

278



Maple Leaves

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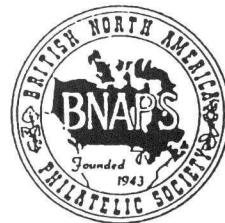
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EDITORIAL

So Convention and StampShow 2000 are now but memories. Publication schedules prevented proper review of the former in the last issue of *Maple Leaves* but a review will be found in these pages, along with the usual rogues gallery. The Yellow Peril offers a more personal view within his supplementary article. We would like to offer our heartfelt congratulations to Colin Banfield for putting together the Hove show at relatively short notice and to our oft maligned Post Office for staging a terrific show at Earls Court. While in congratulatory mode we would also like to welcome Brian Stalker, tireless worker on behalf of the Society and student of Newfoundland RPOs, to the select band of Fellows of the CPS of GB. To the roll of achievement can also be added the name of Charles Verge who succeeded member Keith Spencer as

President of the Royal PS of Canada in April last.

Mention of StampShow 2000 allows us to comment that we attended the unveiling of Canada's tribute to the Queen Mother, the stamp issued on 23 May. Like most postal authorities, Canada Post takes a fair amount of stick over their stamp designs; this time,



however, they really got it right with a splendid portrayal – well done Canada Post.

A recent issue of the *Cavendish Chronicle* contained the always enjoyable 'Recollections' by Geoff Manton. It was nice to see he enjoyed Convention but the revelation came towards the end of his piece. Long time members will recall the late Dr 'Heffie' Hetherington, an authority on pre-cancels, but how many knew the nature of his doctorate? His diploma as a doctor of philately was awarded by an 'obscure university in Texas'!

Just before we went to press we were saddened to learn of the death of past President Arthur Jones, CBE, a keen student of the Centennial issue and stalwart of the London Section. We had hoped to see him at Convention in Hove but his health led to a late cancellation. The news followed closely on that of the passing of Lynda Schutt, who will be

remembered by many conventioners; a regular at SW Group meetings, she was forced to resign a few months back due to ill health. Two other notable departures are Philip Marsden, a member for over 50 years, who served the Society as Secretary from 1952 to 1956 and Bob Bayes who was probably better known to our Canadian members.

In the light of the Society's Scottish origins, we were delighted to read of a breeding colony of three beavers being introduced into Scotland in August. Britain's original beavers were hunted to extinction for their pelts, no wild specimens have been recorded in England since the Middle Ages and in Scotland they vanished in the 16th century. Sadly, perhaps, the newcomers came from a Polish nature reserve rather than Canada, nevertheless we extend a warm welcome and hope that they have better luck than their forebears (or should that be forebeavers?).

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The following article, largely based on material found in the Art Carty Papers at the University of Western Ontario, London, first appeared in *The Canadian Aerophilatelist* of September 1999.

THE UNSUCCESSFUL LONDON TO LONDON FLIGHT OF 1927

Gordon McDonald

Part 1: The Flight

In 1919 two RAF fliers, Alcock and Brown flew across the Atlantic ocean from Newfoundland to Ireland. This was the first successful trans Atlantic flight.

On 20 May 1927 Charles Lindbergh left New York in the *Spirit of St. Louis* and landed in Paris, France on 21 May 1927, 33 hours and 33 minutes after takeoff, and claimed a \$25,000 prize.

There had never been a trans Atlantic flight from Canada, or by a Canadian pilot (Newfoundland did not become part of Canada until 1949).

Shortly after Lindbergh's flight, an unknown pilot walked into the offices of the Carling Brewing and Malting Co. on the west side of Talbot Street in London, Ontario, and told the president, Charles A. Burns, that he was prepared to fly from London, Canada, to London, England for \$5,000, so making London as famous as St. Louis. He was told to come back in two days. Negotiations were never finalized.

The officers of The Carling Brewing Co., however, became very interested in sponsoring a London to London flight. The company brought in Arthur Carty, formerly a reporter with the London Free Press, to do the promotion for the flight. Carty and his uncle ran the Carty News Service, an independent news company.

The owners of the brewery authorized a prize of \$25,000, and

permission to explore the feasibility of such a flight. Mr. Carty was appointed flight manager on 27 June 1927.

Initially there was much scepticism about the proposed flight (an editorial in one of the Toronto newspapers stated that it was merely a promotion to sell more beer). A committee was formed by Carty and Burns to legitimize the venture. The members of this committee of trustees were:

Ray Lawson, President of Lawson and Jones Printing Co. (Chairman)

J.M. Moore, Mayor of London

Dr. A.J. Grant, President of The London Chamber of Commerce

The \$25,000 was deposited in the London and Western Trust Co. – Ray Lawson was Vice-President of The London and Western Trust Co., and J.M. Moore was the manager.

Initially the aims of the flight were:

- 1: flight was to be non-stop London to London;
- 2: the flight was to be made by a Canadian pilot using his own plane;
- 3: the flight was to be completed in 1927, which was the 60th Anniversary of Confederation.

The committee began looking for pilots. No pilot could be found who had his own plane, and all needed backing to obtain a suitable aircraft. As a result the Company revised the rules, engaged experts to look for and purchase the best plane available and offered \$25,000 for

the successful completion of the flight by a Canadian or British pilot.

No Canadian manufactured plane would fly that far. A British plane would not be ready for a year, and thus the flight would not be completed in 1927. The committee therefore chose the Stinson Aircraft Corporation of Detroit, as this company had a suitable plane and stated that it could be delivered in a few weeks. The choice of the plane was made on 5 July 1927.

Details of the Stinson plane include the following:

Length: 32 feet

Wing span: 45 feet 10 inches

Cruising speed: 105 miles per hour

This company actually made two models of aircraft: one for regular flights and another for long distance flight. The two were similar except that the former was built to carry 70 gallons (American) of fuel, the latter would carry 450 gallons (American) of fuel.

The J5 Wright Whirlwind engine powered the long range model. This was the same engine that powered Lindbergh's plane.

On 29 June 1927 an advertisement appeared in major daily newspapers in Ontario, which read in part: WANTED CANADIAN AVIATOR TO FLY LONDON TO LONDON. AIRCRAFT SUPPLIED.

The reply to the advertisement was overwhelming. The *Art Carty* files at the University of Western Ontario contain five folders of letters including one from women. Most of the (20) letters from women stated they wanted to go along for the ride and were not pilots. The number of suitable applicants was quickly reduced to 30, as none of the others had flying experience since the end of the First World War. On the morning of 5 July 1927 28 applicants came to the brewery, all were war veterans.

Shortly thereafter two persons were chosen. These were Captain W.R. Maxwell (pilot) and Terry Tully (navigator). Both were employees of the Ontario Provincial Air Service. (Maxwell was chief of the Ontario Provincial Air Service. This company had been formed in 1924 after the Ontario Department of Lands and Forests bought a Curtiss HS2L airplane from the United States Navy for forest fire spotting.)

Later Maxwell found that he could not get time off work. He recommended Tully as pilot. Tully immediately named his friend and co-worker Victor Medcalf as his co-pilot. Both quit their jobs to take the flight. (Both Tully and Medcalf were born in Ireland and emigrated to Canada after World War I. A biography of each is given in Holmes' catalogue, and reprinted in *Philately In London*.)

London had no airport at the time (London Airport was opened in 1928). The committee approached City Council. The City Works Department prepared an airfield on property southeast of Dundas Street and Clarke Road. The *Art Carty Papers* state that a runway one and a half miles long was prepared between Clarke Road and Crumlin Road.

The pilots went to Detroit to take possession of the plane. The original agreement was for a plane that had 500 gallon capacity in the wing tanks and a single large capacity master tank in the fuselage (in a space made available by removal of two seats in what was a four passenger cabin). Without consultation, the Stinson Company supplied a plane with a 35 gallon tank in each wing, a 260 gallon master tank, and the balance of the 500 gallons was to be stored in loose 5 gallon tanks in the cabin.

The Stinson Company refused to alter the design, or to make another

plane. The committee agreed to accept the plane, and the pilots flew it to London.

The plane was christened *The Sir John Carling* on 12 August 1927, immediately after arrival in London. The name was in honour of John Carling (1828-1911). As well as being owner of the Carling Brewing Co., John Carling was a Member of Parliament for London in the provincial and federal government for over 40 years. He was knighted for his public service.

Lloyds of London underwrote £10,000 insurance coverage for each pilot for a \$2,000 premium. This was later increased to a \$3,000 premium.

On 29 August 1927 the flight took off at 5:46 a.m. There was a large crowd present: the *London Free Press* stated 30,000, but other sources show the crowd numbered 25,000.

Five hours later the plane was back on the ground at the London airstrip. Initially the reasons given were rain, clouds and fog near Kingston. However, a meeting was held at the brewery that evening, with Burns, Carty and the two pilots present. It came out that the real reason for the return was the pilots' fear that the gas tanks in the cabin used for extra fuel could break loose, causing the plane to crash and burn.

The London to London non-stop plan was removed and arrangements for a landing at Harbour Grace, Newfoundland, for refuelling were made. Of the original three aims of the flight, only the salute to the 60th Anniversary of Confederation remained.

On 1 September 1927 the *Sir John Carling* left London at 5:00 a.m. By nightfall it was in a potato field near Caribou, Maine. The flight had been slower than expected due to a strong headwind: the pilots realised that they could not reach Newfoundland before

nightfall, so they turned back and sought a suitable place to land before dark.

The pilots flew the plane to Harbour Grace on 5 September 1927. Earlier that year Fred Koehler of the Stinson Aircraft Corp. of Detroit had visited Harbour Grace in search of a jumping off point for a proposed around-the-world flight. This led the local citizens to form the Harbour Grace Airport Trust Co. The American backers of the flight contributed \$2,000. With hard work the local citizens removed rocks, debris was cleared away and an air strip was built northwest of the town. The airstrip was 4,000 feet long with a smooth gravel surface running east and west, with a 4% grade decline at the east which was helpful for planes with heavy loads taking off. The around-the-world flight took off on 27 August 1927 and reached England, but was not successful in going around-the-world.

Bad weather delayed the takeoff of the *Sir John Carling* from Harbour Grace, and the pilots did not take off until 7:24 a.m. on 7 September (Wednesday). Nothing was ever heard from the pilots, and no confirmed wreckage was ever recovered.

Lloyds of London paid \$17,000 insurance (\$20,000 less the \$3,000 premium that had not been paid). Mr. Burns (President of Carling Breweries at the time), through the flight committee, placed \$23,000 of the \$25,000 prize money in a trust fund at the London and Western Trust Co., along with the \$17,000, to establish a pension fund for the widows and orphans.

Part 2: Philatelic Aspects

Shortly after the advertisement requesting pilots for the London to London flight appeared in the 29 June 1927 issue of Ontario newspapers, the following letter from O.W.R. Smith, an

'airmail specialist', was received in London. (The original is now in the *Art Carty Papers* at the University of Western Ontario.)

'Dear Sir:

With reference to the flight proposed from London, Ont to London, Eng., advertised in today's Mail & Empire.

I am interested in air mail, that is letters carried by air, and in connection with your flight may I suggest that the aviator receive Government sanction to carry a small mail, not more than 100 letters, to receive the usual cancellation and be impressed with suitable wording on the front of the envelope and to receive the London Eng. arrival postmark on completion of the flight.

