

279



Maple Leaves

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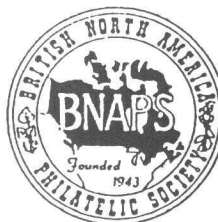
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EDITORIAL

For the pedants among us, the new millennium starts here! In an effort to please both sides we feature in this issue an article by the indefatigable Yellow Peril who wrote it on the eve of January 2000.

The new year also brings about a new volume of *'Maple Leaves'* and with it an index to volume 26. The index has been compiled by Charles Livermore and it will be seen to be somewhat more comprehensive than past annual indexes. Charles was responsible for the splendid cumulative index to *'BNA Topics'*, published late in 1998; the enclosed annual index follows closely the format adopted in that publication. It is Charles' aim eventually to produce a comprehensive index covering *'BNA Topics'*, *'Maple Leaves'* and *'Postal History Society*

Journal'. We strongly support this ambitious project and wish Charles well, also we offer sincere thanks for his effort in respect of *'Maple Leaves'*.

A good index and / or bibliography is a prime tool for any researcher, as it is a means of rapid reference to previous articles on a given subject. It is not essential that all the journals in question be resting on the student's shelves; perhaps this is a good time to remind members that runs of all three journals are held in the Society library. Before we leave the subject of books and magazines, we have a note that publisher James Bendon of Cyprus has several BNA books available, viz. *'Canada's Pence Era'* (£97.50); *'The Pence Issues of Newfoundland'* (£41.50); *'The Large Queen Stamps of Canada'* (£81) and *'Canada's Small*

Queen Era' (£97.50). The Saskatoon Stamp Centre has a wonderful selection of BNA material whilst, nearer to home (in the UK), our own Handbooks Manager keeps a good stock on hand.

A member wrote to us recently (it happens!) and, in passing, mentioned that he had two or three 'Customs' covers but could find little reference to them. Do we have a specialist out there who could produce an article on the subject?

In September last, Canadian philately lost one of its stalwarts when Hans Reiche died, aged 85. Hans was awarded Fellowship of the Society in 1979; his deep knowledge of the Admiral series was well known and his collection of Canadian precancels was one of the most complete in the world. In addition he had a deep interest in the stamps of Germany and formed collections of Switzerland and the USA. Over the years he wrote or co-wrote 24 handbooks on philatelic subjects and over 500 articles for various philatelic journals.

Hans was born in Berlin and emigrated to England in 1939, where he worked at Chelmsford, Essex, as a

senior electrical engineer. In 1940 he was sent to Canada where he was treated as a 'friendly alien'. Dr Albert Einstein, a friend of his father, interceded with the Canadian government and, by special order-in-council in 1942, Hans was given a classified position at the National Research Council in Ottawa. He soon became a Systems Engineer and Advisor on drone missiles and radar. In the 1970s he headed the engineering and maintenance section on policy and procedure for National Defence until retirement in 1980, when he became a consultant.

Hans Reiche's keen attention to the minutiae of research has been instrumental in the advance of Canadian philately, his published work will serve as a fitting and lasting memorial. We are indebted to Jim Kraemer for the above abbreviated notes.

Erratum

A small typo occurred in the *London to London* article in the last issue; in the second full paragraph on p329 '£10,000' should have read '\$10,000'.



AUCTIONS

Bidding in the postal auction closes on 31 January so if you have not already bid, and it's not too late, **BID NOW**.

As reported in the last issue of '*Maple Leaves*', the annual Convention Auction will take place on 15 September. Lots must be in the Auction Manager's hands by 26 May at the very latest. Please help by sending material in early, a rush in the last day or two puts the timetable under pressure – catalogues are scheduled for despatch with the Summer (July) issue of '*Maple Leaves*'.

Conceived on the eve of 1 January 2000 and published in
January 2001, the following article should satisfy both schools of
millennium thought

A MILLENNIUM SYMPOSIUM

The Yellow Peril

Illustrations by Susan So

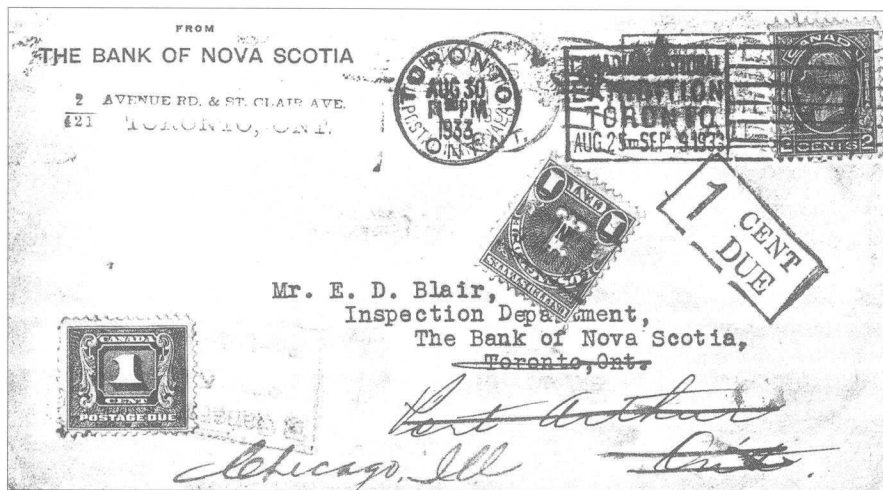


Fig. 1. A 2¢ Medallion tied to Bank of Nova Scotia cover by two Toronto and one Port Arthur machine cancels of which only the 5 September and 30 August, 1933, dates are discernible.

Postage dues are not one of my primary areas of philatelic interest but whenever and wherever I see an item of unusual interest that tickles my fancy and is not too insanelly priced, I pick it up.

This Toronto Bank of Nova Scotia cover (Fig. 1), prepaid by a 2¢ Medallion, was sent to bank inspector Mr. E.D. Blair at the downtown Toronto branch on 30 August. From there it was forwarded to the Port Arthur branch. An alert Toronto postal clerk noticed that the letter was being re-directed to an area where the postal rate was higher than first payable, stamped the letter with a boxed '1 CENT DUE' marking, and allowed the letter to continue on its merry way to Port Arthur.

