of 50 stamps each (two plates) were printed. There are actually 24 re-entries – some more dramatic than those listed in the catalogue. In addition, there are at least four other clearly identifiable constant varieties plus numerous other specific identifying marks, two of which appear on the major re-entries.

In 1946, Canada issued a set of stamps commonly known as the Peace Issue. They are 21mm x 33mm in size with a gauge 12 perforation. These values (7, 8, 10, 14, 20 and 50¢, plus the one dollar) all share a common frame design, while each inner panel is different. Evidence of the common design is found in the top frame line. One of the short

vertical lines in the outer border is broken (above the last 'A' of 'CANADA'). The frame design consists of two sets of lines with the space between filled by two twisted ribbons. The outer set of lines has a thin outer line and a bold, thicker inner line. These two lines are connected by short lines running at 90 degrees with the horizontal and vertical. The inner set of lines has a thinner line next to the inner panel and a bold, thicker line next to the ribbon design. Two double lined shields in the LL and LR corners form a denomination (value) tablet. The word 'CENTS' is located about half way between the two value tablets (VT). The year date '1946' is located within the bottom ribbon area just below the left leg of the 'N' in 'CENTS'.





Air Mail Special Delivery from Winnipeg to Vancouver MY 25/47 and MY 26/47. The air mail and special delivery rates (7¢ and 10¢) were paid using 2 x #C-9 + 3 x #249 for a total of 17¢. This roughly opened cover is an example of how different parts of the stamp design show evidence of a 're-entry' and how easy it is to miss seeing the occurrences. It is advisable to use a 16 power magnification glass to clearly see the differences.

The two 7¢ stamps are separated on the envelope – one at the top and one in the LR corner, and are from these positions:

top stamp Plate 2 LL # 20 corner stamp Plate 2 LL #25

Stamp #20

Left Frame doubled, but heavy ink obscures two separate lines in parts
 Top Border UL - short vertical lines doubled to half way between 1st and 2nd scroll UR - short vertical lines doubled over first loop
 Right Frame doubled at top with two lines merging with other line - appears thicker
 Bottom Border LL - short vertical lines doubled to just below the '7'
 Left VT doubling of the left curved shield line
 Left Ribbon only left side of the first six scrolls at top

Stamp #25

Left Frame appears as a double thick line
 Top Border UL - short vertical lines doubled to top of first full scroll UR - short vertical lines doubled to top of last complete scroll
 Right Frame two separate lines at the top only for about 2.5 mm, balance is thick
 Bottom Border LL - short vertical lines doubled to about half way between corner and the bottom of the '7'
 Value Tablets no doubling
 Left Ribbon first five complete loops from top are doubled. Sixth loop doubled only on the left side
 Right Ribbon top of corner loop doubled
 Other two feint dots in bottom margin below right value tablet

For some unknown reason, the 7¢ air mail stamp is the only one of the Peace issue on which re-entries have been reported to date. This report is only a brief account of the results of a five member study group. The results are based on at least two full panes of each of the eight plate positions; several part sheets; examination of the sheets held at the Ottawa National Postal Museum; over 200 plate block positions; more than 4,500 used copies; and over 30 booklet panes. It is possible to identify each of the stamps which show re-entries by recognizing small differences. Distinctive marks appear in the stamp margins on at least two of the re-entries. The booklet panes were printed from an entirely different plate. They also show distinctive re-entries which are different from the ones described here and are not included in this listing. There were different printings from the plates evidenced by differences and cracked plates.

The 24 're-entries' can be found in these parts of the stamp design:

- doubling of the outermost frame line
- doubling of various lines within the value tablets
- doubling of the short lines within the outer border lines
- doubling of lines within the ribbon design

Some of the outer lines on the same stamp position show up as thicker bold lines rather than as two separate lines. It is believed that the thick line is caused by the two separate lines being printed with heavy inking or that they are applied so close together that they appear as one line. In other stamps from the same position, two separate lines in parts of the thick line are clearly evident when examined under strong magnification. Furthermore, it is curious to note that

some stamps show a thin line rather than either a re-entry or a thicker line (i.e. Plate 2-LR #50). Thicker lines also appear on other C-9 copies which, so far, have not been identified as a 're- entry'. Some of these thicker lines have also been observed on other copies of the Peace Issue.

These re-entries appear on these stamp positions on C9 as well as on OC9, CO1 and CO2:

- Plate 1-UL 5, 10, 15, 20, 25, 30, 45
- Plate 2-UL 30
- Plate 1-UR none
- Plate 2-UR 5, 14, 19, 24, 19, 34
- Plate 1-LL 6, 41
- Plate 2-LL 5, 10, 15, 20, 25
- Plate 1-LR 25, 49
- Plate 2-LR 50 (two states)

In addition to the re-entries markings, there are other recognizable differences. Two marks appear with re-entry positions while four others appear on other stamp positions.

Plate 1-UR 15 looping tool slip in right margin opposite right value tablet

Plate 1-LL 19 strong dot below 'TS' of 'CENTS'

Plate 1-LR 39 weak dot below 'TS' of 'CENTS'

Plate 1-LL 41 Major re-entry - 2 dots in left margin 4mm below UL corner
Plate 2-UR 15 long slanting tool slip in right margin from half way down to top of the right value tablet (does not appear on all copies)

Plate 2-LR 50 Major re-entry - **no** dot in right margin opposite RVT. A dot normally appears on this position without re-entry.

Numerous other distinctive markings appear on many of the other stamp positions. A more detailed report of these findings is under preparation and will be announced on completion.



First Flight (unaddressed) Cover AAMC #5005 Toronto to New York April 18, 1950 using C-9 stamp from position Plate 2 UR #14

Left Frame	thick line
Top border	UL - short vertical lines doubled to top of first complete scroll UR - short vertical lines doubled over seven complete scrolls and corner loop
Right Frame	two separate lines for almost entire length merging near LR
Bottom Border	LR - short vertical lines doubled from beginning of first scroll to corner
Right VT	doubling of right curved shield line
Left Ribbon	only left side of corner loop and first two scrolls are doubled
Right Ribbon	entire ribbon doubled

POOR PICKINGS

Horace Harrison F.C.P.S.

I had accumulated a very large quantity of used 5¢ RLS, carefully picked them over for anything of interest, and tied the remainder with sewing thread into six bundles of 100. I sent these off to Bill Pollitz, the Boston auctioneer, for inclusion in the next BNA sale. I wrote up the following lot description which I enclosed with the lot. 'Six thread tied bundles of 100 used 5¢ Registered Letter Stamps, picked over by experts'. (The late John Siverts had also been through the lot). When I received the catalogue of the sale, I found that my lot description had been used exactly as I

had written it, except for the omission of the last phrase, 'picked over by experts'. A few weeks after the sale I received a plaintive letter from Col. Smythies concerning his recent purchase at great expense of a large lot of 5¢ RLS in a Boston auction in which he had found absolutely nothing of interest in 600 stamps! I wrote the Colonel a note of commiseration. The commiseration would certainly have been more sincere if I had received the auctioneer's cheque for the lot before I wrote the letter. Perhaps Harry Lussey was the underbidder, or Colin Banfield!

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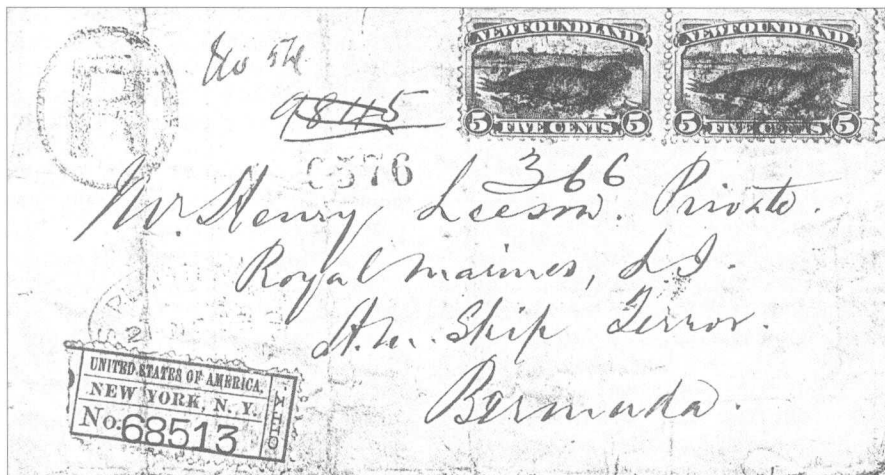
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**DEALERS IN
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SINCE 1924**

NEWFOUNDLAND TO BERMUDA'S
H.M.S. TERROR
Dean W. Mario



This November 1893 registered cover from Newfoundland to Bermuda is an interesting example of an unusual rate and addressee. The two 5¢ dark blue Harp Seals paid the 5¢ British Empire letter rate and 5¢ registration fee. It was mailed on 21 November, 1893, from St. John's and backstamps indicate it travelled through Halifax, N.S. (28 Nov.) St. John, N.B. (29 Nov), then left Canada for New York where it arrived on 1 December.