I may remark that I have letters carried by Commdr Byrd, De Pinedo, Cobham etc. The usual fee for the privilege of having a letter carried, and guaranteed safe delivery on completion of the flight is \$10.00. Should you be able to arrange this matter as I suggest I would be prepared to take two letters.

I will much appreciate your reply on this matter,

Yours very truly,
O.W.R. Smith.'

Many of the suggestions contained in this letter were adopted.

As this was to be the first trans Atlantic flight from Canada to England it was a very important event, and several persons wanted to send letters on the flight. J.M. Moore, Mayor of London, wanted to send a letter to the Lord Mayor of London, England; Prime Minister McKenzie King and Governor General Willington wanted to send letters to King George V.

Airmail stamps had not been issued by Canada in 1927. The printing firm of Lawson and Jones (London) received

authority from the government to print 100 stamps by lithography, under government supervision.



Fig. 1: The 'London to London' stamp

The stamps were printed in green and yellow on commercial white wove paper, perforated 12. The Canadian Post Office approved the printing of the stamp on 18 August 1927. The design included portraits of the pilot, Captain Terrence Bernard Tully (on the left), and navigator Lieutenant James Victor Medcalf (on the right), with the *Sir John Carling* monoplane in the centre of the 25c stamp. At the top is the inscription LONDON, CANADA TO LONDON, ENGLAND. The route was depicted on the bottom part of the stamp. The lithographing stone was destroyed by government officials after the stamp was printed.



Fig. 2: Special slogan prepared for the flight

The post office department prepared a special slogan cancellation die as illustrated, which read AIR MAIL / LONDON, CANADA - LONDON, ENGLAND / 1927 along with a London dater. This slogan cancellation is known

dated August 19, 3:30 p.m. 1927; August 29, 4:00 a.m. 1927; and September 1, 5:00 a.m. 1927.

The 20 August 1927 issue of the *London Free Press* states that there were many requests from stamp collectors to send letters on the flight. There are also several letters from A.C. Roessler, East Orange, New Jersey, in the *Art Carty Papers*. Roessler is known to have forged the stamp, basing his design on a newspaper photograph; the colours are completely wrong.

The flight committee controlled the mail sent on the flight and the sale of stamps. Although the face value of the stamp was 25¢, persons sending covers on the flight were required to pay \$25.00 for the privilege of sending each cover.

The London postmaster received from his supervisor in Ottawa a special mailbag bearing the regal crown and the inscription 'Canada Air Mail London, Canada to London, England 1927 via monoplane Sir John Carling captain T.B. Tully, pilot, Lieutenant James V.

Medcalf navigator'. They were sworn in to carry official mail.

Holmes' catalogue states that 95 stamps were used on mail. The 1 September 1927 issue of the *London Free Press* states that the mail bag contained only 41 letters. The book *Wings Over London* refers to a claim that unused stamps not used on mail, were later given to the widows of the pilots.¹

The mail was postmarked at 4:00 a.m. on 29 August 1927, and taken to the plane which took off at 5:35 a.m. The postmark contained the special slogan cancellation mentioned earlier. After the plane returned to London on 29 August, mail was taken off the plane and returned to the post office. The covers were recancelled on 1 September 1927.

While it is unknown exactly how many stamps were used on covers, what is known is that one cover did not get on the plane on 1 September. Holmes' Catalogue states that the cover was

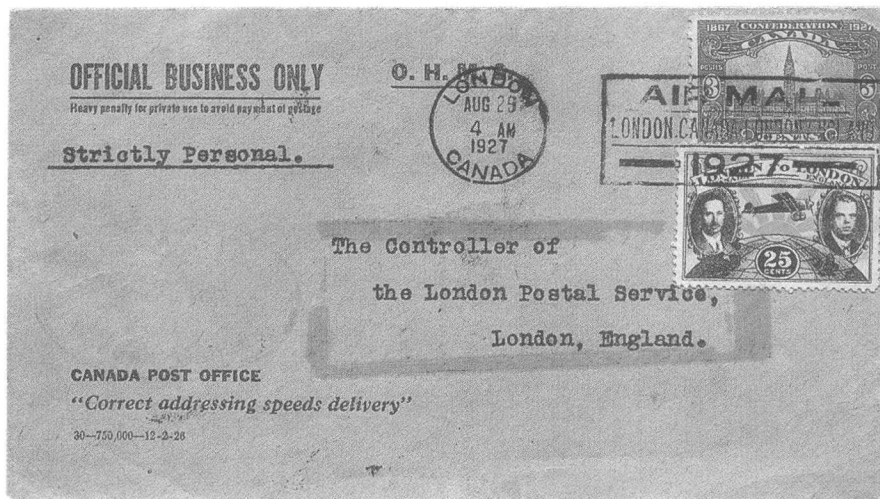


Fig. 3: The unique cover as sold in the Firby sale of April 1995

overlooked when the mail for the plane was stamped or postmarked for the second time it left London, Ontario. The book *London's Flying Pioneers* states that one letter "was held out by the postmaster when it was postmarked on 1 September 1927."

An article in the *Canadian Stamp News* of 30 May - 12 June, 1995, states that this cover was sold at auction by Charles Firby Auctions on 30 April 1995. The cover sold for \$40,000 US. The buyer, a British collector, paid an additional \$4,000 US buyer's commission. The article pictures the cover (Fig. 3) and states that it appears from the stains around the address that it had had another label attached. This article also states that there are four mint copies of the stamp known to exist.

The cover is also pictured on page 42 of *Philately In London*, and this is reproduced at Fig. 4. This is the same cover, franked with a 3¢ of the Confederation issue of 1927 (lacking the upper right corner) in combination with the London to London stamp. There

appear to be two heavy black lines over the name and address on the cover.²

Although not confirmed, it appears probable that a person, probably a stamp collector, who had sent one or more covers on the initial flight on 29 August 1927, upon hearing that a stop was to be made in Newfoundland, decided that he would attempt to send a cover to Newfoundland. He, or someone acting on his behalf, gained access to the mail in the mailbag and affixed a label addressed to Newfoundland over the name and address on the envelope. When the cover was to be cancelled on 1 September the postmaster noticed that the cover was now addressed to Newfoundland. The stop of the plane at Harbour Grace was for refuelling only and there was no provision to remove mail. In addition the stamp carries the wording *London, Canada to London, England* and the special mailbag carried the same inscription. It thus appears that the postmaster held out the cover for these reasons.³

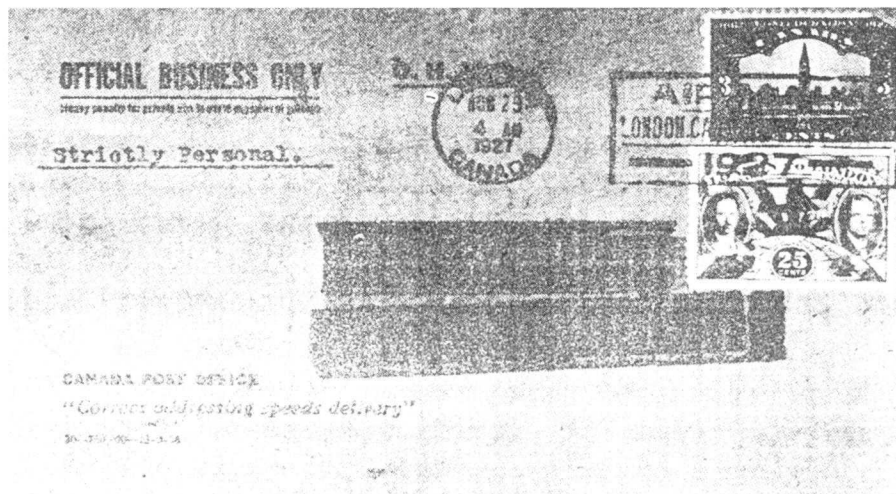


Fig. 4: The same cover with label(s) in place

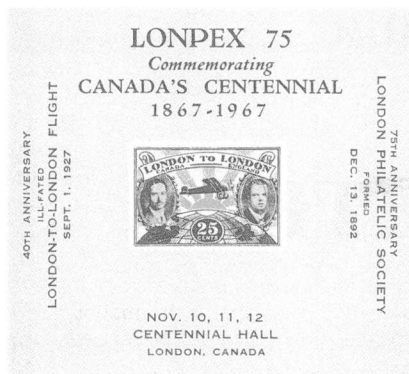


Fig. 5: The London Philatelic Society souvenir

The London Philatelic Society held its first meeting in December 1892; 1967 marked the 75th anniversary of the London Philatelic Society; the Centenary of Confederation; and the 40th anniversary of the unsuccessful London to London flight. To mark its 75th anniversary, the London Philatelic Society arranged a three day exhibition at the newly opened Centennial Hall, and issued two souvenirs: the book entitled *Philately In London* and a label reproducing the stamp issued in 1927. The label was also printed in London by Lawson and Jones, but the colour of the stamp on the label was blue and orange, probably to avoid forgery attempts.



Fig. 6: The A.C. Roessler forgery, red on white paper or white with yellow mottle

Footnotes:

¹Note from the Editor of *The Canadian Aerophilatelist* (Chris Hargreaves): The exact number of covers carried on this flight is a long-standing mystery! The *American Air Mail Catalogue* states that "about 90 covers were prepared". This figure was challenged by Walter Plomish in the March 1995 issue of this newsletter: he believed it was 42, and cited a letter from the Postmaster in London to the Postmaster General in Ottawa, dated 31 August 1927, which stated: *This dispatch consists of 42 fully prepaid items all for London, England and points in the British Isles*. However, the question then arises that if only about 40 of the stamps were used on covers, why are there so few copies on the philatelic market?

Also, I believe the claim that unused stamps were given to the widows of the pilots is in error. I have seen a letter, written in January 1943 on behalf of Mrs. Medcalf, in response to a letter from Dr. L.S. Holmes enquiring whether she had any of the London to London stamps. It states in part: *Unfortunately Mrs. Medcalf has never, to her knowledge, had any of the labels which, you say, were printed for the ill-fated 'London to London' flight.*

²Editor's Note: The 'heavy black lines' are more likely to be the label(s) referred to in the previous paragraph, which were removed at some stage. Intriguingly the 'London to London' stamp appears to have been affixed over the label(s) and must have been at least partially lifted to achieve successful removal.