Apparently, a bank clerk from the

Port Arthur branch went to the post office to collect the letter. After he paid the required 1¢, the postal clerk affixed a 1930 1¢ postage due stamp to the letter and cancelled it with a three-lined 'General Delivery / 5 Sep 20 Sep / Port Arthur, Ont' rectangular handstamp and

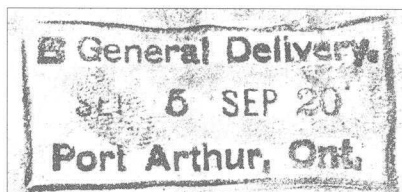


Fig. 2. Handstamp on reverse of Fig. 1. cover matches that used to cancel the Canadian 1¢ postage due stamp.

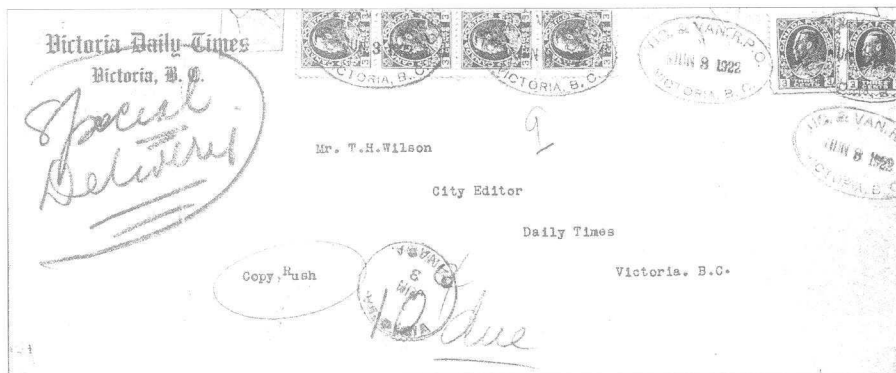


Fig. 3. 8 June, 1922 Victoria B.C. Special Delivery drop letter. Short-paid 10¢; Rated and taxed 10¢ – the amount deficient.

handed the letter over to the caller. The bank clerk readdressed the letter to Chicago and posted it.

Upon the letter's arrival at the Chicago post office a postal clerk, just as sharp as the Toronto clerk, noticed the due marking; dinged the addressee 1¢ and affixed a Chicago precancelled postage due stamp to the cover.

Readers' input is invited:

The local rate was 2¢; the out-of-town rate, as well as the rate to the United States was 3¢.

Should the letter have been dinged the second time?

If the letter had been prepaid with a 3¢ stamp, there would be no sweat in redirecting it to Port Arthur but could it again have been reposted to Chicago with no questions asked?

How many times can a letter be redirected within the same rate area?

Figure 3 is a Victoria B.C. 8 Jun, 1922, Special Delivery drop letter, prepaid by six 3¢ brown Admirals. The stamps are tied by three 'VIC & VAN RPO / 8 JUN 1922 / VICTORIA B.C.' purple ovals. Judging from the size and condition of the envelope and the number of stamps on it, I would guess

that it was a seven ounce letter (7 x 1¢ + 1¢ War Tax + 10¢ Special Delivery Fee = 18¢. As the special delivery fee was increased from 10¢ to 20¢ on 1 August, 1921, the letter was short-paid 10¢ and taxed 10¢ to make up the 20¢. An irregular block of ten (one of its stamps replaced) of the 1906 1¢ postage due stamps was affixed and tied with several large purple 'VICTORIA 8 JUN CANADA' rubber handstamps.

The letter should have been rated and taxed 20¢ – double the amount deficient.

The following cards (Figs. 5, 6 and 7) were in amongst an accumulation of Chinese covers acquired some 20 years ago. They had lain, virtually forgotten, in my basement cabinet until the year

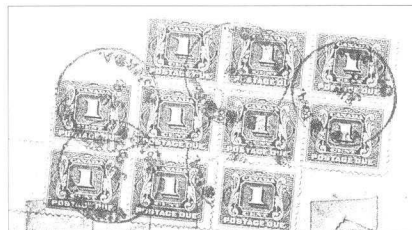


Fig. 4. Partial reverse of Fig. 3. cover showing 10 x 1¢ postage due stamps.

A trio of US stamped Chinese picture post cards sent by C.W. Landers through the US Postal Service in Shanghai to Phyllis Alder in Winnipeg.



Fig. 5 (above).

Fig. 6 (below).

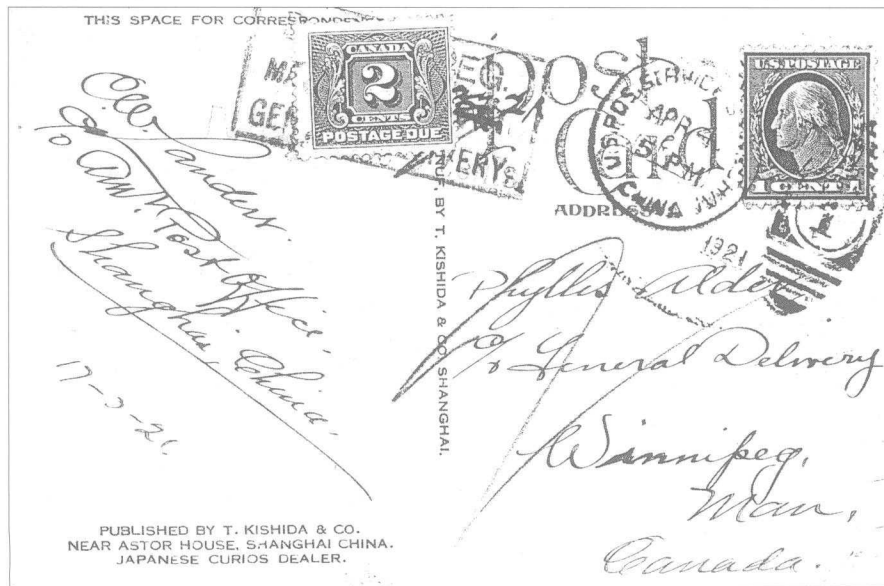




Fig. 7.

2000. Instead of venturing out in the middle of a bitterly cold winter night to see the fireworks, I celebrated the millennium by attacking the hoard of covers. There were surprises but the most intriguing one was this trio of Chinese post cards mailed through the U.S. Postal Agency in Shanghai to Winnipeg.