There the cover received the New York Registry Division's double-oval registry marking and a magenta clerk 'D' mark on the same date. It eventually arrived in Hamilton, Bermuda on 11 December.

The cover was sent to a Royal Marine private aboard *H.M.S. Terror*, an armoured floating battery. These floating batteries first emerged within the Royal Navy during the mid-1850s. They were influenced by some of the

experiences and necessities of the Crimean War.

The ships were iron hulled, had flat bottoms and sides, and were pointed at both ends. Equipped with armour 4in. thick, their batteries usually included between 14 and 16, 68 pound guns. They were furnished with light sails and, while formidable, were often a bit unmanageable and it was necessary to tow them into service most of the time.

Only *H.M.S. Terror* saw any military service during the Crimean War as most of the floating batteries were completed after the war. She was eventually towed out to Bermuda and moored in the harbour at Hamilton. There she functioned as a commissioned base and receiving ship; duties she performed until 1903. Armoured floating batteries soon became obsolete thereafter, but this cover's connection to them offers an insight into an interesting aspect of naval history.

PRINCE EDWARD ISLAND PHILATELY (4)

Steam Comes to the North Atlantic

Martin Cusworth

Inevitably we must now furl our sails and consider the impact of steam in the north Atlantic. Steam came to the Atlantic in 1840 and promptly produced a revision in postal charges. Illustrated at figure 1 is an 1840 entire from Charlottetown to England showing the new rate in force.

The letter is rated two pence halfpenny prepaid to Halifax, N.S. and one shilling and two pence ocean postage due, this latter being the new Cunard rate from Halifax. The Prince Edwards (with an 'S') Island mark is partially struck.

Communications were improving by the middle of the 19th century and by the early 1840s there was a weekly steamer service between Pictou, Charlottetown and Miramichi, with calls at Bedeque and Georgetown. By 1855 it was reported that, for at least six months of the year, the mails were carried by steamer twice a week to and from the island by way of Pictou.

In 1851 control of the island's posts was transferred from the imperial

authorities in Halifax to the island legislature. From here on the island could determine its own postage rates and had authority over post offices, postmasters and all rules and regulations. The island's posts were continually in the red, although not enough to create a serious problem. In 1850 total net receipts were £1441 and expenditure £1528.

Following the Montreal Conference in 1846, the islanders had disagreed about charges on letters exchanged with other colonies and about inland charges. P.E.I. finally consented to have the rate of postage on letters exchanged with other colonies set at 3d per half ounce, but insisted that its charge on inland letters remain at 2d per half ounce.

During the 1840s and 1850s, judging by the number of pre-stamp items appearing on the market today, it seems there was a considerable increase in correspondence. By 1855 the population of the colony had climbed to 71,500 and by 1871 the figure was 94,000.

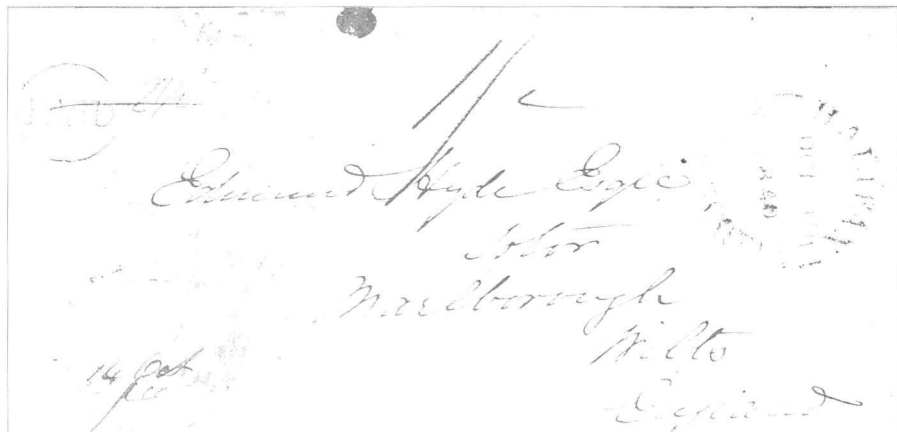


Fig. 1

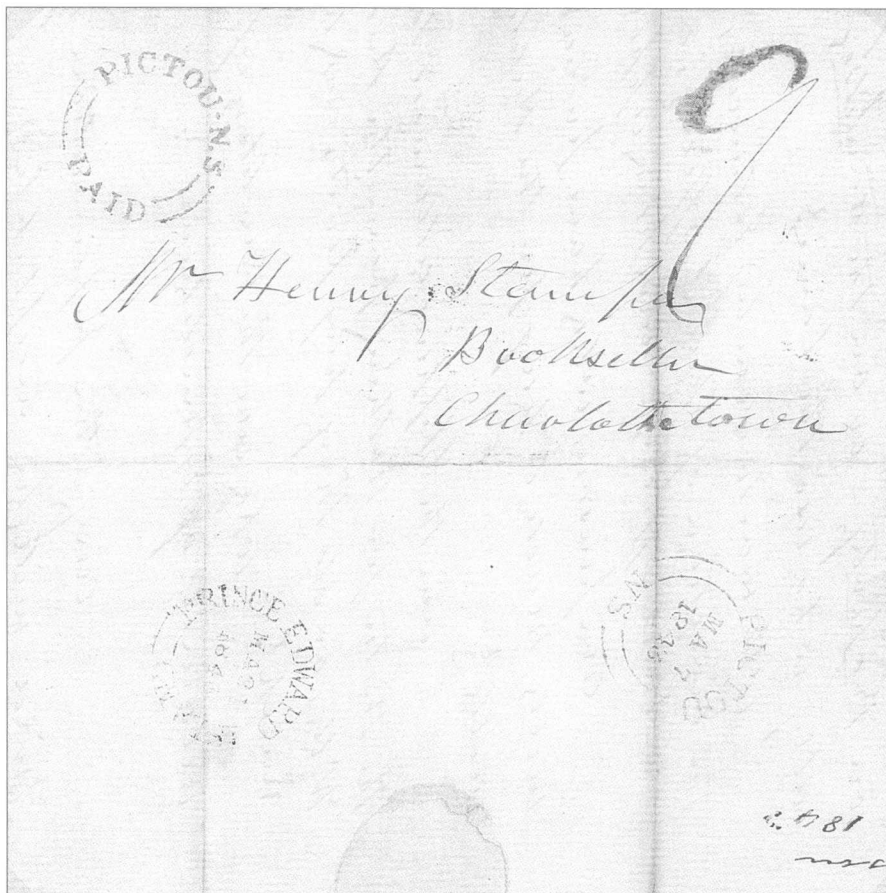


Fig. 2

A particularly common handstamp used at this time takes the form of a datestamp reading Prince Edward (no 'S' now) Island, with short chords and 4mm. high letters. This device (Fig. 4) is seen at figure 2, an 1843 entire from Pictou to Charlottetown.

This mark appears to have been used from 1843 to 1869 and is mainly found struck in black but occasionally in red. A slightly different version is to be found

with shorter, 3.5mm, letters and a slightly smaller diameter (29mm instead of 29.5mm) giving the mark a more cluttered appearance (Fig. 5). James Lehr, in his book on P.E.I. stamps and cancellations, records this latter device as having been in use from 1846 to 1869 but the writer has only found it on covers from the late 1850s to late 1860s.