³Discussion on the question of who extracted the single surviving letter and why, appears in *The Canadian Aerophilatelist* of March and June 1995. The London postmaster is indeed the

Continued on page 363

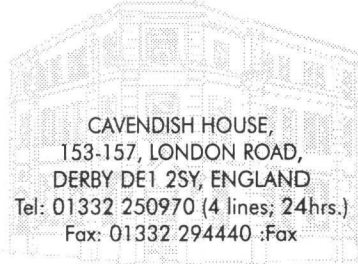
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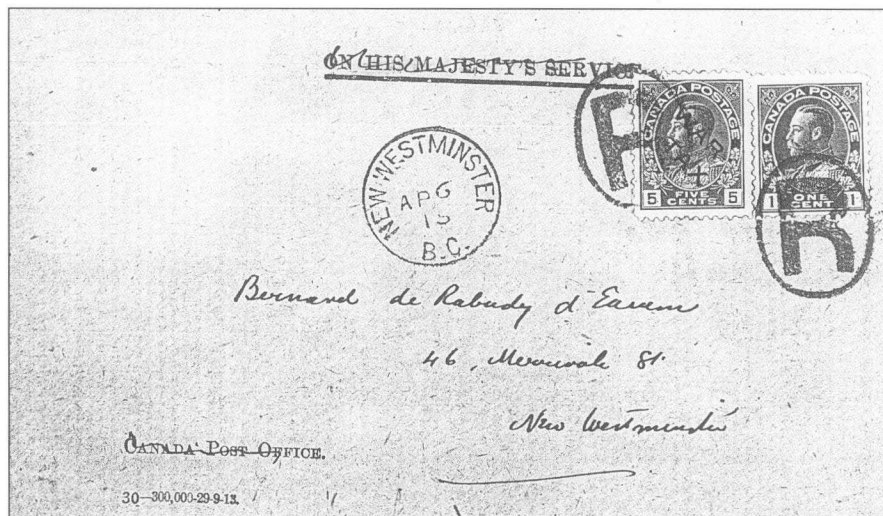
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A SWEETHEART IN EVERY PORT

Part 13 – Faked Covers

The Yellow Peril

Photos by Ian Robertson



A New Westminster registered drop letter franked by a 1¢ and a 5¢ 'WAR TAX' overprinted stamp

Although covers were not included in my presentation I cannot resist this opportunity to do so now. A discussion of a topic as specialized as Admiral fakes just wouldn't be complete unless there is, at least, a token mention of fake covers. Fake Admiral covers, like fake covers of other issues, do exist. I select these very pathetic fakes to illustrate my point. The previous owner not only paid dearly for them but also prized them highly as 'very rare'. They would indeed be rare if they were genuine.

The 6 April, 1915 drop letter above, prepaid by a 1¢ green Admiral, went through the mails without the stamp being cancelled. Somewhere down the line a forger affixed a War Tax overprinted 5¢ Admiral beside the 1¢ stamp and then cancelled each stamp with an 'R-in-an-Oval'. There could be

other explanations but, as there is no evidence to indicate that the letter was ever registered, this is my assessment. Moreover, the 5¢ War Tax stamp was not legal postage until 16 April and then, only until 20 May, 1915.

The adhesive on the cover on p336 is a revenue stamp and was never valid for postage. The Vancouver BC postmark just doesn't look right to me. I have that gut feeling that in a single line dater, the name of the province does not immediately follow the name of the city. Had the letter been put through the mails it would have been machine cancelled. If it were a double weight letter as indicated by the denomination of the stamp (2¢ for first oz + 1¢ War Tax + 2¢ for second oz) it would have been rated "10" – double the deficient postage.



A 5¢ Admiral overprinted 'INLAND REVENUE WAR TAX' stamp tied to domestic cover with a suspicious 'VANCOUVER B.C. AP 26 23' cds.

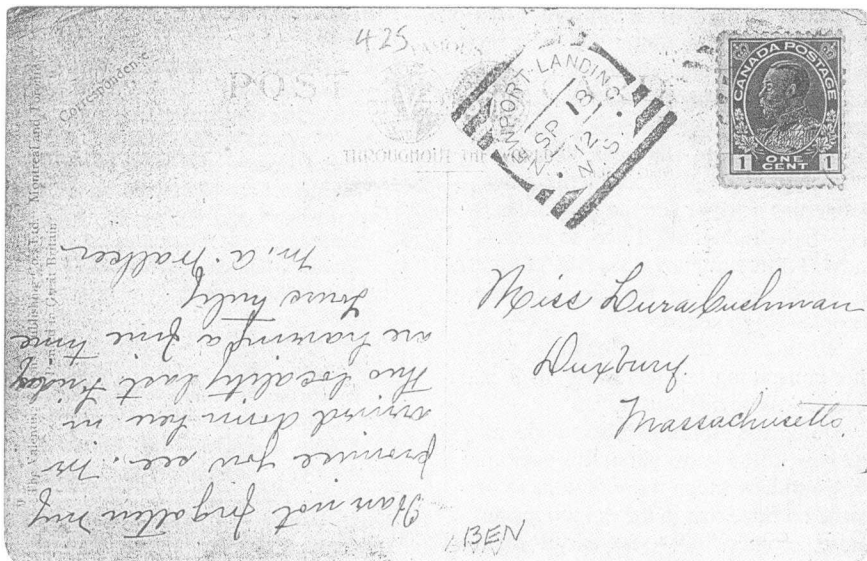
The above is neither a double or single weight letter nor did it travel through the postal system. The forger, probably the same 'yo-yo' who did the New Westminster job, stuck a 5¢ Inland Revenue War Tax stamp on the envelope and cancelled it with a fake canceller.

The Newport Landing squared circle (p337) is a relatively scarce postmark and has a rarity factor of 35. The hammer is reported used to cancel Admirals but I have not seen any. 'Newport Landing' on an Admiral cover is very scarce. A good strike, such as the above, tying the stamp to the cover or card is even scarcer. It is, in fact, rare and is much sought after by squared circle and Admiral specialists alike. If this card were offered to me I would buy it only as a fake as I am not convinced that the stamp belongs.

It appears that some low-life moron substituted the original stamp – a 2¢ Edward (the post card rate to England in

1912 was 2¢) – on this cover with a 1¢ green Admiral just so that he could 'ram it' to an innocent Admiral collector. He may have made a tidy profit but he also destroyed a very desirable and rare item. In all my years of stamping, only one of these exposition covers (opposite) has passed through my hands and that was the one I bought at the 'Carstairs' sale for £575. Despite the high price tag I put on this cover it did not remain in my stock for long.

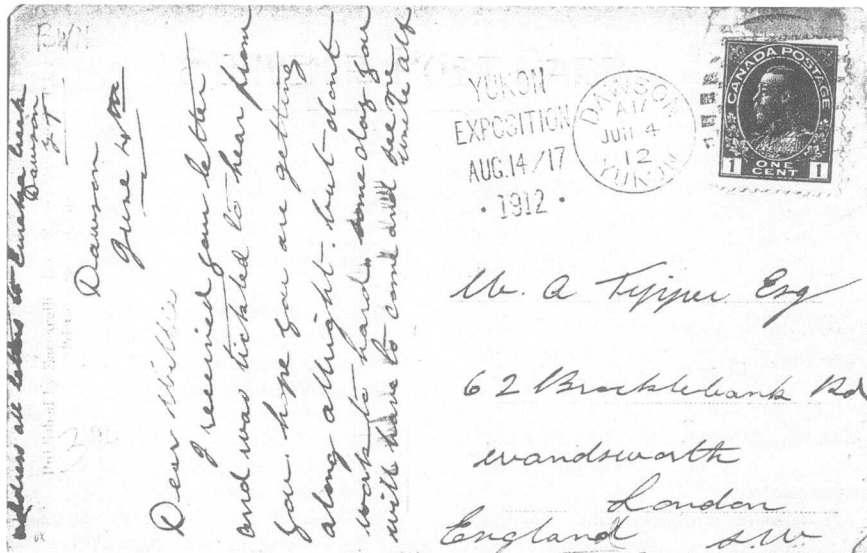
To publicize the summer Yukon Exposition held in Dawson, August 14-17, 1912, the Dawson post office used a special triplex cancel made by Jeanneret Jewellery Co., a local firm. This unique canceller consists of three parts: 'YUKON EXPOSITION AUG 14-17, 1912' slogan in four lines; the dater and seven killer bars. Robert G. Woodall in his 'POSTAL HISTORY OF YUKON TERRITORY' reports that only four



covers with this cancel are known to him and their dates of usage range from 26 May to 12 June, 1912.

With these brief notes on forgeries I

wrap up my paper display of unusual Admiral stamps. I hope that the members who were at Bournemouth found the stamps unusual and interesting and



A 1¢ Admiral on a post card with the Yukon Exposition cancel.

collectors reading these flippant notes will take part in the forum. Showing my stamps in person and putting the show on paper, back-to-back, was a terrific learning experience for me. I can now say that I know the real difference between giving a paper and writing one. Delivering a paper for the first time is very stage-frightening. I was so focused on **NOT** forgetting my lines that I forgot in which section of the display some stamps were mounted.

Writing, on the other hand, is very time consuming but not stressful. It is, however, more difficult to 'BS'.

Doing the Admirals also taught me just how little I know about this exciting issue and how much more there is to be learned. I hope that in the not too distant future, another 'YP' – but an informed one – will either elaborate, correct or update my story.

In conclusion, I like to think that I am successful in attaining my aspiration... I not only have a respectable holding of Admirals, I also buy and sell Admirals (stamps!). As to my findings concerning the title of the series, the answer is a definite affirmative. Not only sailors but any airman who is lucky enough to be on a navy cruise can also have a sweetheart in every port – and did!

I am indebted to the following:

The late Elsie M. Drury who gave me a crash course on Admirals.

Susan So whose devilishly skillful cross-examination of some of my wild statements saved my face from being severely sunburnt.

Dave Sessions, our open-minded editor, for his tolerance and encouragement.

A special 'thank you' to Ian Robertson for his time, efforts and generosity in producing the pictures.

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Continued on page 355

CANADA C-9 VARIETIES (2)

1946 AIR MAIL STAMP

Bill Pekonen

Before getting into details about the varieties on this stamp issue, it seems like a good idea to review briefly a few previously published articles on the same subject. While parts of this stamp have been mentioned, up until recently, there are other more complete articles. However, those articles published beforehand do offer some excellent background information.

Mary Wressell wrote an article in *Maple Leaves* Vol. 5 #3 in 1954 (pp88-90). When she found some hairlines on a few copies of C-9, she looked closer at the design. She found what looked like a re-entry. She was then joined in her search by Ernest Whitley. They found various minor engraving differences which are comparatively insignificant, even if they are interesting. These differences are hard to spot and some will be of little interest to anyone except those who attempt to reconstruct a plate. These flaws can be dealt with at a later time. In their search, Wressell and Whitley found several stamps with doubled border lines. Wressell then wrote to the Canadian Bank Note Company to ask questions.

A Mr. Carpenter responded on behalf of CBN. He wrote that these double lines were not what was generally considered to be a re-entry, but resulted from a "slight movement of the transfer roll when the printing plate was being prepared."

This printing description was further explained in 1994 when Ralph Trimble wrote an article in *BNA Topics* (Jan-Mar issue – pp59-61). Trimble used the term 'shifted transfer' to describe the action which can result when too much

pressure is applied at the time the transfer roll is in contact with the plate. He further describes it as being similar to a minute 'wave action'. He then explains that a classic re-entry results when the transfer roller is applied again to strengthen a weak line which may not have been properly applied in the first instance. Other authors have also used the term 're-engraving' to explain the activity when an engraver uses a tool to make minor adjustments to the design, or to repair weak lines caused by wear over a long printing run. Sometimes the tool slips, making other marks which can be seen if they are not burnished off before the plate is used. Trimble concludes that sometimes it is difficult to distinguish between a 're-entry' and a 'shifted transfer'. He also states that most collectors really don't care about such distinctions and refer to every engraving difference as a 're-entry'.