The fact that only the stamp on the card dated 24 / 11/ 20 (Fig. 5) was surcharged 'SHANGHAI 2¢ CHINA' while the other two stamps on the cards date 17 / 3 / 21 (Figs. 6 and 7) were not, made me wonder why the stamp was overprinted. The intrigue was so great that it drove me to investigate the matter. The only information I found was this short passage in the SCOTT 2000 Standard Postage Stamp Catalogue, Volume 1, page 95.

*UNITED STATES OFFICES IN CHINA
Issued for sale by the postal agency at
Shanghai, at their surcharged value in*

local currency. Valid to the amount of the original values for the prepayment of postage on mail dispatched from the US postal agency at Shanghai to addresses in the US.

**SHANGHAI
2¢
CHINA**

To me, the paragraph was just as baffling as the surcharge itself. Fortunately, two helping hands from south of the border came to the rescue. The first was Mr. James Kloetzel, SCOTT catalogue editor, who provided this paraphrase:

'Stamps sold at their surcharged value in local currency' means that they were sold for the surcharged value in Chinese cents, which happened to be about half the value of a U.S. cent. Thus, the \$1 U.S. stamp has a \$2 surcharge, standing for a two Chinese dollars (or yuans) which was equal in exchange to one U.S. dollar.

'Valid to the amount of their original values' means, for example, that the \$1 stamp that was surcharged two Chinese dollars, would pay the postage up to and including one U.S. dollar. Since the U.S. Agency at Shanghai was using U.S. postage rates, this knowledge is important in understanding the postage rates and knowing that it was the unsurcharged stamp's value in U.S.cents that mattered when an item was mailed from Shanghai.

The second was Mr. Jim Forte of Las Vegas who advised that from what he has seen, the cards could be sent from the Shanghai Agency to anywhere in the United States for 1¢. With the information provided by these gentlemen, coupled with the assumption that 1: post cards addressed to Canada were allowed to pass or 'slipped' through the US Agency in Shanghai, and 2: the post card rate from the United States, including the Shanghai Agency, to Canada was 2¢ and vice versa, I arrived at the following scenario.

Had the card with the surcharged stamp (Fig. 5) been addressed to the United States it would have passed as the rate was correct. But because it was destined for Canada, where the rate was 2¢, it was short paid 1¢ (2¢ Chinese = 1¢ American) and rated by the 'DUE 1

CENT' handstamp – its numeral '1' manuscript-surcharged '2'. The '2' indicates that double the 1¢ deficiency is to be collected from the addressee. The tax was paid by a pair of the 1906 1¢ Canadian postage due stamps.


Of the two cards with ordinary 1¢ US stamps (Figs. 6 and 7), the first card processed (Fig. 6) was rated with a manuscript '2'. The probable reason the second card was not was either an oversight or the clerk thought that it was not necessary as both cards were identically franked, posted at the same time and sent to the same person.

Readers who disagree with any of the foregoing can participate in this symposium without fear of ever being shanghai'd!

The assistance provided by Miss Ann Allan (North York librarian), Mr. James E. Kloetzel and Mr. Jim Forte in compiling these notes is greatly appreciated.

Bibliography

Morrissey, Stuart J. *2000 Standard Postage Stamp Catalogue*, Sidney, OH: Scott Publishing Co., 1999.



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PRINCE EDWARD ISLAND PHILATELY (6)