Another device, which was in use from 1841 to 1853, was the Prince

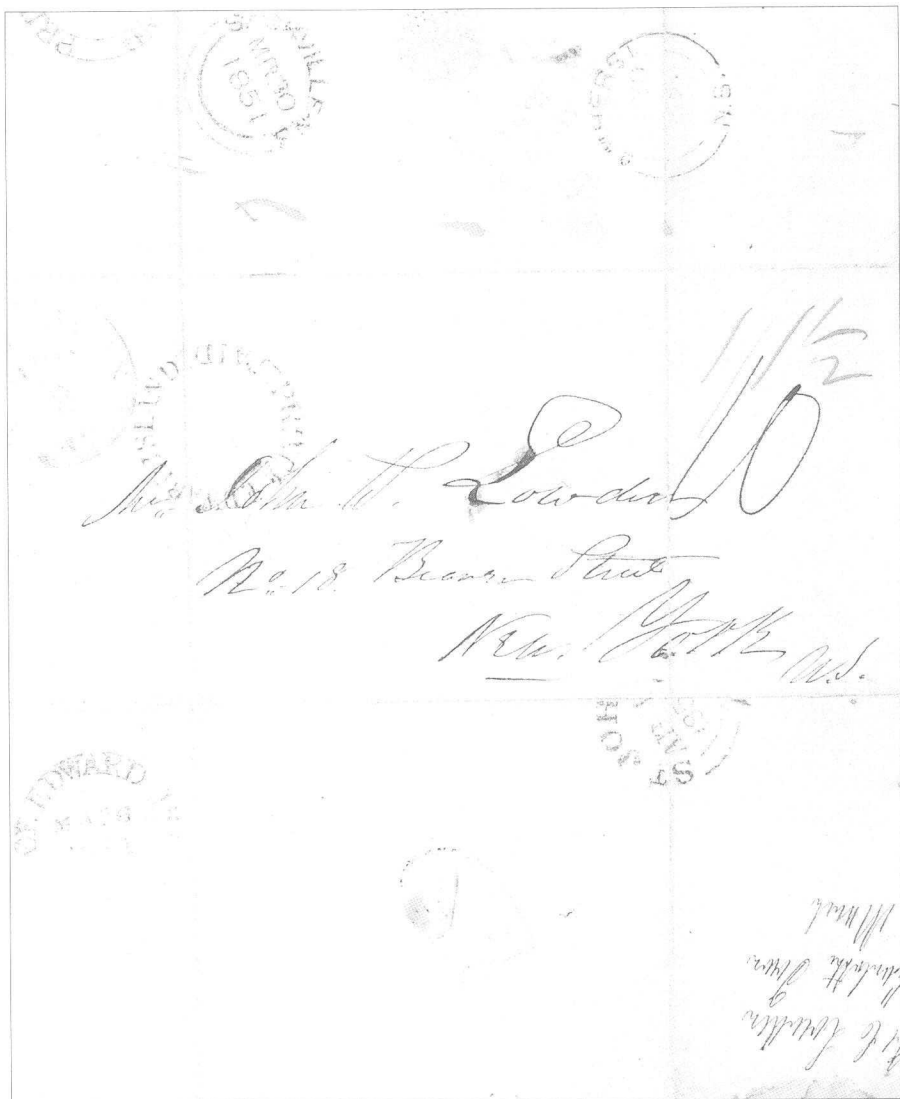


Fig. 3

Edward Island 'Paid' canceller (Fig. 6). This circular mark is always struck in red and never has any date plug, manual or otherwise, in the middle. Its application was widespread, being found on inland

mail (scarce), mail to maritime Canada and cross-border mail to the U.S.A. Typical usage is an 1851 cross-border cover from Charlottetown to New York, seen at figure 3.

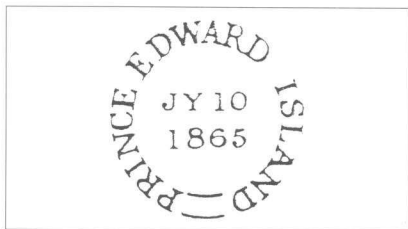


Fig. 4

The letter was prepaid one shilling and three halfpence 'to the lines' (i.e. to the U.S.A. border) and a further 10¢ postage was due from the addressee. The presence of an Amherst transit mark confirms the letter was carried across the Strait by ice-boat. The handstamps on the opened-out cover paint a nice picture of the cross-border mail route from P.E.I., being struck in Amherst N. S., Sackville N.B., St. John N.B., St. Andrews N.B. and Robbinston, Maine.

In the next article we will examine the development of town datestamps and ocean-mail postage due marks.



Fig. 5

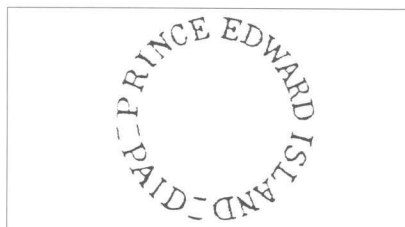


Fig. 6

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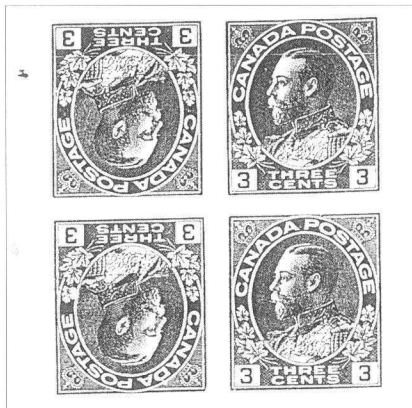
A SWEETHEART IN EVERY PORT

Part 12 – Fakes and Forgeries

The Yellow Peril

Adanac must have, subconsciously, had me in mind when he wrote his seven-part 'Approach To Admirals' for he used the word 'fake' or a derivative of it 22 times. In Part VI alone (coils) the word fake is mentioned 13 times.

From my experiences as a dealer and a collector of forgeries I cannot remember ever finding an out-and-out forged Admiral stamp. I do, however, have some recollection of reading about a block of 1¢ imperforate Admirals that was forged, some 20 years ago. The closest things to Admiral forgeries that have passed through my hands are the fabrications by Andre Frodel. I do not classify his creations as forgeries because they were not copied from originals. A good example is the 2¢ carmine with inverted centre – in real life there is no such animal. Andre's most famous of his infamous fabrications is the tête bêche die proof of the 1915 1¢ War Tax perforated



A tête bêche block of the 3¢ brown by Frodel.

Photos by Ian Robertson

'SPECIMEN'. This item, besides being listed, illustrated and priced in 'The Essay-Proof Society Catalogue' is also featured on page 99 of the June 1986 issue of *Maple Leaves*.

Goodness only knows how many or how many types of Admiral 'stamps' Frodel made (or were credited to him). These fantasies in other than their colours are also in my collection: 3¢ (two) one in almost the colour of the 20¢ and the other, the colour of the 10¢ plum; 10¢ in the colour of the 7¢ straw; 3¢ Perf 8 (vertical) coil close to but not quite the 5¢ violet; and the 3¢ Perf 12 (horizontal) coil in the colour of the 10¢ plum.

Surcharges

Forged one-line (and two-line) surcharges on 3¢ carmine Admirals are about, as I have seen stamps with multiple, slanted and inverted surcharges in dealer stocks, and a used horizontal se-tenant (one stamp without surcharge) pair in auction. These fakes are all single-line surcharges on used stamps. They could deceive the unwary but should not fool anyone who keeps in mind these points:

- A surcharge can easily be faked,
- Surcharges on a mint multiple are less likely to be faked than a surcharge on mint single,
- A fake surcharge on mint is less likely than on used,
- The colour of the surcharge does not always match that of the genuine,
- The surcharge cannot be on top of the cancellation and
- The postmark should not be dated before the surcharge was issued.



30 DE 25*

**Before this stamp was surcharged it was graced by the 1925 Montreal circular date stamp. The accepted date of issue of the one-line surcharge is 12 October, 1926.*



Triple



Double



Inverted

On page 552 Marler tells of his examining several hundred two-line surcharged stamps. The surcharges seemed genuine until he came across one with a 1924 postmark (the year of issue was 1926!). He also describes the differences between the forged and the genuine surcharges.



Fake triple two-line surcharge.