As an aside, many stamps in the Maple Leaf, Numeral and KEVII series show doubling to one extent or another. The doubling ranges from a single line to the entire design. Who can tell with any certainty whether or not some of these so-called re-entries are actually shifted transfers?

But some examples on the C9 are clearly shifted transfers. Stamp #5, P1.2LL is one example. It shows a doubling of the outer frame lines at both ends, but going in different directions.

Returning to Wressell's article and the correspondence from CBN, Mr. Carpenter stated that no repairs were made to the printing plate that would necessitate a (classic) re-entry. We now know that two printing plates were used.

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SINCE 1924**



Shifted transfers at each end of stamp no.5, plate 2, LL pane.

We also know that there are at least two states of plate 2. Hans Reiche speculates that there might even have been three states of plate 2, because of differences in some of the stamps and differences in the hairline cracks found in the UL location. Stamp #10, Pl.2UL, for example, can be found with and without the shifted transfer, as can stamp #50, Pl.2LR. There is a confusing set of hairline cracks between stamps 2 & 7 and between stamps 7 & 12 on the same plate. We also know that Plate 2 was used for a relatively short time before it was reconfigured and then put back into service.

Trelle Morrow reports the following information in his article about booklet panes, published in *The Canadian Philatelist* (Jan/Feb 1995, pp31-36). A different plate of 100 stamps (instead of 200 stamps) was used in the production

of booklet stamps. Our study group found several 'shifted transfers' on booklet pane stamps, but the exact location in relation to the pane of 100 stamps is not known. No known copies of an uncut sheet of booklet panes exist, unless one can be found at the National Archives. Without examining such a sheet, it is doubtful if the exact location can be reconstructed.

As far as most collectors are concerned, it probably doesn't make much difference whether the varieties are called 're-entries' or 'shifted transfers'. Whichever the cause, they are clearly printing varieties, and the whole argument about technical designing issues is irrelevant.

Paul Brown wrote an article for *Popular Stamps* in October 1948 (p.7). He identified some differences in the imprint portions of the plate blocks, but

did not include all the different identifying markings nor any of the shifted transfers.

F.W.L. Keane wrote an interesting article in *BNA Topics*, June 1955, page 181. He opened up the subject of gum, paper and shades on the entire 1946 Peace series, which includes the stamps from 7 cents to one dollar. Keane arrived at several conclusions.

In respect of paper differences, he used the terms 'white' and 'toned'. Although the word 'toned' is described by Fred J. Melville as a buff coloured paper, other collectors have used the word to describe a stained stamp. For the purposes of this study, the word 'cream' is preferred to avoid any confusion. The two shades of paper are quite evident, especially when viewed from the back. It has since been discovered that there are also two distinctly different types within the colour grouping. One type is similar to a 'wove' paper while the other has a ribbed-like texture. For unknown reasons, the ribbed (or calendered)* paper appears to be in different strengths. The weaker ribbed paper is difficult to detect, even when held at an oblique angle or viewed against a very strong light. The difference in paper is not unusual for that period. During WWII, there was a paper shortage caused by the diversion of electrical energy from the paper-making process to the war effort. There was still a paper shortage for several years after the war ended. Consequently, it should be no surprise that different papers can be found for the various stamps of that period.

To sum up, the C9 stamps can be found on *FOUR distinct paper types*. Although Keane concluded that the white paper is less common than the 'cream', we have not been able to reach any firm conclusion.

Gum was similarly subject to various shades. Keane refers to them as 'pale', 'medium' and 'dark'. He found each of the three shades on the two paper colours, except that the 'dark' was only found on the 'cream' paper. We have found what appears to be a 'dark' gum on the white paper, but it is a tricky call to make. Our study group decided to concentrate on what one can see on the face of the stamp, and to leave any analysis of the gum for another time.

As far as ink shades are concerned, we have also concluded that the darker blue stamps were caused by over-inking rather than changes in the ink formula. The appearance of different ink shades is also affected by the quantity of the ink applied and the colour of the underlying paper. We do know that some stamps are so heavily inked that minor shifted transfers show up as a thick, dark blue line. It is speculated that the heavy ink flow filled the small space between the two lines giving it the appearance of a thicker line than the others. Since Mr. Carpenter claims that no repairs were made to the plate, the heavy inking theory seems more logical than believing that a thicker re-engraved frameline exists.

On the matter of paper thickness, Kasimir Bileski classified it as 'thin, intermediate or normal'. But, after examining thousands of copies, it is difficult to understand which thickness he considers to be 'normal'. We prefer 'thin, intermediate or thick'. The paper thickness – without gum – can vary from .023 to .045+ inches. The measurements are obtained by using a micrometer using the scale of thousandths of an inch. The measurement is fraught with error because you need to account for the thickness of the gum on mint stamps to make sure you are measuring only the paper – not any printing ink that might

CAVEAT EMPTOR

During a recent surf through the e-bay site* for BNA Provinces material a member came across a most interesting, but potentially dangerous, group of items up for sale.

They were various hammers and dating indicia from the closed post office at Doyle's Station, Codroy, Newfoundland. Walsh and Butt show the office open 1904-1940 with no population listed. Probably, as the name suggests, it was just a station.

The first hammer is a split circle worded DOYLE'S STATION / NEWF'D, whilst another lot offers the steel type used for inserting in the dater. The second hammer appears to be an intaglio crown bag-sealing device, again worded as the previous item. The third hammer is an 8-barred obliterator. Finally there is a box of rubber date slugs.

The prices these opened at were as follows:

The three hammers were listed at US\$200 each.

Both sets of type were at US\$50 each.

The split arc hammer realised US\$306.76.

The crown seal US\$200

The 8-barred obliterator US\$205

The steel postmark indicia US\$68.76

The rubber datestamp fillers did not sell

The seller of these items is based in Corner Brook, Newfoundland according to the e-bay information.

It raises the question of how security devices of this nature can legally get onto the open market. The Post Office would normally destroy or deface such devices or, at best, retain them in their archives when an office closes. Certainly, in the United Kingdom, the only way such devices could be offered for sale is if they were procured illegally.

Keep your eyes open for pristine Doyle's Station covers – **YOU HAVE BEEN WARNED.**

*For the uninitiated, e-bay is an auction site found on the Internet.

Continued from previous page

be on the surface, or a thicker coat of gum. The stamp margin is very small. It helps if you have a used copy with a wider selvage and without any gum residue. Oddly enough, if you have sensitive finger tips, you can detect slight differences in thickness on used stamps. Considering the paper making process just after the war ended, it was not unusual to have variable paper thickness.

A simpler method can be used to test the thickness. Place the stamp face down on a stiff white background. You can see the entire design (in reverse) from the

back of the stamp when looking at a 'thin' stamp. The islands in the background stand out. With the intermediate thickness, you can distinguish the major elements of the stamp design. With the thicker paper, you can usually make out the darker printing – like the word 'CANADA' and the '7' in the value tablet. (But don't get too excited until you can verify the thickness by using a micrometer.) A detailed description of the major varieties will begin with the next article.

*Reference: *The Postage Stamps and Postal History of Canada* by Winthrop S. Boggs, p. xxxvii.

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

The North Russian Campaign and Canadian Involvement: 1918-1919 (2)

David Whiteley



Map II-1: Showing area of operations of 'Syren Force', as of June 1918.

In February 1919 an offensive was launched by General Maynard, which had for its objectives the capture of the town of Segeja and the villages of Olimpi, Onda and Nadvoitskaya, (see map II-1.) To achieve these objectives General Maynard divided his limited forces into four columns, placing Canadians in command of three of the columns. The offensive was under the overall field command of Colonel Leckie, who on 15 February, 1919, advanced from Soroka to Sumski Posad with the other columns moving across country at stated intervals. Due to the inclement weather and the harsh terrain the attack on Onda had to be abandoned.

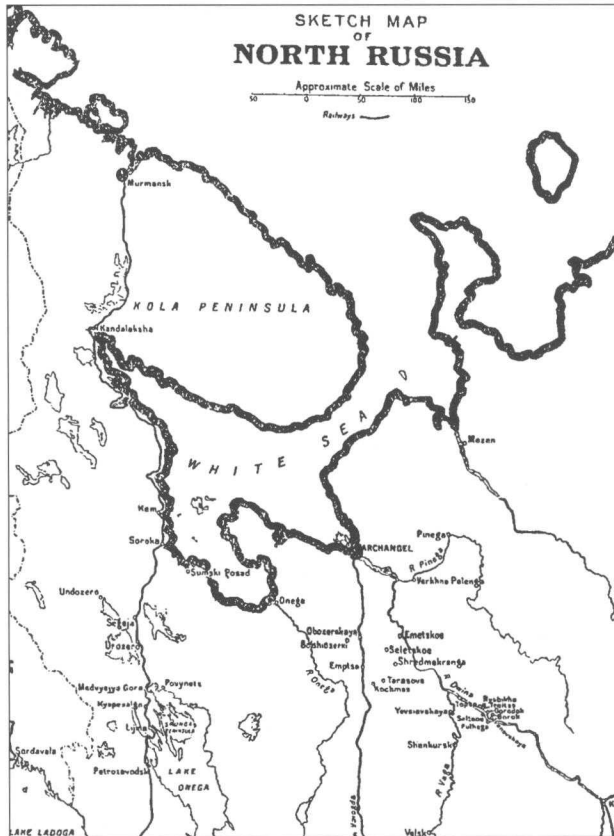
The column commanded by Major L.H. Mackenzie, also starting from Soroka, was, however, able to reach its objective and capture Segeja, even though the column had been forced to travel 100 miles through unmapped forests and over frozen lakes and trackless tundra. Major A. Eastham,⁸⁸ in command of the Nadvoitskaya column, was also able to capture his objective on schedule. On hearing gun-fire to their rear the Bolshevik garrison at Onda withdrew to the south into the hands of the waiting Allies further down the line. On 16 February, the Bolsheviks launched a counter attack against Segezha, which was repulsed with heavy losses. Once

the weather had improved, General Maynard renewed his offensive by ordering an attack on Urosozero, a village 20 miles south of Segezha. Another Canadian Major Peter Anderson was given command and, with an armoured train and less than 100 men, he attacked the village on 11 April. Though grossly outnumbered the attackers achieved complete success.⁸⁹

Although the advances of February and April had opened up valuable recruiting ground, General Maynard considered it necessary to capture the strategically important towns of Medvyja Gora and Povenets (Povenetz), on Lake Onega. The capture of the two towns would secure the only avenues of approach from the north and would also relieve pressure on Archangel as well as shorten his own front line. Reinforcements had reached Maynard by 17 April, including two companies of American Railway troops, one company of King's Royal Rifle Corps and one company of the Middlesex Regiment, giving a total force of about 3,000 troops. Maynard commenced his offensive on 1 May, 1919. Three columns were to advance on a 60 mile front with as their first objective Maselskaya and then Medvyja Gora. The Right Column was to clear the western and southern shore of Lake Segezzero and act as a flank guard. The Central column, consisting of 100 Marines, 100 Russians, 30 Americans, 30 Canadians and sections of British and French artillery, commanded by Colonel Leckie, was to advance rapidly down the railway and capture Maselskaya, which was achieved on 3 May after 48 hours of continuous fighting. The Eastern Column was to advance down the Vojmosalmi-Poyventz road. This column encountered stiff resistance and was only able to reach a point 20 miles

east of Maselga by 11 May. The advance was resumed on 15 May, with the Centre Column advancing on its objective of Medvyja Gora in the face of strong opposition. The town was finally captured on 21 May. Meanwhile the Eastern Column had continued its advance on Poyventz, which fell to the Allies on 19 May. The successful conclusion of the May offensive allowed General Maynard to fortify the Port of Medvyja Gora and prepare artillery emplacements, sea-plane moorings and bases for armed motor boats and steam launches to protect the lake approaches.