Martyn Cusworth

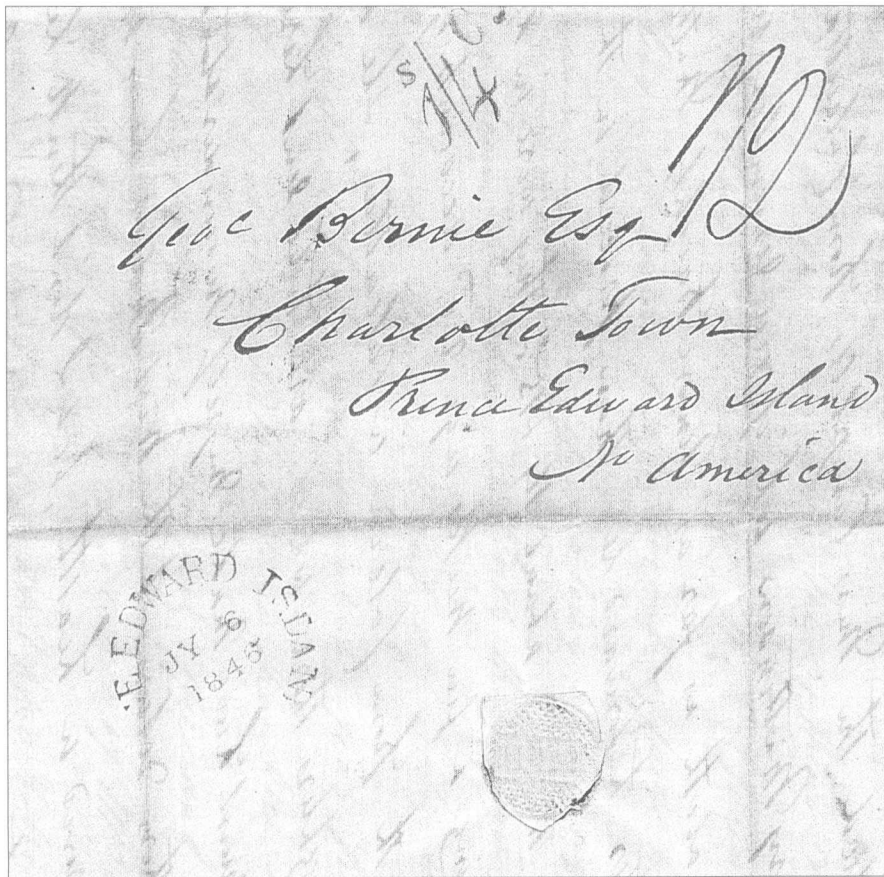
Postal Improvements in the Late 1850s

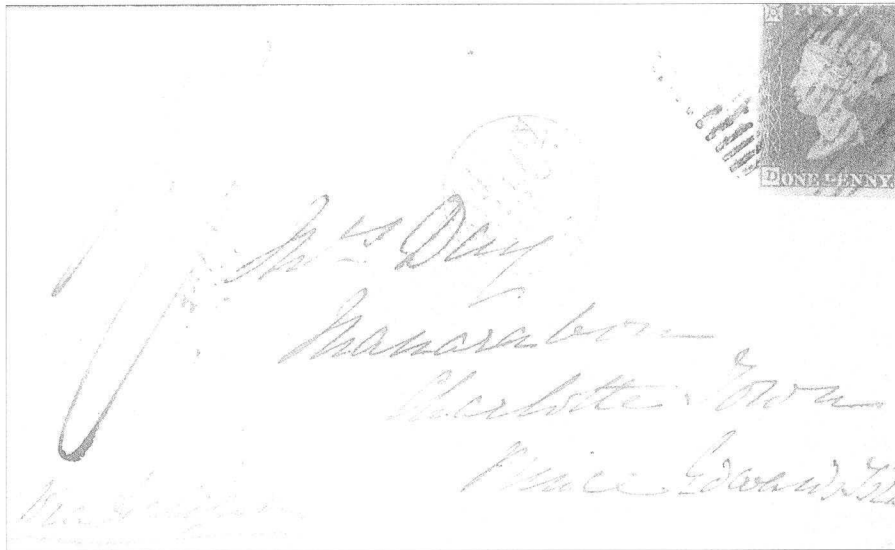
The late 1850s saw some improvements in mail handling in and out of the island. In 1858 mails for New Brunswick, Canada and the U.S.A. were made up three times a week-on Monday morning, Tuesday and Friday evenings. The mail to Nova Scotia went via Pictou on Tuesday mornings and Thursday evenings. On alternate Tuesdays the

mail left for England, Bermuda and the West Indies.

In 1858 postage was 2d on inland letters, 3d to the British North American colonies, 6d to the U.S.A. and 9d to Britain (plus the West Indies, Bermuda and Newfoundland).

There was, at this time, a movement to make prepayment of postage compulsory, but there was resistance since it was felt that it would discourage the





relatively poor islanders from writing to relatives in Britain who may well be better placed to afford the postage. Prepayment was in fact made mandatory in 1860 and it was specified that the forthcoming adhesive stamps had to be affixed.

Postage Due Handstamps On Transatlantic Mail

A small group of handstamps was in use from 1845 until 1860 to denote ocean mail postage due between Britain and the colony.

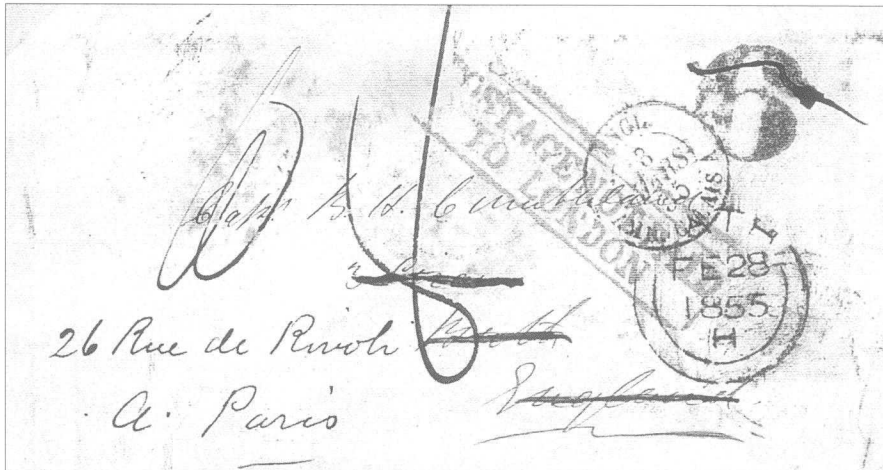
The 1/4d colonial currency due mark was in use, from 1846 to 1850, on unpaid transatlantic mail from Britain when the rate was 1/2d sterling or 1/4d colonial currency. Illustrated on the previous page is an 1846 unpaid cover to PEI marked 1/2d in manuscript and struck with the 1/4d currency handstamp.

The 1/1½d currency mark is a howling rarity (James Lehr thought it was never in fact used!). However a

cover did materialize at Maresch's sale of 8 October 1996 (lot 365) and is illustrated above (courtesy of Allan Griffiths). It was proofed in London in 1849 and was designed to denote transatlantic postage due when the rate was one shilling sterling or 1/1½d currency, that is from 1850 to 1854.

The 1/6d currency handstamp enjoyed two spells of usage, first to indicate a charge on unpaid, double weight 9d packet letters and then, during the 1860s, to indicate a fine on unpaid packet letters. This mark is illustrated on the 1858 cover opposite, where its use was of the first type (double sheet unpaid letter from Liverpool).

The fourth mark in this series (romantically known as the 'heavy 9 or 6') appears to be the same instrument turned upside down and was used to denote ocean postage due when the rate was 6d sterling or 9d currency (from 1854-60). When adhesive stamps were introduced in 1860 and prepayment was



compulsory, these handstamps became redundant. It is not to be found in the proof books and it is believed to have been made locally. An interesting application of this mark is shown on the cover above, sent in 1855 from PEI to Bath and re-directed to Paris with a three decimes French accountancy

mark.

This cover wraps up the section on trans atlantic postage due marks, we will review other postage due marks in a subsequent article.

Clear illustrations of the markings discussed here will be found on p16.

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**DEALERS IN
FINE STAMPS
SINCE 1924**

CANADA C-9 VARIETIES (3)

1946 AIR MAIL STAMP

Bill Pekonen

This part summarizes technical details, but first, it seems appropriate to review the airmail rates.

According to Winthrop Boggs, airmail stamp postal history started with the experimental flights during 1917. Private flying companies were regularly carrying mail and issuing special stamps to pay an airmail fee. These stamps are normally referred to as 'semi-official airmails'. The 25¢ stamp printed in August, 1927, (the London, Ontario to London, England issue) has been rated as Canada's rarest air mail stamp by Dr. L. Seale Holmes. The printing of this issue was supervised by a post office inspector, providing it with some degree of postal status.