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War Tax overprints

This paragraph is from page 82 of Part III of Adanac's approach:

September, 1916, that "...such stamps were surcharged by the Inland Revenue Department, and ceased to be of postal value at the time of surcharging". The myth that the overprints had for a time been valid for postage was kept alive right up to the present day, and as a result, they are relatively common "used" off cover after April 1915. No doubt they have often been cancelled "legitimately" – see "Beware of Bisects" in *Maple Leaves*, Vol V, page 273, for one method, and of course there are always "cancelled-to-order" copies.

A final word about these overprints. As many collectors were caught napping when they first appeared, it is possible that further overprinting of the three values was done later to satisfy philatelic demand. I say this because the Fifty Cents, for instance, should only be from plate 1, but I have seen copies which were not, and seemed to be from plate 2 (1917) or plate 3 (1923). If I am right, it is probably these later overprints which are relatively plentiful. The only other conclusion possible is that the overprints have been extensively faked.

As these War Tax overprinted stamps are catalogued rather high and the prices are the same, mint or used, a forger would not make a good high denomination mint stamp into a used one unless it was for sale to a 'live one'. If stamps were cancelled-to-order I would think that they were cancelled because the stamps were unsaleable as mint (no gum, poor centering, small defects etc). Used War Tax stamps are apt to be fiscally cancelled.

The War Tax Study Group reports that one forged 20¢ War Tax has been brought to its attention and a number of 5¢ War Tax have been found with forged overprints. The 5¢ forgeries originate from Montreal.

When compared to the one and two-line surcharges, fake War Tax overprinted stamps are virtually non-existent. The limited market for War Tax stamps, especially used (considered by some as back-of-the-book type material or revenue stamps), plus the fact that quantities of 5¢, 20¢ and 50¢ Admirals could not be purchased at next-to-nothing prices, would discourage fakers from producing them.

Years ago I found a fake War Tax on a used 5¢ in a mixed lot of Admirals. I placed this item in one of our convention auctions as a reference stamp. That was the only one I have seen.

Coils

There are some very interesting and dangerous fakes amongst this group. I have encountered the following:

Imperfs from sheet form coils (second printing)

Imperforate vertical pairs of the 1¢ and 2¢ have been made from blocks of the sheet from coils that are imperforated horizontally and perforated vertically. To convert the coils into imperforate pairs, all the forger had to do was de-perf the vertical rows of perforations and voilà, two vertical imperforate pairs were created! Although faked, the converted imperfs are real imperforate stamps. Unlike the regular imperforate stamps, these imperfs can exist only vertically.

The true 1¢ and 2¢ imperforates are narrower stamps, being printed by the wet method, whereas the fake imperfs are by the dry method and are, therefore, wider. Stamps produced by the dry

process do not shrink. In addition, the 2¢ original imperfs are from the retouched die, but the fake is from the die which shows a spur at the lower right corner.

Sheet form coils from imperfs

On page 206, Marler talks of imperforate 1¢ from Plate 179 and 180 being used to imitate the part-perforate-roll stamps perforated 8 in sheet form – by adding the appropriate vertical perforations; and how the spurious can be easily detected. I have not seen any 1¢ (or 2¢) sheet coil fakes. I suppose there could be some, but not too many, resting in collections and in dealer stocks. It just wouldn't be very profitable for the forger to produce them. The cost of the raw material (imperf blocks) to make the sheet form from coils is too high – \$450 would be practical. Even if the forger could market them at full catalogue, a \$310 spread would hardly justify the time and effort as not everyone wants them. The fact that The Scott Standard Catalogue lists only the second printings would make the first printings a very slow seller. Furthermore most collectors are satisfied with just the second printings of the 1¢ (and 2¢) sheet coils which they would buy for \$40 each, or less.

Very deceptive fakes of the 3¢ sheet coil are around. I have had two blocks pass through my hands and I have tried unsuccessfully to buy them at auction for clients who want them for their reference collections. It seems that whenever a competitor sees me bidding on this fake, he too puts his hand up to outbid me – probably under the impression that the fake has to be good otherwise I wouldn't be bidding! At a Westpex show in San Francisco some 15 years ago, a collector rushed up to show me his big 'score' – a marginal block of the 3¢ imperf x perf coil with full type 'D' lathework. I told him (as humanely as I could) that his prize was a fake. The genuine does not

exist with complete engine turning. My friend was a little 'ticked-off' for my lousing up his otherwise very good day.

Unlike the 1¢ and 2¢ denominations, there is a wee bit more incentive for the forger to fake this 3¢ coil. The raw material, a 3¢ imperforate block, is only \$70 and the sheet coil catalogues at \$600 thus, allowing a margin of \$530. Would-be buyers are beginner specialists and collectors who already have the first two values. Even pricing the fake coil at one third of catalogue would net the forger a modest \$130 profit, not bad for adding three rows of perforations.



A genuine block of the 3¢ sheet form coil superimposed on a fake. The fake is dry printed and is wider whereas the genuine, having been wet printed, is narrower, the result of shrinkage.

2¢-green vertical coil, perf 12

This coil is most interesting, and, in some ways, a mystifying stamp. Some authorities claim that the date of issue is 1922 but Marler (pp. 338/9) gives the reasons he thinks the date of issue is either late 1923 or early 1924. Unlike its predecessor, the 2¢ carmine, the two specially engraved plates used for the 2¢ carmine were not used to print this green coil. The 2¢ green coil stamps were made up of strips of 20 from sheets printed from Plates 165 to 172. Only 250,000 stamps were issued. Because of this very low mintage and the high catalogue listing of this coil (\$60 for mint and \$50 for used) this stamp was (and probably still is) faked on a large scale. I would venture a wild guess that half the mint coils are fakes. As for used, I would not be surprised if there are more fakes than genuine. Marler relates (p. 339) that, after examining 1,500 2¢ coils, he did not find a single one that was genuine.

The raw material to fake this coil comes from the 2¢ green sheet stamps. This stamp catalogues \$4 mint and 15¢ used and can be bought in quantity, especially in average hinged condition. Used are available in bundles of a hundred. The stamps are printed in sheets of 400 and cut into post office panes of 100. The guillotining of the sheets produces 40 stamps with one vertical straight edge – 20 stamps with no perforation at right and 20 without perforation at left. Of the 40 stamps, 36 are ideal for faking (four stamps have two straight edges). Stamps with a straight edge are unappealing to most collectors and can be bought for a small fraction of catalogue. To convert the straight-edge sheet stamps to coils, all the forger needs is a razor blade to cut off the vertical rows of perforations opposite the imperforate side.

Fake coils could also be made from booklet panes and imperforate stamps but this is not too likely as these stamps are too expensive to use to make fakes and it is too time consuming and laborious. To convert a pair of booklet stamps, two rows of horizontal perforations have to be added and to convert an imperf pair, three rows of perforations are required and five rows of perfs for a strip of four.

These fake coils are dangerous but the good news is that there are some distinguishing features of the genuine coils that are not found on the fakes. Marler recaps the pains some writers have taken to describe the genuine coil, drawing attention to (i) the break in the lower left frame junction line 1.25mm. above leaf 2; (ii) the virtual absence of the vertical line in the upper left, lower left and lower right; (iii) the vertical line of medium strength in the upper right and (iv) the unbroken vertical line in the boxes, etc. He also lists the following more outstanding characteristics which so clearly identify the stamps, Type R(2) 5, with Plates 165 to 172:

1. The break in the outer line of the left side of the frame opposite leaf 2;
2. The two breaks in the outline of the portrait at the shoulder and 6 or 7 lines above it; and
3. The small marginal mark opposite the right numeral box 1mm. from the frame.

Other characteristics of this stamp are: its width – design about 17.5mm. and overall width 20.5mm. and the stamp being wet printed, virtually no embossing effect can be seen from the back.

At first glance it appears that it would be a simple chore to authenticate the coils by using the criteria listed above. After checking my stamps I find that the chore is not that simple at all.

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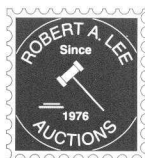
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A poor job of razor-blading the horizontal perforations of a 2¢ green strip of sheet stamps to make a non-existing Perf 12 horizontal coil.