In July 1919, Maynard finally received definite orders for the evacuation of all Allied troops from Murmansk before winter set in. The French had already left. To ensure a safe and orderly withdrawal of the remaining Allied troops the War Office dispatched to Murmansk an evacuation force of three tanks, two machine-gun battalions, an infantry battalion and a field ambulance group under the command of General Sir Henry S. Rawlinson. This force left Newcastle on the *S.S. Czaritsa* in early August. On 7 July the Canadian Government had called for the immediate return of the Canadian contingent. As a result of Maynard's pleadings that the withdrawal of the Canadians would jeopardize the safety of British and Allied troops, the Canadian Government rescinded its orders on the understanding that Maynard would release them as soon as possible. Meanwhile Colonel Leckie had been given overall command of all Allied troops in the Povenetz area. As a result of anti-Bolshevik uprisings in the Shunga peninsula area in early June a further offensive was ordered from Povenetz with the objective of capturing the strategically important Port of



Map II-2: North Russia 1918-1919 prepared for the War Office December 1918.

Kiapeselga, (see Map 11-2). Again the attack, which went in on 13 June, was in three columns. By 20 June, Kartashi had been captured, by 28 June both Dianova Gora and Unitsa had been captured and by 4 July the Railway Column had reached the outskirts of Kyapeslego, (Kiapeselga). A combined attack by all three columns on 5 and 6 July successfully evicted the Bolsheviks from Kiapeselgo. Fighting continued on the Shunga peninsula throughout July and August. Bombing raids were mounted against the rail centre and

docks at Petrozavodsk, (see Map II-1) and enemy shipping on Lake Onega was also attacked with considerable success. The Canadian contingent was relieved by part of the British Relief Force in mid-August, retired to Murmansk, and left there on 21 August, 1919.

References:

⁸⁸For their part in this campaign both Major Mackenzie and Major Eastham received the D.S.O.

⁸⁹For his initiative Major Anderson was also awarded the D.S.O.

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WEIRDER AND WEIRDER

Lionel Gillam, FCPS

I could not believe my eyes when I read it. I had to read it again before I could convince myself that I was not hallucinating. There in *Maple Leaves*, in black and white, we had one of the most-well-known names in Canadian philately blatantly admitting that he had rubbed a hole in a Canadian cover. Admittedly the cover had been faked, but was it not vandalism to go to such lengths to prove that it was faked, when postmark evidence and postal history expertise had clearly demonstrated that it was?

Has Horace Harrison, for there is no point in disguising the fact that he is the guilty party (since he has unashamedly signed his confession), established a new specialism in Canadian postal history: 'Faked Wrecked Covers'? It would not surprise me.

Nothing in the philatelic world surprises me now. There was a time when collectors of 'Cinderella' stamps would have been considered very odd-ball indeed. Now they have their own society with established study groups and they are proliferating. Not surprisingly, in a field of such infinite variety, some collectors (despairing of 'completion'!) have decided to specialise. Now I do not wish to draw a long bow about this inevitable development. I cannot put my hand on my heart and swear that one group collects 'Shades of the Green Shield Stamps, 1963 to 1978' and another, 'Perforation Varieties on British Television Licence Stamps, 1954 to 1987'. I merely quote these as possible examples of the opportunities available to those readers who are getting bored with measuring the perforations on their accumulations of Small Queens to two

decimal places. One collector 'of good standing in the Society' actually confessed to me at the last Convention that I attended (admittedly sotto voce) that he was getting bored with 2 cents Edwards; my only regret now is that I did not at the time point him in another direction, say in retrospect, a calendar collection of 4 cents War Effort, the carmine-lake variety, I hasten to add.

Now there may be some (and at one time I was one among them) who believe that what I call philatelic eccentricity is a recent phenomenon. Not so, not so by a long chalk. Everyone knows that President F.D. Roosevelt was a keen stamp collector; he let that be known to everyone while on his presidential campaign. This ploy, as it would be called today, was highly successful; it got him, as our American friends would say, 'the stamp vote'. Overnight many thousands of Republican sympathisers suddenly realised that they were Democrats. Only subsequently did it leak out that he specialised in Haiti! This was much to the annoyance of his opponent, Mr. Hoover, who rather went over the top by assuring Americans that his entire family had always been ardent stamp collectors. Had he known of F.D.R.'s rather narrow field of vision (philatelically speaking) the whole course of American history might have been changed.

This, of course, was nearly 70 years ago when, for every Roosevelt, George V and King Fuad, there were thousands of airmail stamp collectors, collectors who would not look at a stamp unless it was violet, or black, 'errors on stamps' collectors (the famous 'walking seal' of

Continued on page 353

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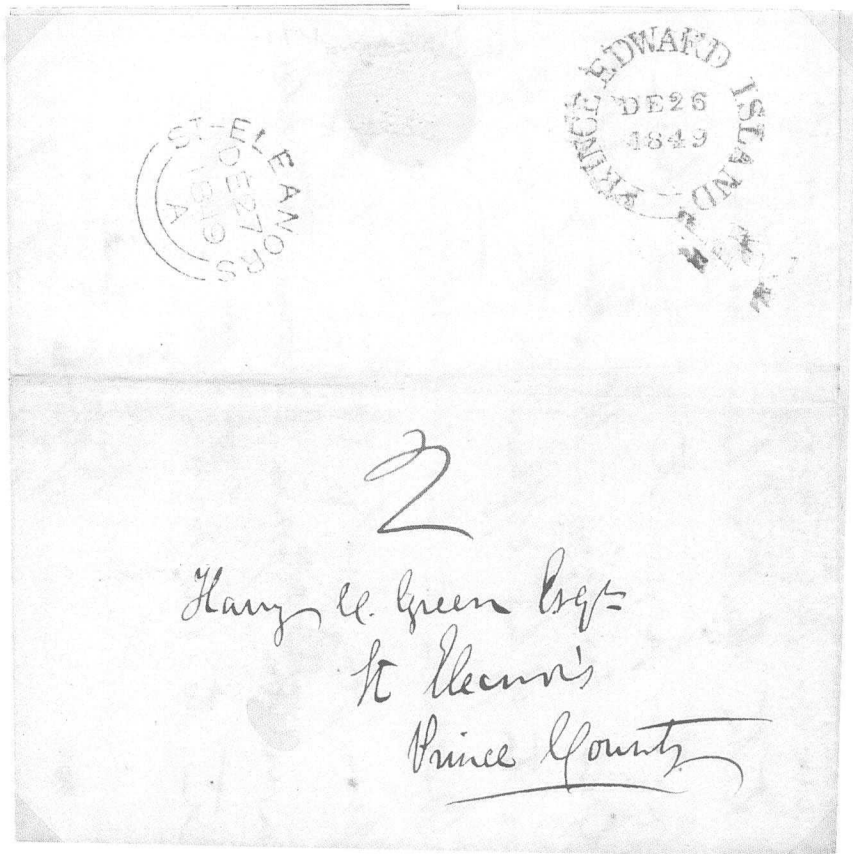


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PRINCE EDWARD ISLAND PHILATELY (5)

Town Cancels & Paid Marks

Martyn Cusworth



Four new town cancels, modelled on contemporary British marks, were proofed in 1848. These were intended for use in St. Eleanors, Georgetown, Belfast and Princetown. Illustrated above is the one used in St. Eleanors which can be obtained with a little effort. This item shows the cancel used as a receiving mark on an 1849 entire from Charlottetown to St. Eleanors.

Both the Georgetown and St. Eleanors marks can be found spanning a period from 1848 to 1870 (St. Eleanors) and 1873 (Georgetown) but the other two represent something of a puzzle (one of many in P.E.I. philately!). James Lehr, in his book on P.E.I. postage stamps and cancellations, records one single usage of the Belfast mark in 1873. The writer possesses another

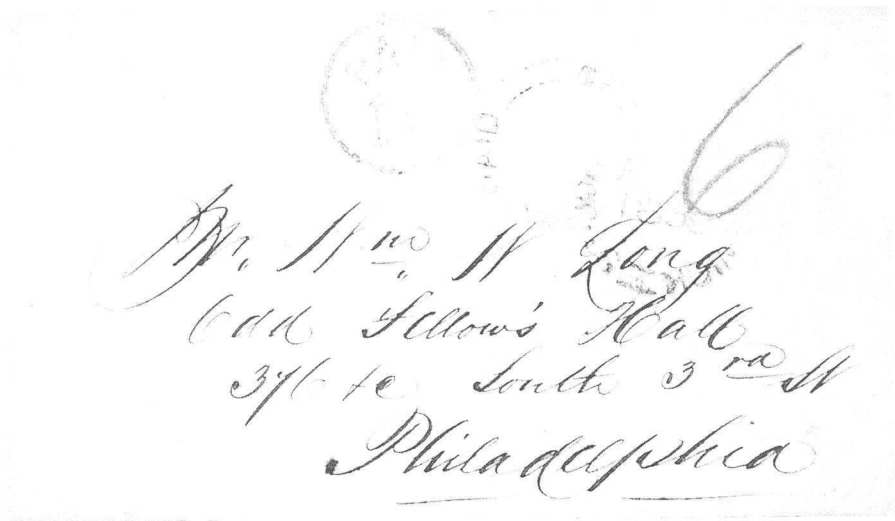
cover from Charlottetown to Belfast in March 1874 with the cancel on the back and he would like to ask all readers to scan their collections to see if they have any strikes of this mark and then relay this data back. It seems as though the post office in Belfast had a freewheeling, Marx Brothers approach to their cancelling devices and probably had the instrument stored in a cupboard for years. Lehr records nine strikes of the Princetown mark between 1856 and 1871 but the writer has only one copy in his collection on a stamped cover of 1873. Once again readers are asked to send copies of this mark to the writer.

At the same time as the above marks were proofed, a parallel group of devices was proofed with the word 'paid' inserted after the town name and no date plugs. These are undoubtedly scarce and in fact Lehr claims there is no recorded strike of the 'Belfast Paid' instrument. This could well be the case; the writer has only unearthed one copy of the 'Georgetown Paid' mark, on an 1858 cross-border cover to Philadelphia,

which is illustrated below. By this time the old system of prepayment of one shilling and three halfpence 'to the lines' had been abandoned in favour of the uniform six pence sterling/ten cents U.S. rate. Allan Griffiths has acquired another 'Georgetown Paid' mark so we estimate the grand total of two currently in the UK.