The first regular Canada airmail postage stamp was issued on 1 October 1928, when the domestic rate was 5¢. The rate was increased to 6¢ on 1 July, 1931. The rate was increased by one cent to 7¢ effective on 1 April, 1943. The War Effort stamp was revised from 6¢ by changing the value tablet to 7¢. After peace was declared, a new series of stamps was released. The 7¢ airmail stamp was redesigned to show a drawing of Canada Geese in flight near Sudbury, Ontario. The 7¢ airmail rate became redundant on 1 July, 1948 after the all-up mail service was begun.

Summary of technical data:

<i>Designer / Printer</i>	Canadian Bank Note Company
<i>Quantity Printed</i>	72,350,000
<i>Number per sheet</i>	200
<i>Number per pane</i>	50
<i>Number of Plates</i>	2
<i>Number of printings</i>	No records-suspect at least three stages of plate 2
<i>Perforations</i>	11.85

<i>Paper shades</i>	White and Cream
<i>Paper Texture</i>	Wove and ribbed appearances (in both shades)
<i>Paper Thickness</i>	.023 - .044 (varies considerably and, except for extremely thin or thick paper, it is of little importance) Graded as thin, intermediate and thick.
<i>Colour</i>	Blue - different shades are attributable to light or heavy inking
<i>First Day of Issue</i>	16 September, 1946
<i>Imperforate Plate 2</i>	Pane of 50 at Archives: 100 reported as existing, location unknown*
<i>Perfins</i>	OHMS; CBC; C/GE; C (HI) [2]; CMS; CNR [5]; CPR [3]; GM/Co; GWL; LA; MLI / CO; NLY [2]; PS; R&Q/COS; WW/JR

Note: very few copies of one of the NLY versions have been reported. The rest of the Perfins are relatively common. Numbers in [] indicate different versions of same initials.

<i>Booklet Panes</i>	4,036,000
<i># stamps/pane</i>	four
<i># panes/booklet</i>	two, interleaved
<i>Other stamps</i>	6 x 3 cent + 6 x 4 cent + 8 airmail stickers)

<i>Unitrade Number</i>	BK 39
<i>Perforations</i>	11.75 x 11.75
<i>First Day Booklet</i>	24 November, 1947
<i>Last Day Booklet</i>	30 April, 1950
<i>Booklet Covers</i>	English and French

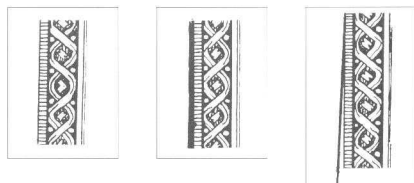
<i>Officials</i>	
<i>Perforated 'OHMS'</i>	unknown quantity of the original printing
<i>Varieties</i>	Both versions (1st & 2nd Perforator machines) - different missing pin hole varieties are possible - not yet detailed.

'OHMS'	400,000 (of the original printing)
overprinted	printing)
Variety on 'OHMS'	missing period after 'S' (printing variety)
'G' overprinted	400,000 (of the original printing)

*Since these Plate 2 stamps were printed in sheets of 200, it is curious to note that only 50 imperforate stamps (UL pane) are recorded at Archives. Where the other reported 50 are is unclear. There should also be another 100 stamps. This anomaly raises the question: "Where are the other two panes from the 'Imperforate' sheet from Plate 2"? The Plate 1 proof card is in the Archives.

Examples: Typical types of 're-entries'
 Different parts of these stamps can be affected. Space limitations cause a practical restriction to illustrating each of the differences between every stamp listed in this series. Written descriptions are provided. Various differences are illustrated below to alert collectors what they should be looking for.

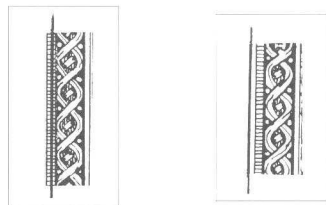
Vertical / Horizontal Border Lines



Normal

Thick

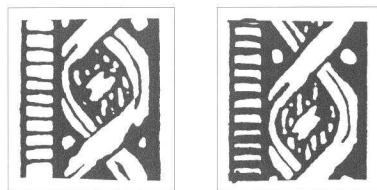
Merging Line



2 Separate Lines (Doubled) Inside

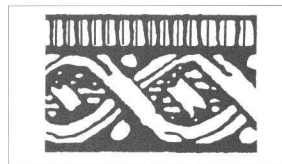
2 Separate Lines (Doubled) Outside

Short Vertical / Horizontal Lines

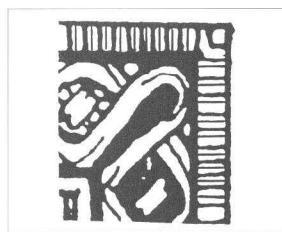


Normal

Thick

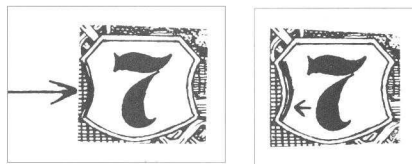


2 Separate Lines



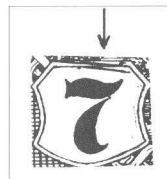
Corner Influence

Value Tablets Either Left or Right



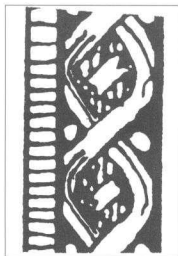
Outside

Inside

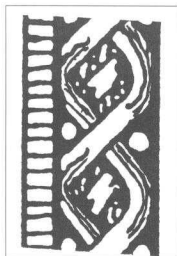


Top

Ribbons Either Horizontal or Vertical



Partial Scroll



Complete Scroll



Corner Loop

Five people participated in this study: Rob McGuiness, Mike Painter, Hans Reiche, Mike Sendbuehler and the author. The study is based on mint and used inventory held in various amounts by each of the participants and the proof plates at the National Archives.

For the purposes of this article, the term 're-entry' is used even though the variety may actually be a 'shifted transfer'. A 16X magnifying glass is required to see some re-entries.

For easy identification purposes, this article uses an unusual numbering system. The usual method is to identify by plate and pane position and then by the stamp number. That is a cumbersome method and does not reflect the way the stamps were printed. This issue was printed in sheets of 200 from two

plates. Then each sheet was cut into four panes of fifty stamps each. Before being cut into four panes, the stamps from plate 1 can be numbered 1-200 with plate 2 being numbered 201-400. It is easier to refer to a stamp as #400 rather than describe it as Plate 2, Lower Right, Stamp #50. All it takes is an adjustment to the way of thinking. Of course, you can always use the old fashioned way if you prefer.