Genuine



Fake



Paste-up (Genuine)

These are my observations:

The coils that 'measure-up' do not reveal all the flaws such as the break in the outline of the portrait, the small marginal mark opposite the right numeral box and the virtual absence of the vertical lines. Could over-inking be an explanation?

The coils are printed by the wet method and should be a darker green but the stamps that I pronounce 'genuine' are a lighter green. Since the coils were

produced after 1922, is it possible that some dry printed stamps with the same characteristics were used to make up the coils?

A pair of coils that I condemned, I noticed, on re-examination, that the bottom stamp has a straight edge with half a paste-up...It is almost certain that a forger would not go through all the trouble to manufacture a half paste-up or a fake pair nor would he fake a paste-up strip and then sever the pair. Having made this comment, I would also say that in stamps 'anything is possible' and nothing would surprise me. The pair, therefore, by virtue of it being a partial paste-up is genuine even when it does not show all the flaws. The question I now ask, 'Can it be proven beyond a shadow of a doubt which is genuine and which is a fake?'

In Part VI of the 'Approach' Adanac describes the perf 12 x imperf coil with two extra large perforations top and bottom of varying distances apart and how these coils can be manufactured with a ticket punch. I do not doubt that stamps with ticket-punched holes exist. The question is the quantity. If the holes were the same size as the 1918 machine-punched holes and correctly placed it would be difficult to detect which is which, after all the coil stamps are perfectly genuine. The difference is that the fakes were done posthumously and by hand.

Because of the seemingly relative ease – compared with other forms of faking such as re-perforating, adding margins, overprinting etc – with which a 1¢ green vertical, perf. 12 coil, cataloguing \$5, can be converted to a scarce \$45 experimental coil by the use of a ticket punch, I have made it a point to check for the broken left numeral box and the vertical line in the upper right spandrel on every two-hole coil I

examine. If the vertical line in the numeral box is broken and the stamp is from the retouched die (UR spandrel line) I would 'OK' the stamp. That was the happy state of affairs until my appercart was upset by this paragraph (Marler p. 189) which outlines the circumstances in which the two-hole coil with an unbroken left numeral box can be genuine:

Type ERR2. The lower left frame junction line and the vertical line of the left numeral box are unbroken



Plate 2 (part)

As the designation ERR implies, the subjects of this plate are from the Retouched Die and can, therefore, be easily distinguished from Type ERO1 which is from the Original Die.

This type originates from the first 4 rows of the left half of Plate 2, and in these rows the vertical line of the left box is unbroken. In the 5th row the bottom of this vertical line bends outward at an oblique angle, so that these subjects may readily be



'OTTAWA' under paste-up

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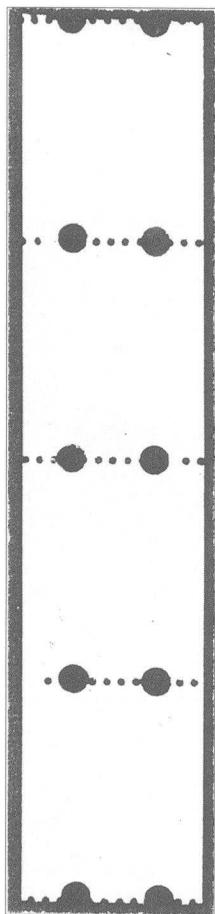
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recognized, and as no actual break in this line occurs these subjects are regarded as being Type ERR2. It is in the next row that the break becomes obvious, and the subjects of that row and of the other rows of the left half and all of the subjects of the right half show the break and are designated as Type ERR3.

In the subjects of Plate 2 the vertical line in the lower left is unbroken at the top, so that the triangle at the top of the spandrel is complete.

According to this paragraph the vertical line in the left numeral box of these two-hole coils is either unbroken; bent outward at an oblique angle; or broken. I have not seen any coil with an intact or bent numeral box line. The reason could be their rarity. Out of a sheet of 400 stamps (the size of the special plate for endwise coils), 20% of the stamps (80) have an unbroken numeral box line; 5% (20) have a bent line; and 75% (300) have a broken box line...A challenge for anyone, therefore, is to find a combination paste-up pair or strip of each type.

The size of the two experimental holes are 3.25 to 3.50mm. or more in diameter and they are spaced 6 to 7.5mm. horizontally and 20.5 to 21.50mm. vertically, edge to edge. It may be a simple matter to punch out four holes in a single coil but a forger may have difficulty in punching six holes in a pair of coils or ten holes in a strip of four so that each pair of holes are placed at precisely the same distance horizontally and vertically. I have re-examined all my two-hole coils; these are my findings:

The stamps are the same shade of green

All the numeral box lines are broken

The coils are the same width

The holes are the same size

The holes are in perfect alignment

The observations can imply that there may not be as many fake two-hole coils made as I had first thought. The other scenario is that, for once, I was lucky in not being 'hung' with them as I was with other stamps.

Series concludes in the next issue with discussion on faked covers.

THE 7 CENTS BROWN ADMIRAL

A Few Notes

Hans Reiche, FCPS

Around 1950 R.M. Bryan made collectors aware of some fine lines that could be located on many of the 7¢ brown stamps. This information was followed up later by Marler and Reiche. F. Keane and Reiche began to study this stamp and attempt to plate it. The two plates that were prepared, 7 and 8 both wet and dry printings, were used for the study from available material in sheets and multiples. An almost complete plating was accomplished with just a few positions missing.

This issue is full of guide lines and guide dots. The line in the 'V' in 'seven' and the line in 'N' of 'cents' were believed to be plateable but, as Marler pointed out, these lines were caused by the transfer roll and are not really plate varieties. They are simply part of the entry of every stamp. Therefore these

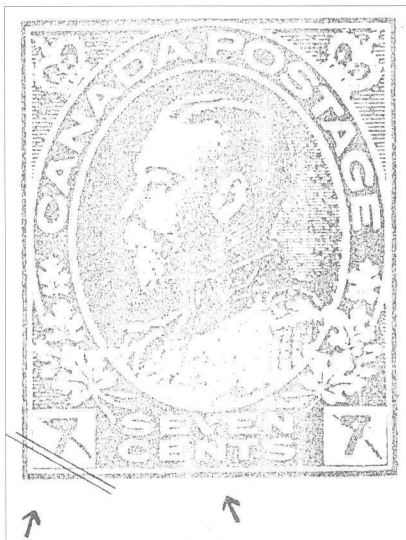


Plate 7, LR pane, No. 68

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Annual subscription, due on 1 October 2000, £14.00‡, payable to the Society,
to: Dr John Gatecliff, Subscription Manager.

The dollar equivalents are \$32 CAN (+ \$5.00 if airmail delivery required) and \$21.50 US (+ \$3.50 if airmail delivery required).

‡Members may claim a subscription discount of £2.00 (or \$ equivalent) if payment is made before 1 January following.

It would help the Society considerably if Canadian and US members pay in \$CAN / US via Wayne Curtis as we are liable to a bank handling charge of £6. Please make your cheque payable to Wayne, his address is PO Box 74 Stn A, Toronto, Canada M5W 1A2.

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



Plate 7, LR pane, No. 68

lines can not be used for plating purposes. But there are three other interesting flaws that have not previously been reported.

From plate 7, LR pane, No. 68, two parallel lines cross the left numeral box

and must be considered as scratches. On the same plate 7, but LL pane No. 89 shows marks in the right margin indicating some plate damage. The third one is from Plate 8, LL pane, No. 36, which shows a major plate crack in the right margin into the 'G' of 'postage'. These three flaws are constant.