There was a 'St. Eleanors Paid' cover in the Lehr collection but its whereabouts are unknown at the moment and Lehr himself recorded a grand total of two strikes of this mark. The 'Princetown Paid' mark allegedly exists in two sizes but the author has not found any and Lehr mentions he also did not see any of them. The reader should by now be getting a strong message about these town paid marks; they are tough items to acquire. One aggravating aspect of this sorry saga is that the writer is sure he was offered a 'Princetown Paid' mark at Stampex many years ago before he really got into P.E.I. philately!

A series of town paid marks with

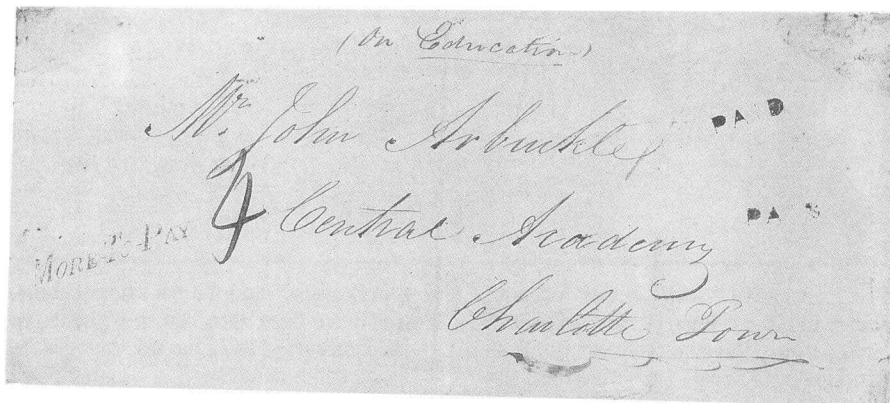


P.E.I. inserted in the datestamp are, with the exception of 'Charlottetown P.E.I. Paid', equally hard to find. These will be discussed in a subsequent article.

Before we conclude it is worth mentioning that there were some individual PAID handstamps in use in the early 1850s and the writer unearthed one used along with a MORE-TO-PAY handstamp recently. The cover illustrated has both these marks on an underpaid letter of April 1853. Four

pence (i.e. double the basic rate) has been paid but the cover was rated as a triple rate item, leaving a deficiency of two pence, which resulted in a black manuscript four pence postage due being added alongside the MORE-TO-PAY handstamp.

In the next article we will review some contemporary postal developments and the ocean mail postage due marks used in the middle of the 19th century.



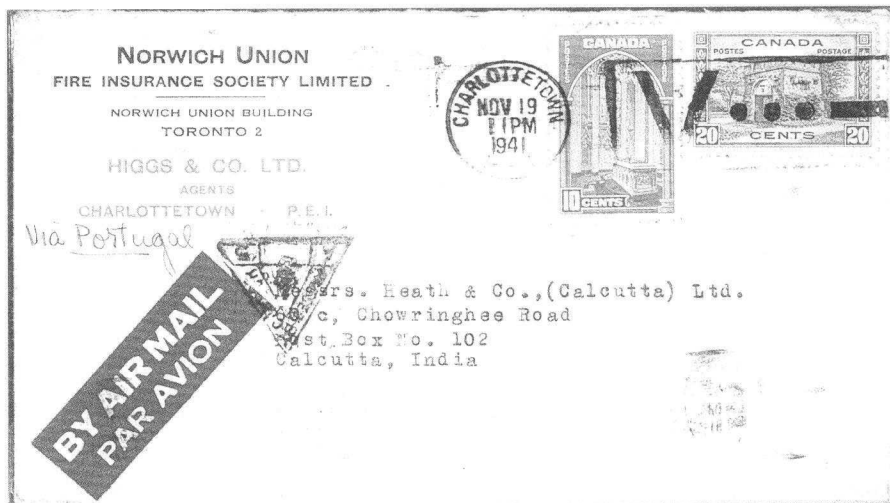
'Weirder', continued from page 349

Newfoundland was much sought after), collectors who wanted any used stamp as long as it was not cancelled in black ink, collectors who would not look at a used stamp as opposed to those who did not consider a stamp to be a stamp until it had fulfilled its function and so on down to a diminishing band of 'denominational' enthusiasts who hunted down any stamp as long as it was, say, five, whether cents, pesos, pfennigs, krona, annas, pence, marks, francs and so on. Those of the one-upmanship tendency went in for 'tenners'! Surely, however, the palm must be awarded to the gentleman who (and an old-time stamp dealer swore to me it was true) stated on

his 'wants list' that he was only interested in men without beards. Oh, yes, there were also wreck cover collectors. Or should that be wrecked covers? This, I think, is where I came in! Or nearly so, and I regret to say this is an article that has to do with what can be called 'specialisation'. It is widely believed that serious 'whole world' collecting went out with Queen Victoria. This is not exactly true. In a recent issue of a philatelic journal it is reported that a collector on his death bed, when asked by his confessor (who specialised in stamps with a religious theme) if there was anything on his mind that troubled him, replied, "yes father, the world has been my field. It's been a terrible task!"

AIRMAIL TO INDIA VIA THE HORSESHOE ROUTE

Martyn Cusworth

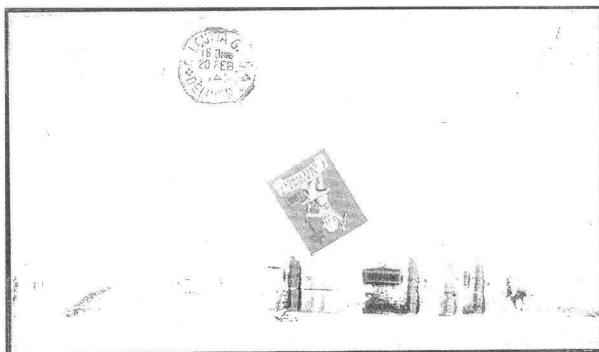


The Japanese had been causing disruption to Far Eastern air routes for a large part of 1941 and therefore the Pan-American link to Lisbon, plus the Horseshoe service, was the best way to get mail to India. By August 1941 there was a thrice weekly Pan-Am service from New York to Bermuda, the Azores and Lisbon.

The cover illustrated, from Charlottetown to Calcutta, is endorsed

'via Portugal' and the backstamp shows it to have been received in Calcutta on 20 February 1942, having been three months in transit.

After its arrival in Lisbon the letter presumably picked up the flying boat service running from Britain to Lisbon, Lagos, Bathurst and Freetown in West Africa. Early in 1941 this service had been extended up to Congo to pick up the Horseshoe service at Lake Victoria.



'Sweetheart' – continued from page 338

IV. Society Journals

BNA Topics: Feb 1969; May 1970;
March 1971; Dec 1971; July-Aug 1976
Canadian Philatelist: Sep-Oct 1964
Maple Leaves: Dec 1957; Feb 1958;
April 1958; June 1958; Aug 1958; Oct 1958;
Feb 1959; Apr 1959; Oct 1959; Feb 1960;
Dec 1960; Aug 1963; Aug 1968; Aug 1980;
June 1986; Jan 1992.

Editor's Note

Now the story can be told.

In the opening instalment of this series (ML Jan 1998) the YP told of his first brush with an admiral when he, the first post war Chinese recruit to the RCAF, obtained special leave to join HMCS Ontario on a trip to Australia, via Suva in Fiji. What he didn't mention was that he set off a free man and returned with a bride!

On a bus trip from San Francisco to Vancouver our hero met a lady from Suva and asked if she could give him the name and address of someone in Suva with whom he could correspond and exchange stamps. She eventually gave him the name of Betty Houg Lee and a correspondence flourished. When Stan applied for the naval excursion some years later, it was quite by chance that he was assigned to HMCS Ontario, which was calling at Suva en route to Australia. Naturally the couple met briefly, then Stan was back on board. Resourceful as ever he arranged to leave the ship at Brisbane and took a civil flight back to Suva where he and Betty were married. Next year they celebrate their golden wedding. Such is the romance of philately.

We are not too clear as to a sweetheart in every port but we know there was at least one!



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FACSIMILE or SIMILITUDE

The Yellow Peril

Hove and Earl's Court have come and gone. The thing that I remember best about attending these outstanding events is the help I received from so many members – especially June and Colin Banfield. While standing at the Gatwick Terminal wondering how to manoeuvre my travel case down to the train platform, I heard someone asking, "Is your name Lum?" It was member Gib Wallace, sporting an enviable huge crop of silver-grey hair, and his Missis. The last time we were together was in 1982 when we marched, whistling "Colonel Bogey", from our dormitory to the Guildford mess hall. The charming lady, sensing my predicament, promptly carried my case down the flight of stairs. From that point onward it was duck soup all the way, travelling companions and a taxi ride to the Sackville Hotel. After the signing in procedures, Richard Lamb carried the bags to my room.

The success of my trip was largely due to the efforts of Colin Banfield who not only arranged transportation from Brighton to Earl's Court (escorted by Sandy Mackie and Wayne Curtis, Wayne being the strongest also acted as porter) and from Chigwell to Gatwick (the Gatwick Express was a godsend) but opened his home to me as well. I couldn't have been in better hands for June is a nurse, a delightful conversationalist and a gourmet cook. Her delicious meals more than made up for those at the hotel.

Member Joe Smith and his vivacious wife were also guests of the Banfields. Meeting Teresa gave me a rare opportunity to brush up on my Cantonese. Joe, besides being a Siberian postal historian is also a keen collector of the Diamond Jubilee stamps. It was a

Photos by Susan So

case of doing what comes naturally that the three of us (Colin, Joe and Why Pee) found ourselves enjoying a fierce after-dinner symposium on Jubilees, Forgeries and Patriotics.

Stampwise, the most interesting stamp I purchased at our 54th Convention is this ½¢ Large Queen (Fig. 1).



Fig. 1. Facsimile or Similitude (left)

Fig. 2. ½¢ Large Queen stamp (right)

The B.P.A. Expert Committee calls this item a 'facsimile'. The 1996 CAPEX Gold Medalist, Steve Menich, states, "This item is clearly not from the die used to produce the ½¢ LQ by the P.O. and so cannot be classified as genuine in all respects. The mystery is why anyone would want to make a similitude of such a cheap stamp." Regardless of whether it is a facsimile or a similitude (I favour the latter as similitudes were engraved by a reputable firm to be used on a philatelic letterhead or visiting card),¹ it is a most fascinating item to add to my sideline collection of Large Queens. As the stamp will give me endless hours of fun trying to find the answer I am more than grateful to Richard Lamb for letting me have this little gem. Thanks Richard and thanks again for teaching me all those 'tricky-dick' subtleties of stamp merchandizing.

The similitude is on a thin white

Continued on page 368

CONVENTION 2000

The decision to move our annual convention from Autumn to immediately precede StampShow 2000 was a clear success with one of the largest turnouts for years. It was pleasing to see a number of first timers, particularly from overseas, it is to be hoped that they will become regular attendees.

The experiment to have some dealers in attendance also proved successful; fears had been expressed that this would interfere with the displays and adversely affect the auction. Both fears proved groundless with the auction realising something approaching £7,500, of which about half was contributed by floor bidders.