Attempts were made to identify and reconstruct the two plates by the author. Although some minor differences were found amongst the different stamp positions, it was determined that there were too many exactly the same. The reconstruction attempts were abandoned in favour of other interests. The most notable differences occur in different parts of the stamp design. One area which received some attention is the location where the end of the ribbon design joins the top corner of the right value tablet. (See *Maple Leaves*, Vol 5, No. 3, 1954p 89) A more detailed study by someone else with experience in plate reconstruction could produce different results.

It should be noted that the following re-entries can also be found on these plate blocks: Plate 1 LL (#141); Plate 1 LR (#199); Plate 2 UR (#255); and Plate 2 LR (#400). Stamp #141 is the UL stamp in the block; Stamp #199 is the LL stamp in the block; Stamp #255 is the UR stamp in the block and Stamp #400 is the LR stamp in the block. Some blocks can be found without the re-entry, indicating a different printing from the same plate. More about that issue in a following part of this series of articles as each re-entry is described in further detail.

Continued from page 11 PRINCE EDWARD ISLAND PHILATELY

s/d
1/4 cy

s/d
1/6 cy



6

9

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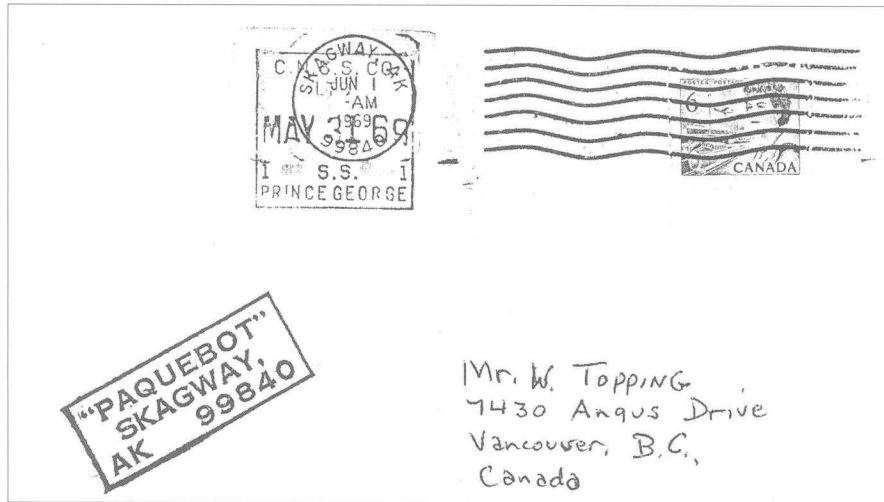
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QUESTIONABLE 'PAQUEBOT' COVERS

Bill Topping



The increasing interest in covers and postal history has produced a spate of attractive covers that are represented as rare examples of postal history. In some cases these 'too good' covers are what they are claimed to be, but in other cases they come from very questionable parentage. The cover above was marked with the ticket stamp on the S.S. *PRINCE GEORGE* dated 31 May, 1969, then marked with a 'PAQUEBOT' SKAGWAY hand stamp before being mailed at Skagway on 1 June, 1969. The cover looks like a rare 'paquebot' cover but this is not the case.

The cover is in fact one of 27 produced by Vern Ardiff, a well known collector of ship cancellations. Vern found that Skagway, Juneau, and Ketchikan, Alaska post offices did not have 'paquebot' or 'Way Mail' markings and solved the problem by having suitable markings produced. These hand stamps were not approved by the United

States Post Office and appear to have been used only on 'cancelled to order' (CTO) items produced by Mr. Ardiff or other CTO producers. The question is, was the 'paquebot' cancellation applied illegally by the Skagway post office or by Mr. Ardiff?

Mr. Ardiff was not the only collector of ship and paquebot markings to produce cancelling equipment used to enhance covers. At least six collectors produced their own rubber handstamps which were applied to ship covers. In some cases the rubber stamps were sent to a postmaster or ship's captain, with a request to apply the marking to a number of covers. Often the ship's pursers marked envelopes with the ship's name even though the ship was not authorized to accept mail. In a few cases the 'PAQUEBOT' markings were added later to produce an attractive ship cover. At least 40 lots of covers, mainly from the United States, have been

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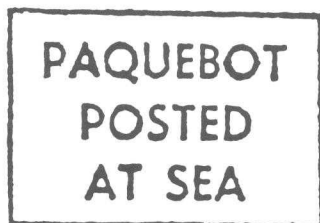


101 New Bond Street, London W1Y 0AS.

identified as being produced in this manner.

In Canada most of the activities were directed to West Coast ports although Gene Falada supplied Dalhousie, NB, with a 'PAQUEBOT' marking in 1983. The following collectors are known to have produced rubber 'PAQUEBOT' stamps for use on ship covers in Canada.

Collector	possible years
Edward Ceder	1948 to 1983
Vern Ardiff	1967 to 1983
Eugene Peterson	1969 to 1979
Gene Falada	1980 to 1983



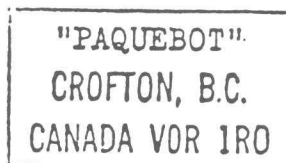
Philip Densham and Alan Doyle also produced marking equipment but their activities appear to have been confined to the United States. The most common of the questionable markings are 30 by 49mm rubber stamps reading 'PAQUEBOT / POSTED / AT SEA' and have been reported from Coquitlam, Kitimat, Prince Rupert, Squamish and Vancouver. The use of the marking at Coquitlam, which is located well inland and has no port facilities, puts the use of this marking in question.

In 1979, Eugene Peterson is known to have produced markings, including the post office postal code, for Kitimat and Crofton, while in 1982 Gene Falada supplied a number of offices with 'PAQUEBOT' or 'PAQUEBOT-NAVIRE' markings.