Plate 8, LL pane, No. 36

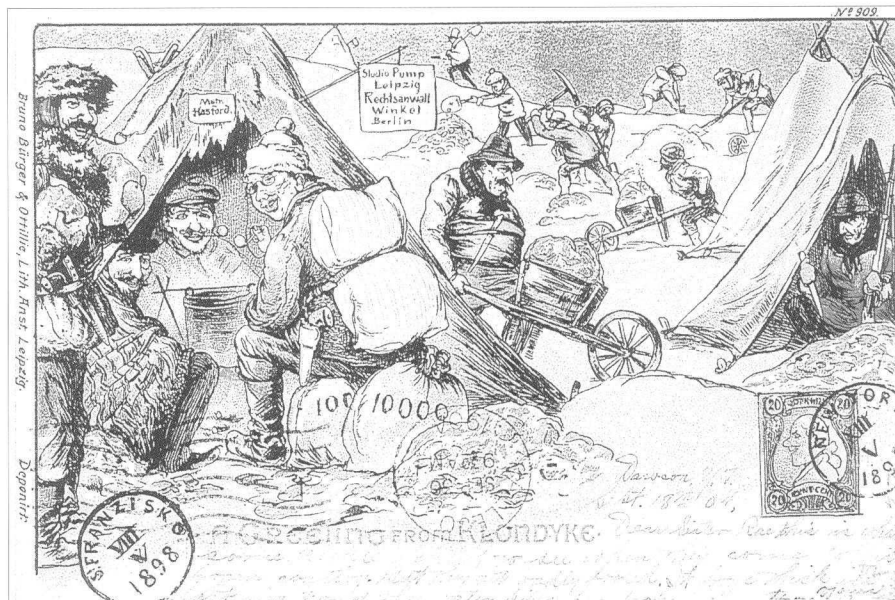
AUCTION SPECIAL AUCTION SPECIAL

As reported in the Editorial, a postal auction will be held as at January 2001. In order that the catalogues may be printed and despatched in good time, material must be in the hands of Colin Lewis by 31 August. Catalogues will be despatched with the October issue of *Maple Leaves* and bids will close on 31 January, 2001.

If you have suitable material then please send it to Colin **Now.
Colin D. Lewis, 62 Craiglwyd Road, Cockett, Swansea SA2 0XA
Tel: 01792 206518 Fax: 01792 537571
email: colindlewis@hotmail.com**

KLONDYKE TO KALIFORNIA VIA KANTON?

C. Leigh Hogg



German postcards are common. However, in commemorating the Yukon gold rush, the Leipzig printers might have overstepped the mark. My first bit of research involved a documentary airing off local Canadian TV in 1997. 'The Klondyke Gold Rush' made no specific mention of German prospectors and definitely no Chinese ones either!† If it had then I should not be the owner of this gem.

Questions that this postcard raises:

1. Why and for whom did Bruno Burger and Othilie of Leipzig produce these glorious cards?

2. Were they sold in the Klondyke?
3. Did this company produce a series of international prospecting / mining cards?

Members are encouraged to report and possibly forward for a generous reward, similar cards for a leaf and numeral collection and a topical mining study.

†The card is in glorious technicolour and some of the miners have a definite oriental appearance.



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LETTERS TO THE EDITOR

John Hillson

EARLY BNA

PERFORATING MACHINES

I am glad my letter in the Autumn '99 issue of *Maple Leaves* aroused a bit of a stir and it was most interesting to read Richard Johnson's reply to it in the latest edition, which is a nice, in the proper sense of the word, resumé of received wisdom. Unfortunately it doesn't answer the question of how the lower wheels coped with irregular spacing – indeed I am not sure if Mr. Johnson quite understands the nature of the perforating pin, but of that, later.

First, it is easy to understand why heights and widths of the early stamps varied due to inconsistent spacing of the pairs of perforating wheels; what is less easy to understand is why the fitters did not have sets of collars, i.e. spacers, made to correspond to the required width and height of the stamps to ensure accurate placement of the wheels in setting. Hardly a novel idea even 150 years ago when Archer was experimenting with perforating British stamps. The fact that it was not done indicates spacing could not have been a critical factor, and yet if the holes in the lower wheel had to fit the pins in the upper, that relationship was critical otherwise the two would simply jam. And if it was critical, why not have collars available to make setting easy?

Next the matter of irregular pin spacing wherein lies the heart of the problem. Mr. Johnson suggests perforations were made by the pin entering a corresponding hole, and any such irregularities could be overcome by bending the pin. This is to misunderstand the nature of the pin and how it worked. To see how the

principle worked, get hold of an ordinary two-pin office paper punch. One will see that the business end of the pins are hollow ground and razor sharp. If one overloads it with sheets of paper, it is possible to perforate the top sheets without touching the bottom – in other words the holes below the pins are there to get rid of the waste confetti, not to provide part of the cutting action.

So it is with stamp perforating pins – if it were not so the phenomenon of 'confetti adhering' could not exist, but 'imperf between' would be relatively common. The pins should properly be called punches, made of tool steel, so inclined to snap rather than bend, and hollow ground. Now let us assume when each set of wheels was made, they were precision engineered, and the holes did indeed exactly match the pins. Sharp steel dulls in use, and then needs regrinding. Which shortens the shank, which in turn narrows the pitch between pins, which will immediately cause jamming on the tightly fitting holes. Well, slots rather than holes would overcome that problem, and maybe that's part of the answer, but it doesn't explain the example illustrated with my first letter of a perfectly cut hole way out of line – a somewhat extreme example, but if you take a steel rule over the bottom edge of rows of perforations one will find side variation is not that uncommon in those early days, and since such variation is not consistent, i.e. with the opposite edge, it is not due to paper shift, but to imperfection in the manufacture of the pinned wheel. I don't know the answer, I don't know if anyone does – perhaps a trained engineer could provide a credible solution.

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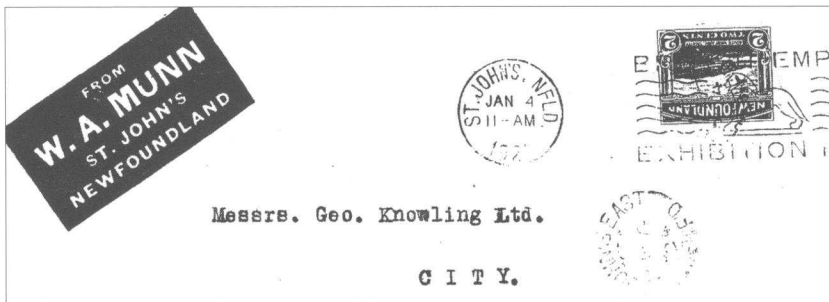
Judith Edwards

Canada at the Wembley Exhibition

Both Canada and Newfoundland had pavilions at the Wembley Exhibition in 1924; Newfoundland produced a special slogan cancel, illustrated below, which is among the rarer of the Wembley slogans. But what of Canada itself? To my knowledge, no evidence has come to light that Canada produced a slogan, despite having one of the largest pavilions, with the CPR and CNR on either side. It seems rather

strange if this was indeed the case and if anyone has any information that such a slogan was produced, it would be very welcome.

On a lighter note, the Newfie pavilion had outside its doors – guess what – a Newfoundland dog, seen in the postcard being patted on the head by the King of Romania. Does anyone know anything about this dog? Who owned it? Was it a British resident or brought over for the event? Has anyone seen its license? What was its name?



9. H.M. THE KING OF ROUMANIA AT THE NEWFOUNDLAND PAVILION, BRITISH EMPIRE EXHIBITION, WEMBLEY.

Rick Parama

NON CONSTANT VARIETIES

I enjoyed Stan Lum's recent article on Admiral varieties (Sweetheart in Every Port – April 2000). My favourite types of non-constant varieties are those that inadvertently reveal some constant feature of a plate, especially those features that cannot be seen on normal blocks or panes. I wonder if any of our Admiral friends noticed that the offset on the 3c carmine booklet pane, illustrated on p236, clearly shows the wide 'gutter' between two adjacent panes on the plate.

Hans Reiche

PERF CHANGES ON WET

This question has been brought up many times with conflicting results. Here is another one that may not help either but better than keeping it quiet.

Specifically, I am talking about the wet printed Admirals. The paper used had a higher moisture content than later on when the paper used was called dry, even though it did contain moisture but much less than the wet paper. That the wet paper shrank after drying is obvious from the dimensions of the design. If one compares the dimensions of the backer proof sheets and those of the final printed stamps, one can note that the vertical or horizontal dimensions are different in these two forms. Depending on the vertical or horizontal paper printed stamps, the shrinkage was either from left to right or from top to bottom of the design. Differences of about 1mm to almost 2mm can be noted. The sheets went through the perforating machine after drying and although perforation types have been noted in

Marler's book on the Admirals, once they were perforated no change took place. Drying was done by a forced hot air system in order to speed up the process of drying the sheets after printing, that is the air temperature was raised in addition to the flow of air. Speed was important to the manufacturer.