The official programme began with a slide show given by Joe Smith, himself a 'first-timer', on the little known subject of the Canadian Siberian Expeditionary Force in which Joe's great uncle had been a willing volunteer. On Thursday morning a number of members gave mini displays of eight sheets and were confined to five minute talks; a prize for the best display, a bottle of champagne, was offered by the President, Colin Banfield, judged by those who had not shown. It was won by Spanish expert Ronald Shelley, who is not even a member, although Colin claimed he had made him an honorary one for the week (!) with a show of covers from the Canadian Contingent in the Spanish Civil War. We are a generous society! The evening's entertainment for members was provided by David Sessions with a superb display of the 1930 Arch Issue accompanied by a most scholarly talk; all the more impressive because David only took up his new enthusiasm some 18 months previously.

On Friday the President entertained members with displays of Jubilees,

including matched Squared Circles on the 1¢ and 3¢ values, as well as various covers. These included one graced by an 8¢ Registered Letter Stamp which, due to its doubtful status, Colin had shown to a well-known dealer in postal history, now deceased, who had grabbed it and written 'FAKE' across it in large untidy letters; a bit rough as it could just as easily have been so endorsed on the reverse. The evening saw a superlative combined display of Transatlantic Mail by Dorothy Sanderson and Malcolm Montgomery. Malcolm gave the talk and pointed out that while traditionalists more or less regard the subject as closed after 1875, he continues his collection up to modern times, including Transatlantic airmail, and indeed some modern covers were included in the second half of the display.

The AGM took place on Saturday morning at which the award of a Fellowship to Brian Stalker was announced for his services to the Society. A judging critique on the Competition entries followed; the results are given elsewhere.

The Social side was as ever not neglected; trips were laid on to Arundel Castle and to the Brighton Pavilion. A visit to the local theatre, in which the well known actor Simon Callow was giving a solo performance, and a talk the following evening by a former Lady Mayor of Brighton rounded off the programme for non-members.

At the annual dinner Mac McConnell was invested as our new President. He announced the next Convention would start on Wednesday, 12 September, 2001, at the Lion Hotel, Shrewsbury, in what looks to be a fine and interesting venue. See you there. **J.H.**



Clockwise from top left: Joe Smith brought Siberia to a warm room. Malcolm Montgomery – half the transAtlantic team. New Fellow, Brian Stalker: Guest of Honour Ronald Shelley & Tom Almond in convivial surroundings. Presidential changeover: 'Mac' McConnell & Colin Banfield. Postal history dealer Bill Longley revealed a few items that did not reach his customers.



BOOK REVIEW

RAILWAY POSTMARKS OF THE MARITIMES – A study of the Cancellation Devices, 1866 to 1971 by Ross D. Gray, published by the Canadian Railway Post Office Study Group of BNAPS. Available from Saskatoon Stamp Centre, P.O. Box 1870, Saskatoon, SK, Canada S7K 3S2.

Lewis M. Ludlow published many articles in *B.N.A. Topics* from 1972 to 1979 concerning hammer analyses, dates of use, train numbers and other details of railway postal markings of the Maritime Provinces. He was assisted in this study by the reports of the members of the Canadian Railway Post Office Study Group of BNAPS, which was formed at the Calgary convention in 1973.

Lew had intended to combine and update this long series of articles into a book on the Railway Postmarks of the Maritimes. He had intended this to be

the first of several studies of the railway postal markings of the several regions of Canada. Unfortunately, Lew suffered a serious stroke in March 1990 and was unable to continue his work. He died in August, 1997.

Fortunately, Ross Gray – a serious student of these markings – took on the project, and has now completed ten years of work, updating and extending the information. Numerous newly discovered hammers are described, there are clear illustrations of all hammers, and the work has benefitted greatly from the use of modern desk-top publishing software. We hope this is only the first volume of a series on RPO markings of the various regions of Canada.

For anyone interested in the Railway Postmarks of the Maritime Provinces, this book will be an essential reference.

W.G. Robinson

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.

LETTERS TO THE EDITOR

Kim Dodwell

WORLD WAR 2 QUERIES

Regarding Mr Lazenby's query in the summer issue, I can help a bit with the cover to India.

1. DHC/111 is a Bombay censor not a Canadian mark.

2. RINVR is indeed Royal Indian Naval Volunteer Reserve.

3. I am pretty sure the 'HMIS Signal School' is 'His Majesty's Indian Ship Signal School'. In both the Royal Navy and the Royal Canadian Navy, during WW2, shore establishments (such as this signal school) were styled 'ships'.

4. The main Canadian involvement in the Indian sub-continent in WW2 was the RCAF that formed two transport squadrons out there in 1944, Nos 435/6, both were equipped with Dakotas. They supported the XIV Army in Assam and Burma, but only 436 actually moved its base into Burma in 1945. The Squadron's mail would have been marked with RCAF/RAF censor marks and carried by military bags, DHC/111 is a civil censor mark.

Guertin recounts the despatch to India (and on into Burma) of 'a group of Canadian mule-skinners' who went to India with a consignment of mules for transport use out there, but I have never seen any postal history relating to them.

There would also have been a number of Canadian volunteers, 'RCAF attached RAF', out there and possibly 'RCN attached RN', but Mr. Lazenby's Lieut. Loughnane would have styled himself 'RCNVR att. RN' and not 'RINVR' if he were Canadian.

Editor's note:

Enquiries at my local society confirmed some of Kim's information. They also

elicited the fact that the censor mark arose from the 'Unified Imperial Letter Code Censor System', introduced in 1942, whereby each Colony or Dominion was allocated a single or double code letter. India was allocated DH (Canada was DB). The third letter related to a specific town or city, the 'C' being Bombay. The number was presumably the clerk's number. The 'M' in a double circle remains unaccounted for. Nothing has so far come to light regarding the 1942 cover.

Nicholas Lazenby

TOO LATE FOR STEAMER

This card (p363) was purchased a few years ago for the grand sum of 50 cents from a box of outsize postcards in a second hand book shop in Auckland. It is possible to see under the label that the card was originally addressed to Vancouver. Can anyone confirm that the 'Too Late For Steamer' was applied in Vancouver? Any other comments on the card would be welcome.

Ian Mackenzie

HERITAGE CANADA FOUNDATION

To celebrate its 25th anniversary, another organization of which I also am a member, the Heritage Canada Foundation, in co-operation with the Canada Post Corporation, produced a special first-day cover in an edition limited to 3,000 copies. The cover features three postage stamps (Scott Numbers 1755d, e, and f) from the series on the history of housing in Canada, together with a nice cachet consisting of the anniversary logo. It is cancelled with a special anniversary cancel dated at Ottawa, ON 1998.09.23. A Heritage

HANDBOOKS FOR SALE

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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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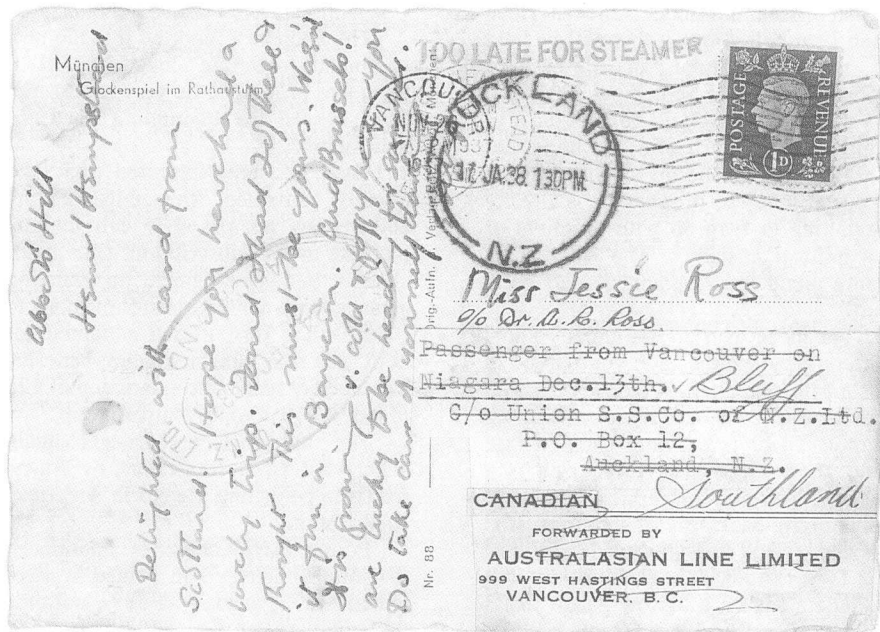
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'London to London' from page 333

most likely candidate but, with all parties now deceased, we shall probably never know for sure whether he did it for his own benefit or for the reason suggested above. The September 1999 issue of *The C A* also carries copies of correspondence showing well known airmail dealer A.C. Roessler's desire to have mail carried on his own behalf.

"We are grateful to The Canadian Aerophilatelic Society for permission to reprint the above which we felt would be of interest to a wider spectrum of readers. One or two very minor changes have been made to the article following correspondence with the author.

References:

- Wings Over London* by William E. Corfield
- London's Flying Pioneers* by William Corfield and Hume Cronyn
- Specialized Catalogue of Canada and British North America* (ninth edition et al) by L Seale Holmes
- Philately In London* by Stan Shantz and Don Demeray
- Famous Newfoundland Flights of the 1930s* by Norris H. Dyer, *B.N.A. TOPICS*, January 1998.
- ART CARTY PAPERS* at the regional collection, Weldon Library, University of Western Ontario

SOCIETY NEWS

From the President

You will now be all agog and making arrangements for our 2001 Convention. If you missed the announcement at Hove then I can tell you that this will be held at the Lion Hotel, in Shrewsbury between 12 and 15 September 2001.

Although Hove will be a hard act to follow (thank you Colin) we hope that Shrewsbury will be up to your highest expectations. The programme is already beginning to firm up with promises of exceptional displays. The auction is being meticulously planned – all good stuff.

For those who do not already know Shrewsbury and the Lion you will be in for a great experience. Shrewsbury is a fascinating town with a good shopping centre. There is a stamp shop (a rare find, these days). The Lion itself is a historic and most comfortable hotel with roots going back several centuries. It is backed by first class modern facilities.

The afternoon excursions will include a trip on a narrow gauge steam railway, a castle with a difference and a visit to the cradle of the industrial revolution. But more of this later.

Most important – get out your diaries and mark in SHREWSBURY – 12-15 SEPTEMBER 2001.

Look forward to meeting you there.

From the Secretary

The 2000 AGM was held at Hove and the following is a summary of the main points. Copies of the Minutes are available from the Secretary.

A minute's silence was observed in memory of those members who had died during the year.

The President, Colin Banfield, felt that holding the Convention in May had been fully justified and that the dealers

who had attended had found it worthwhile. David Sessions expressed appreciation to Colin for arranging the Convention at short notice.

The Secretary reported that the new combined brochure and application form was proving to be very successful. She stressed the continuing need for new members.

The Treasurer reported that the Society remained financially healthy and he saw no reason to call for any increase in the subscription. One major change had been made in banking arrangements with a transfer of funds to Cater Allen; this offered a number of both practical and financial benefits. The Society had made a donation of £25 to the National Youth Stamp Group.