Vern Ardiff was by far the most prolific producer of ship covers of

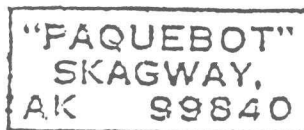
questionable parentage, having produced markings for all parts of the United States. He preferred to have foreign postage stamps on the covers and thus ships on the Vancouver-Alaska route, where US or Canadian postage could be used, provided him an opportunity to produce many attractive items. He is reported to have produced rubber stamp markings for use on cruise ship covers originating from Juneau, Ketchikan, Metlakatla, Sitka, Skagway, Valdez, Ward Cove, and Wrangell.

PAQUEBOT-NAVIRE

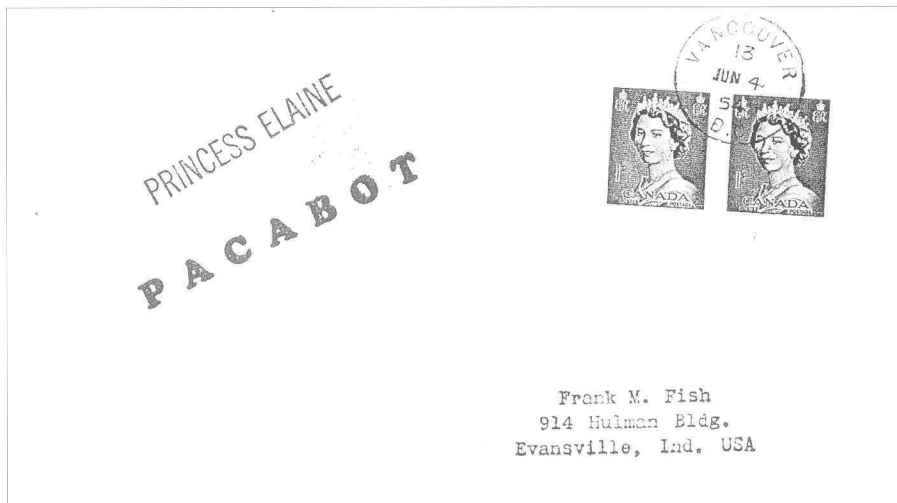


Posted at Sea
Paquebot
Kitimat, B.C.
VBC 1TO

"PAQUEBOT"
METLAKATLA
AK. 99926



"PAQUEBOT"
WARD COVE
AK, 99928



PAQUEBOT MAIL
SITKA, AK 99835

"PAQUEBOT"
WRANGELL
AK 99929

One clue to these questionable covers is that many are marked on the back with a rubber stamped number, such as the 'MS/205', to identify the covers when offered for sale. The pair of covers below purport to have been mailed on the PRINCESS ELAINE on 4 June, 1954. At the time, the PRINCESS

"PAQUEBOT"
KETCHIKAN
AK. 99901



S. S. "PRINCE GEORGE"
O. N. 179563
NETT TONS 3236.59

Mr. William C. Vestal,
625 Alvarado Street,
Redlands, Ca. 93105.

PAQUEBOT
VICTORIA BRITISH COLUMBIA

ELAINE was on the Nanaimo-Vancouver run and had no reason to accept or process mail; as a result the marking is not listed by Ludlow. The cover addressed to Frank M. Fish has been further embellished by the addition of the 'PACABOT' marking, which was added to the cover after it was received by Mr. Fish. It looks good but...

There is much confusion as to the status of these questionable 'paquebot' markings. Gustave J. Lund lists them in his 1984 publication *The Paquebot Marks of the Americas* while Roger Hosking, in the 1987 second edition of *Paquebot Cancellations of the World*, did not include them. In the 2000, third edition, he changed his mind and now lists most of them. Collectors are equally divided. There are those who hold the covers produced by William C.

Vestal, of Redlands, California, and other producers of ship covers, in very high regard while others despise the inclusion of these items in collections.

The same problem exists with the ship markings as listed in Lewis M. Ludlow's *Catalogue of Canadian Railway Cancellations*. In general, markings used as corner cards rather than as postal markings were not listed. The S.S. *PRINCE GEORGE* marking on the cover above is not listed in Ludlow because it was a corner card rather than a ship cancellation. The only justification for the marking was under UPU regulations to explain the use of Canadian stamps on mail posted outside Canada, namely Ketchikan, Alaska. The Ketchikan 'paquebot' marking is one of

Continued on page 24

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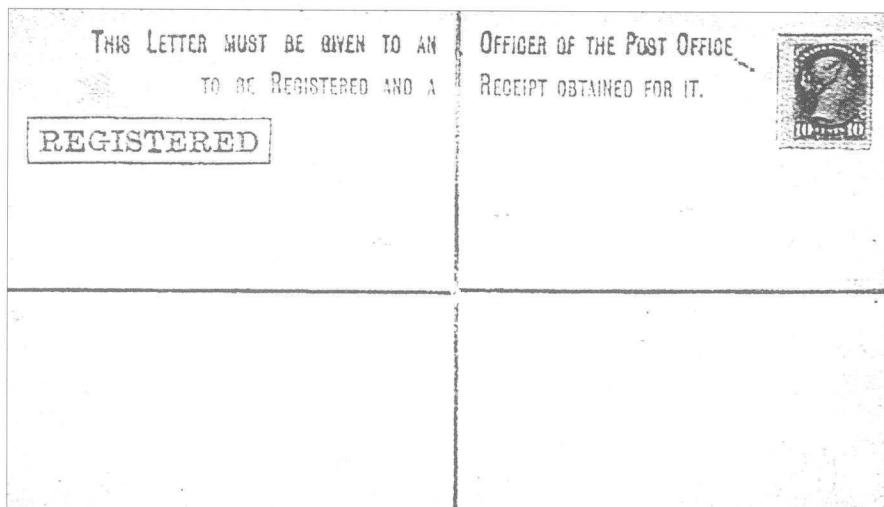
TWO REGISTERED LETTER ENVELOPE ESSAYS REJECTED BY CANADA P.O.D.