But now let us examine what happens to your stamps when you soak off a stamp from a cover. The stamp gets soaked and then you dry it in air or with a blotting paper. Measure the perforations before soaking and then afterwards. You will find that the change in perforation is either nil or beyond a three decimal figure, so unimportant. Now try another experiment. Soak the stamp in water and then dry the stamp under hot air flow, or a temperature that is about ten degrees higher than the room temperature. Now measure the perforations again after drying. You will find that the so called pre-dried paper from the manufacturer changed again slightly. The shrinkage may be of the order of 1% or more. In a 200mm length, or 2cm, this means that the stamp shrank by 0.2mm. Translate this into change in perforation and you will see what I mean. We are talking of appreciable change, from let us say 11.75 to 11.85. Can this be overlooked by a specialist? It also shows how useless a gauge is that is divided into numbers of perforations instead of actual measurements to two decimal figures. Of interest here is that the existing electronic perforation gauge measures only full, quarter, half and three quarters. But it will only be a matter of time before an accurate, electronic gauge will come on the market.

Nicholas Lazenby

WORLD WAR 2 QUERIES

Comments would be welcome on the two covers illustrated. The 1942 cover was probably, at least in part, a first day cover which finally arrived in New York on 17 October 1942, having passed through Vancouver, Papeete, San Francisco and San Pedro en route and been variously censored. Was the re-registration and re-franking in Tahiti,

on re-addressing, strictly necessary?

With regard to the 1943 cover, I should like to know whether 'DHC / 111' is a Canadian censor mark. I assume 'RINVR' is Royal Indian Naval Volunteer Reserve' but can anyone confirm this, and what is 'H.M.I.S. Sig. School'? Was there any particular Canadian involvement in this theatre of the War?



SOCIETY NEWS

From the Secretary

The 1999 AGM was held at Glasgow on 9 October and the following is a summary of the main points. Copies of the Minutes and the Accounts are available from the Secretary.

A minute's silence was observed in memory of those members who had died during the year – I G Forsyth, Rev D Izzett, I Thomas and P Woodland.

The President, Les Taylor, announced that Honorary Life Membership had been awarded to Derrick Avery. He further reported that it had been a successful year for the Society and major awards had been won at BNAPS and Stampex.

The Secretary, Judith Edwards, reported a small decline in membership and stressed the need for a new type of application form / brochure. The results of the membership questionnaire on the organisation of convention had been published in *Maple Leaves*; a substantial majority favoured keeping an autumn convention and the addition of a small number of dealers' tables. The latter was being investigated by John Hillson.

The Treasurer, John Hillson, reported that income and expenditure for 1997 / 98 were broadly in balance, the auction had made a good contribution to net income and he thanked Colin Lewis for his work on it. Turning to the 1998 / 99 accounts, Mr Hillson expected a deficit, with no auction held during that year, but this situation should balance out the following year. The subscription level remained unchanged.

Subscription Manager John Gatecliff reported that 11 members had not paid their 1998/99 subscriptions and would be removed from the lists. Once again, he paid tribute to the work done

by Wayne Curtis in collecting the North American subscriptions.

Librarian Brian Stalker reported that eight members had accounted for 12 borrowings from the library during the year. Five new titles had been added, of which three were donated. Work was in progress to tidy up the files and folders of articles cut from magazines, etc.

The Editor, David Sessions, reported that *Maple Leaves* had moved to a new production schedule of four issues a year, with additional pages per issue. A noble band of fairly regular contributors had so far ensured sufficient material was available, but the Editor made a plea to others to make a contribution, ask a question, respond to an article.

Packet Secretary Hugh Johnson reported that although the total of 24 packets circulated was unchanged from the previous year, their overall value was down by £4000 and sales fell again by nearly £200. Books for circulation up to a value of £200 were always welcome and in future these would be returned more promptly to vendors.

Covermart Secretary Malcolm Jones reported that the circuit remained unchanged, though there had been a 25% fall in contributions to the packet.

Handbooks Manager Derrick Scoot reported a slight increase in book sales compared with the previous year.

Publicity Manager John Hillson highlighted the role of the local groups in arousing interest in the Society. In addition, a new brochure was being prepared, incorporating an application form. The Society had been invited to provide a trophy to be presented at Stamp Show 2000 and a quaich had been purchased for this purpose. Further publicity for the Society was achieved by means of articles in Gibbons Stamp

Monthly and Society tables at the Swinpey and Midpex fairs.

Following a discussion on publicity matters later in the meeting, Tom Almond undertook to investigate the feasibility of a Society website.

Appointments and awards.

The following appointments were approved by the meeting:

President	Mr C Banfield
Vice-President	Mr L McConnell
Secretary	Mrs J Edwards
Treasurer	Mr N J A Hillson
Auditor	Mr L Taylor

The officers appointed by the Committee are listed in *Maple Leaves*.

No recommendations were received for Fellowship and the Founders Trophy was not awarded.

Reports from the Sections

London section has a full programme for the coming year. The Scottish group has held two meetings in Moffatt. The Wessex group has met three times, but needs more members. Derrick Avery has resigned from the Notts & Derby group; a meeting has been arranged with the Midland Federation in May 2000. The South West group has held one meeting with seven attending.

Competitions

The Secretary announced the competition and trophy winners as follows:

CLASS 2

1st David Whiteley – Development of the Air Mail Service on the North Atlantic, 1936-42

2nd Brian Stalker – Newfoundland Post Office Mail Sorting Office, North Sydney, Nova Scotia.

HENDERSON QUAICH

David Whiteley

2000 Convention

Colin Banfield, the incoming President, informed members that the 2000

Convention would be held at the Sackville Hotel, Hove on 17-20 May. Arranged the week before London 2000, it was hoped to attract a greater number of our overseas members.

Local Group Meetings

Members met at Moffat on Saturday 25 March for the half yearly meeting in the north. Nine present contributed to a highly entertaining afternoon with portions of their general collection shown by Ken Andison and Andrew Lothian, who included two covers to the Falkland Islands mutilated by Argentinean officials. John Parkin showed his 1908 'Tercentenary' Issue and Ray White presented a superb array of Five Cents Registered Letter Stamps, representing about a quarter of the material he has yet to mount. John Hillson showed the higher value Small Queens and Registered covers and stamps; Albert Govier showed the Newfoundland Long Coronation set with varieties. There are three distinct perforations in the group and even the so-called common stamps tend to be elusive. Les Taylor brought along some MPOs on cover and two of the Karsh photographs on which the first low value QEII definitives and the 1957 Royal Visit Commemorative were based. Norman Reilly showed modern inscription blocks while Bob McLeish presented the Millennium Issue, including the beautiful 90 Cents recess-printed Dove stamp and a copy of the presentation book produced by the Canadian Post Office.

Those who were unable to attend missed a treat and members may like to note the next meeting will be on Saturday afternoon, 4 November, at the Annandale Arms Hotel, Moffat – just off the M74. (Visitors are welcome).

The London Section held its monthly meetings during the latter half of the winter, the themes being 'Booklets' in January, Canadian mail to foreign destinations in February, Large and Small Queens in March; the April meeting was competition night. A wide variety of material has been presented, including an example of the rare Two Cents Registration fee rate on cover to the U.S.A. which lasted just two months from March 1 to April 30 1888; several examples of the well known 'Pawnbroker' flaw on the 15¢ Large Queen were seen in March. February provided examples of crossborder and transatlantic mail, registered and Admiral covers, Prisoner of War mail to Germany, inter alia, while January produced examples of early to recent booklets, from the Admirals to the packs of ten of the Centennials, through to

recent self adhesives, a comprehensive lot presented by John Wright, with supporting contributions from Arthur Jones, Len Belle, John Ayshford and Derrick Scoot.

The Notts and Derby and the Midland groups held a joint meeting on Saturday, 13 May when 14 members gathered.

The main attraction of the afternoon was a multiple display by retiring Contact member Derrick Avery. This ranged from studies of the Small Queens to perforation varieties on recent issues.

Several other members also brought along supporting material which generated considerable discussion.

One member was awarded a silver rating in the MPF inter-society competition with an entry of Canada, Scroll and Arch issues.