The Subscription Manager again acknowledged the work done by Wayne Curtis in collecting the North American subscriptions.

Editor David Sessions announced that *Maple Leaves* had gained a silver medal at Canada's Fifth National Philatelic Literature Exhibition in Ottawa. Editorial targets were being achieved, but he repeated the need for the appointment of an Assistant Editor who would be prepared to take on the full job in due course or in time of emergency.

The Packet Secretary reported an increase in sales, with eight circuits in operation.

Malcolm Jones reported that *Covermart* turnover had again improved, though the proportion of members showing interest remained very small.

The Publicity Manager reported that the Society had presented a Quaich to StampShow 2000, to be presented to whoever was judged to have entered the best BNA exhibit. He also noted that the

Society had booked a table at Midpex in June 2001.

The Auction Manager announced that the Society would be holding a postal auction at the end of January 2001.

The following **appointments** were approved by the meeting:

President	L. McConnell
Vice-President	N.J.A. Hillson
Secretary	Mrs. J. Edwards
Treasurer	N.J.A. Hillson
Auditor	L. Taylor

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

The following **awards** were made:

Founders Trophy	David Sessions – Published research into bogus issues of the 19th century
Aikens Trophy	Stan Lum – series on 'Admirals'

The Fellows Committee were pleased to announce that Brian Stalker had been made a Fellow of the Society.

All Sections reported a successful first half year. The Midlands Group will be meeting at Wombourne, near Wolverhampton, on Saturday 11 November in conjunction with the Midlands Federation, all are welcome to attend.

Competition winners were:

Class 1A

1. Richard Thompson –
Study of the 10¢ Consort (1859)
2. Horace Harrison –
Canada's Registered Letter Stamps

Class 1B

1. David Sessions –
Perforations, What Perforations?
(1928 Scroll issue)

Class 2

1. 'Mac' McConnell –
International Mail Intercepted at
Vancouver, 1914-19
2. John Wright –

First Period Money Letters

Trophies

Godden	Richard Thompson
Bunny	David Sessions
Members	John Wright
Henderson	'Mac' McConnell

Book-Ends!

At the Hove AGM, it was suggested that I should prepare a few notes about the library for inclusion in *Maple Leaves*, possibly on a regular (six-monthly?) basis; so here goes!

A good starting point is a formal acknowledgement to our author-members, not only for sharing their knowledge, but also for their donations to the library over the last year. They include:

John Hillson: Canada Small Queens Re-Appraised

Lionel Gillam: Just a Few Lines ... Champlain & St. Lawrence Railroad

David Sessions: Philatelic Fantasies of BNA 1860-1910

Alan Salmon: Pioneers of Canada ... The People on Her Stamps

David Whiteley: The Foreign Exchange Board and the Canadian Post Office 1939-51

David Whiteley: The British Missions to Russia 1918-20, the Canadian Experience, A Postal History

Richard Morris: Color Guide System for Large and Small Queens, Widows Weeds and Registration Stamps of Canada.

One of the benefits of modern technology is the advent and accessibility of 'Desk-Top Publishing', providing a means of producing modest print-runs at reasonable cost. Such advances might encourage more of us to commit our philatelic knowledge to paper. If your particular subject fails to warrant a full-blown scholarly treatise, I'm sure that our Editor will be pleased

to hear from you, and I shall be equally pleased to receive a photocopy of your analysis and research for holding in the library.

An updated library list is available; drop me a note with a SAE if you want one.

Brian Stalker – Librarian

Auction News

Accompanying this copy of *Maple Leaves* is your copy of the 2001 Postal Auction Catalogue. U.K. based members, who wish to view material by post, should submit their requests to the Auction Manager at the earliest possible date. Members will be required to pay postage and packing in both directions and will be responsible for security and safe return to the Auction Manager. Unfortunately, it is not possible to extend this service to overseas members. No lots will be despatched after 10 January, 2001.

If you require black and white photocopies of small lots, this can be arranged at a cost of 10p per A4 sheet plus postage. Those members having access to e-mail can request scans for a reasonable number of items (say 10) without charge. Additionally, the Auction Manager is prepared to assist you with any enquiries you may wish to refer to him by telephone or fax.

Bid early because first received bids will take precedence over later bids of equal value.

Convention Auction Saturday 15 September 2001, The Lion Hotel Shrewsbury

All vendors' material must be received by the Auction Manager by Saturday 26 May 2001. It is never too early to forward material, in fact, the earlier the better.

You may have noted, over recent auctions, that some fine quality material

has been consigned. Such material has sold exceptionally well; so why not place some of those unwanted gems in your Society auction. Prices realised on quality material are just as good, and often better, than those achieved by the leading auction houses, whilst the 15% vendor's commission does not attract VAT.

Palmares

Richard Thompson has kindly volunteered to keep *Maple Leaves* posted with the results of National shows in Canada and International shows, in respect of Canadian exhibitors. The results published here will relate to our Canadian members' successes with BNA exhibits. We should be pleased to receive similar notice of UK and other members' successes, even if only to tell us how **you** fared.

In addition to Bill Robinson's Grand Award at the Edmonton show in March, commented on in the last issue, Earl Covert and Steven Luciuk both won vermeil medals. At the RPSC Convention in April, Ron Brigham foreshadowed his London International success with a gold and the Grand Award. David Whiteley collected a vermeil, while silver medals went to Don Fraser, Bill Topping and Bill Robinson. Michael Rixon took the Grand Award and a gold at ORAPEX in May, while George LeMesurier and Patrick Durbano took silver; Hans Reiche was awarded a bronze. Out on the west coast, at PIPEX in June, Bill Robinson was awarded a vermeil medal.

On the International stage, we covered the London show in the last issue but are now able to report that, at the subsequent WIPA show in Vienna, Ron Brigham again secured a large gold while, in the literature class, Cimon Morin and Charles Verge were awarded

large vermeil and large silver respectively.

From the Regions

The Wessex Group met in July at the home of Dr Dorothy Sanderson where new acquisitions, following Convention and London 2000, were examined and discussed. A particular treat was a taster from Dorothy's newly acquired collection of historic pre-stamp covers.

The South West Group held its annual meeting at the Bristol Federation Convention in Portishead in August. Numbers were fewer than usual due to a combination of circumstances and the late Lynda Schutt was greatly missed. Nevertheless, available material comfortably filled the afternoon. The benefit of running a meeting in tandem with a stamp fair was demonstrated when one speaker was able to show a significant item "that I bought just half an hour ago".

FORTHCOMING EVENTS

2000

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

Mar 1-3 PHILATEX, Horticultural Hall, London

Apr 6-8 RPSC Convention, Dorval, Canada

Jun 9-15 Belgica 01

Jul 30-Aug 8 Philanippon 01

Sep 12-15 CPS Convention, Shrewsbury

Sep 14-23 Armenia 01

Sept 19-23 Autumn Stampex, Islington, London

Oct 16-21 Hafnia 01

Oct 25-27 PHILATEX, Horticultural Hall, 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.

JOB OPPORTUNITY

Our Secretary, Judith Edwards, has intimated she will not wish to stand for re-election at the next AGM. We are therefore seeking a willing nominee. High qualification, either philatelic or scholastic, is not essential but a willingness to attend Conventions and an occasional Executive meeting, on a fairly regular basis, is desirable.

The pay is abysmal but this is more than compensated by the luxurious feeling of well being brought about by serving one's fellow collectors. Both training and encouragement will be given!

In all seriousness, the Society cannot function without a Secretary so please search your consciences. Aspiring nominees can feel free to make informal enquiry of either Judith or her predecessor, Tom Almond, as to the requirements of the office.

Applications or further enquiry to the Editor please.

AMENDMENTS TO MEMBERSHIP to 23 August, 2000

New Members

- 2815 Sass, Roy. PO Box 31054, Walnut Creek, Ca 94598, USA
2816 Auer, Clive Martin. 132 Pampisford Road, Purley, Surrey CR8 2NH NB, NS, PEI
2817 Tennyson, Paul. 228 Sandhill Drive, Harrogate, Yorks HG1 4JR B, N
2818 Laurie, John Kendall. Portling, Dalbeattie DG5 4PZ B
2819 Morgan, Harvey. 4 Mill Road, West Drayton, Middlesex UB7 7EQ N, NS, PEI
2820 Steele, Dr. Derek. 5 Wildcroft Drive, Wokingham, Berks RG40 3NY B, C
2821 MacDonald, Duncan T. 15407-75 Avenue, Edmonton, AB, Canada, T5R 2Y9
2822 Carmichael, Vance. PO Box 267, Smithville, ON, Canada, L0R 2A0

Deceased

- 2428 Bayes, R. 2027 Jones, A.E. 0392 Marsden, P.S.S.F.

Resigned

- 2598 Needs, E.

Change of address

- 2535 McVey, W.L. Flat 2/2, 5 Brenfield Road, Muirend, Glasgow G44 3LP
2769 Johnson, D. 22 Abbey Close, Axminster, Devon E13 5QU
2749 Loffstadt, David. P.O. Box 107, Bromley BR2 8ZA

Amendment to address

- 2674 Thompson, R.P. 309-540 Buckland Avenue (etc.) Appt no only has changed.
Revised interests CR2, CL, CS, DC

Revised Total 430

Continued from page 357

India paper. The engraving is sharper than that of a ½¢ LQ. There are slight differences, however. The small defect in the top margin could be an indication that the stamp was lifted from a card to which it was, at one time, affixed.

My big purchase at the big show (Earl's Court) was a couple of Italian new issues for my medical collection,* Fig. 3. Although they are not BNA, they are just as pleasurable to look at as the Large Queen.

They were issued to commemorate the beauty of the breast and to mark the start of a symposium dedicated to breast ailments.

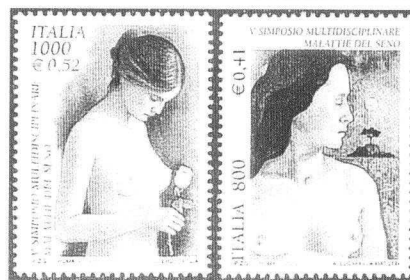


Fig. 3. Italian New Issues

References

¹*The Postage Stamps and Postal History of Canada*, by W.S. Boggs, p177.

*So that's what you call it! Ed.

THE CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN 2000/01

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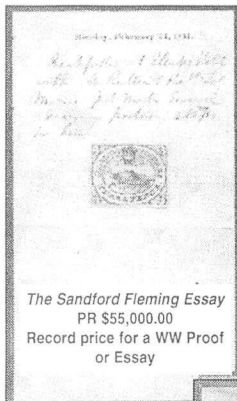
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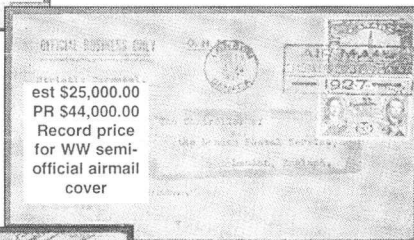
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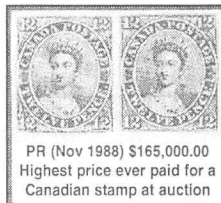
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