The Groups' next meeting has been

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fixed to coincide with the Midland Federation Autumn Convention at the Civic Centre, Wombourne, near Wolverhampton, on Saturday, 11 November from 2 to 4p.m., topic for the day will be 'King George V'. The MPF Convention opens at 10.30a.m. and there will be a number of dealers present, so why not make it a doubly pleasant day out?

STAMP SHOW 2000

This issue of 'Maple Leaves' went to press immediately after Stamp Show 2000 and the full list of awards was not available to your Editor. However, an unofficial list of medal awards relating to BNA is appended, based on reports received. Visitors to the International Show were treated to the sight of some exotic and interesting material, there was much to be admired and absorbed.

Our thanks go to the under-mentioned for providing a feast of material and we offer our congratulations on the high level of medal awards, particularly Ron Brigham's Large Gold. Ron's score of 97% does not leave much room for improvement!

*CPS members are indicated**

F.I.P. Championship Class

Mark Dankin (Hors Concours) Colony of Canada*

Traditional Class

John Walsh (S) Newfoundland Royal Family & Map Stamp

Ron Ribler (V) Canada's 3 Cent S.Q. 1870-97*

Ronald Lubell (LS) Newfoundland

Ron Brigham (LG) The Province of Canada, Pence & Cents Issues 1851-67*

Fred Fawn (LV) Canada's Imperial Penny Postage 1898*

Jack Wallace (LV) British Columbia & Vancouver's Island*

Postal History

John Robertson (LV) Cross Border Mails USA & BNA 1845 to UPU

Warren Wilkinson (LV) Canada's Postal Rates 6 April 1851 to 30 June 1859

John Wannerton (LV) Canadian Contingents in South African War 1899-1902*

Colin Lewis (V) Newfoundland Postal Usages & Rates 1857-1900*

Martyn Cusworth (V) PEI Philatelic Developments from 1794 to 1873*

Dr Dorothy Sanderson (LV) Cross Border Mail between Canada & USA (Stampless 1800-75)*

Aerophilately

Richard Malott (LV) Canadian Interrupted (Crash) Covers within, to and from Canada, 1918-84*

Literature

William Bailey (LV) Canadian Military Postal Markings*

V.G. Greene Philatelic Foundation (LV) Canada's Pence Era*

Joseph Monteiro (V) Definitive Postage Stamps of Canada 1953-99 combined with Major Canadian Postage Stamp

Errors of QE II Era and Printing and Perforating Errors of Postage Stamps

Joseph Monteiro (LS) Bibliography on Canadian Definitive Postage Stamps

David Sessions (S) Philatelic Fantasies of B.N.A.*

John Walsh (S) Newfoundland Specialised Stamp Catalogue

Lyse Rousseau (SB) Darnell Stamps of Canada

Chris Hargreaves (B) The Canadian Aerophilatelist

FORTHCOMING EVENTS

2000

July 6 Wessex Group, Romsey

Aug 11-20 INDONESIA 2000, Bandung

Aug 13 S.W.Group at Bristol Federation

HANDBOOKS FOR SALE

July 2000

Prices include inland postage unless otherwise stated

Canada Small Queens Re-appraised John Hillson £6.50

"This booklet... is a must have for all Small Queens collectors" - *'BNA Topics' Jul-Sept 1999*
"An excellent example of what... specialised monographs are all about" - *'London Philatelist' Sept 1999*

Philatelic Fantasies of BNA, 1860-1910 David Sessions £13.50

"(The) book delights me and should be welcome and not only to cinderella collectors but also anyone interested in BNA philatelic history."
'American Philatelist' Jan 2000.
" This is a book all serious collectors of BNA philately should have on their bookshelves"
'The Canadian Philatelist' Sept/Oct 1999

Pioneers of Canada Dr Alan Salmon £10.00

"Anyone with a general interest in the stamps of Canada... will find this book a mine of information"
'Maple Leaves' July 1999
"... a book that is much needed in Canadian philately"
'Canadian Stamp News'

OTHER RECENT ADDITIONS

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 Sep 20-24 STAMPEX, Islington,
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 Oct 6-14 ESPANA 2000, Madrid
 Oct 26-28 PHILATEX, Horticultural
 Hall, London
 Nov 4 S&C Scotland Group, Annandale
 Arms Hotel, Moffat
 Nov 11 Notts & Derby / Midland Group
 Civic Centre, Wombourne (Midland
 Fed. Convention).
 Nov 17-19 GLASGOW 2000, Scottish
 Exhibition & Conference Centre
2001

Feb 28 - March 4 Spring Stampex,
 Islington, London
 Sept 19 - 23 Autumn Stampex,
 Islington, London

Details of London Group from Colin
 Banfield 020 8281 0442 (home) or 020
 7407 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 May, 2000

New Members

2811	Morley, Rodney V. Trails End, 3 Queens Road, Portishead, BS20 8HT	C
2812	Attrell, John. Box 296, St. Albert, AB, Canada, T8N 1N3	PH
2813	Deery, Michael. RR#1 Wallaceburg, ON, Canada, N8A 4K9	SD
2814	Hopkinson, Martin John. Trewinney Barton, Mevagissey, St. Austell Cornwall, PL26 6TD	C

Resigned

2806 Arn, J.D.

Removed for Non-payment of Dues

2795	Bond	2798	Czarny	2018	Dickson	1766	Laurence
2561	Lunn	2125	Malenfant	2697	Pengelley	2766	Radley
2787	Vidler	2596	Woods				

Change of address

1776 Churley, G. 3234 East 8th Avenue, Vancouver, BC, Canada, V5M 1X8
 2565 Millington, R. 26 Grace Road, Liverpool, L9 2DB
 2601 Michel, S.C. #202 1411A Carling Avenue, Ottawa, ON, Canada, K1Z 1A7
 1950 Robinson, W.G. #301 2108 W38th Avenue, Vancouver, BC, Canada, V6M 1R9

Amendment to address

2788 Garth, P.A. Change post code to PE28 4TF
 568 Gillam, L.F. Amend post code to S60 3NR

email address

1870 Salmon, Dr. A. new address alan.salmon01@ntlworld.com

Revised Total 426

THE CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN 1998/9

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The Society has grown rapidly. It encourages the collection, study and display of revenue material from around the world, and regular meetings are held in London and elsewhere through the year. The Society's award winning quarterly Journal contains a fine range of articles on revenue stamps, stamped paper, and the legal and historical background to particular issues, as well as book reviews and Society news. There is a thriving packet circulating as well as fine twice-yearly auctions. And a programme of book publishing. In 1996 Revenues were awarded Full Commission status by FIP.

For a **CONGRESS INFORMATION PACK** and details of the membership of the Revenue Society (still only £15 per year) please contact our Secretary: Tony Hall, 53a High Street, Whitwell, Hitchin, Hertfordshire, SG4 8AJ, Telephone/Fax: 01438-871676 - would be delighted to hear from you and answer any questions you may have.



*The Revenue Society
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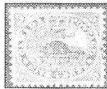
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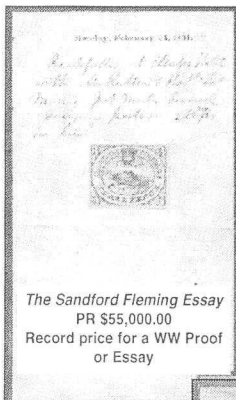
cv \$225.00
PR \$1,265.00



cv \$10.00
PR \$460.00



est \$7,500.00
PR \$21,850.00



The Sanford Fleming Essay
PR \$55,000.00
Record price for a WW Proof
or Essay



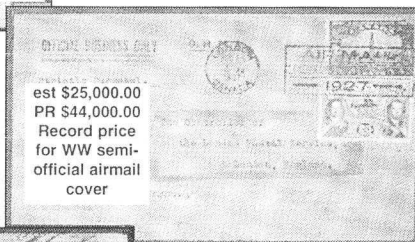
est \$7,500.00
PR \$20,700.00



est \$25,000.00
PR \$34,500.00



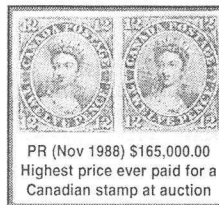
cv \$22.50
PR \$230.00



est \$25,000.00
PR \$44,000.00
Record price
for WW semi-
official airmail
cover



est \$7,500.00
PR \$20,700.00



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