Horace W. Harrison FCPS, OTB

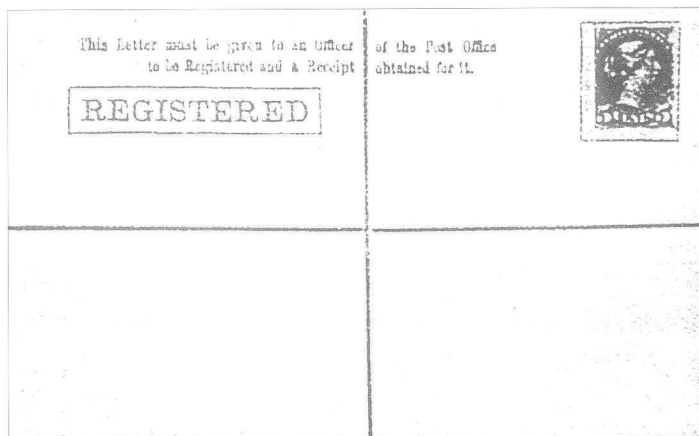
Those crossed blue crayon lines, commonly used on incoming registered mail in the U.K. to identify a registered letter, came about in a curious way. It had been the usual practice for many years in the U.K. to tie registered mail with green tape in order to increase the awareness of postal employees to the special nature of the missive. When McCorquodale & Co. of the U.K. sold their patented linen-lined registered envelope to the British Post Office, they requested that the colour of the printed tape substitute be changed from green to blue because green ink was so corrosive. Granted permission to print the lines in blue, crossed blue crayon lines then became the indicator in the U.K. for registered mail not enclosed in a patented McCorquodale Registered Envelope. Green tape was abandoned

and we know of no examples of blue tape being used as a replacement.

Circa 1878, McCorquodale submitted two samples of their patented linen-lined envelope with the printed crossed blue lines to the Canadian P.O.D. The envelopes were drawn from their unembossed stock, which was usually wholesaled to stationers. For submission as essays, these examples were put to press a second time to imprint the Company's logo under the flap in blackish brown. Adhesive stamps were then affixed where the embossed indicia would normally appear. Not knowing that combining the postage and registration fee in one stamp would be anathema to Canadian postal officials, the first was a small size, franked with a 5¢ Small Queen as domestic 3¢ single weight postage plus 2¢ registration fee.



The rejected essays (above and overleaf). Photographs courtesy of Robert A. Lee Philatelist Ltd.



Franked with a 10¢ Small Queen for the 5¢ postage plus 5¢ registration fee to the U.K., the second was a larger size envelope, indicating that larger sizes could be made available for bulkier letters. Nearly 50 years later, in 1927, Canada finally contracted for a McCorquodale linen-lined registered envelope. The indicia was a 10¢ King George V envelope die which only paid

the contemporary registration fee. It was imprinted in the centre of the flap on which, at upper right, a separate printed box listed various single rates of postage. The earliest reported postmark is 27 October, 1927.

Footnote

The above article is an excerpt from a forthcoming book on Canada's registered mail.

Continued from page 21 QUESTIONABLE 'PAQUEBOT' COVERS

those produced by Vern Ardiff and is of an even more questionable nature.

The World Ship Society and other similar organisations have produced many similar covers that are sold to unsuspecting collectors as extremely rare. The failure of catalogues to explain these questionable markings has prompted some dealers to place a high value on these 'unlisted by...' items; as a result covers that should sell for a few dollars are being listed in the \$100 to \$500 price range. These philatelic or

CTO items are so common that it is impossible to list all of them but fledgling collectors should be aware of them and treat them for what they are, and not, as what some dealers would like them to be.

Footnote

The above article is a resumé of two articles that appeared in the April and July 2000 issues of the newsletter of the *British Columbia Postal History Research Group*.

PAQUEBOT

PRINCE RUPERT-PAQUEBOT
54° 22N - 130° 30W

"PAQUEBOT"

TRANSFER AGENT – RICHMOND JC'T – revisited

J. Colin Campbell

How time flies! It was January 1995 when my question appeared in *Maple Leaves* and later that year in BNA TOPICS. Little steam was generated at that time, however.

Further correspondence with some of the leading lights in the railway and post office field of study has brought forth some expert opinions as to the origin of the 'cancel' so it is time for a second look at the item. Their remarks appear below. Readers comments are invited as well.

Certainly 'Mail Transfer Agent' was a term used in Departmental Order No. 38 of February, 1897, by the D.P.G. William White, Ottawa, Ontario.

Richmond, Quebec, about 23 miles N.W. of Sherbrooke is the main junction where the C.N.R. (ex Grand Trunk) lines from Montreal to Quebec City and Portland, Maine separate. It is logical that there was a transfer clerk there to oversee exchanges of mail, etc. from one line to another.

This is a Canadian cancelling device by virtue of lettering shapes and overall size. Those of American manufacture were larger and the year date always appeared in full. As far as the railway was concerned, Richmond was a junction.

Richmond Station was of supreme importance from the post office point of view in the late 1890s. It handled the U.S. mail to Portland via Sherbrooke and the Maritime mail, via Sherbrooke, to St. John and Halifax. The Transfer Agent at Richmond would be a busy man and his handstamp could be used on facing slips and possibly letters posted at Richmond Station. The agent also was responsible for the safekeeping of the mail until the transfer was effected.

The most logical explanation for the marking is as follows. The original post office of the area was located in Shipton County, several miles from the town of Richmond, although it was referred to as the Richmond Post Office. It opened originally in 1815 and remained there until May 1, 1898, when the new post office was opened in Richmond itself on the same day.

It is logical to assume that Richmond, an important junction, would be busy enough to require a transfer office and that the clerk was issued a cancelling device. The wording 'Transfer Agent' is unique and the lack of any other reported examples on mail indicates that mail posted at the station was not regularly cancelled at the facility.

The Civil Service List of Canada 1896 lists two MAIL TRANSFER AGENTS in the Montreal Division. Clark Chase and Louis Octave Gariépy were appointed 1 April, 1884 and 9 March, 1888 respectively.

Have any readers seen similar 'cancels' on post office or railway paper? Or mail? Photocopy, please.

Should this marking be included under DEPOTS in the R.P.O. handbook?

Footnote

1. The circular postmark in question, on a 3¢ Jubilee, reads: 'TRANSFER AGENT RICHMOND jct' round the rim and carries indicia 'AM/OC12/97'. The letters OC are reversed and inverted.
2. R.P.O. Newsletter number 51, November, 1985. Note reference to Sherbrooke, Que. Division.

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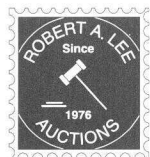
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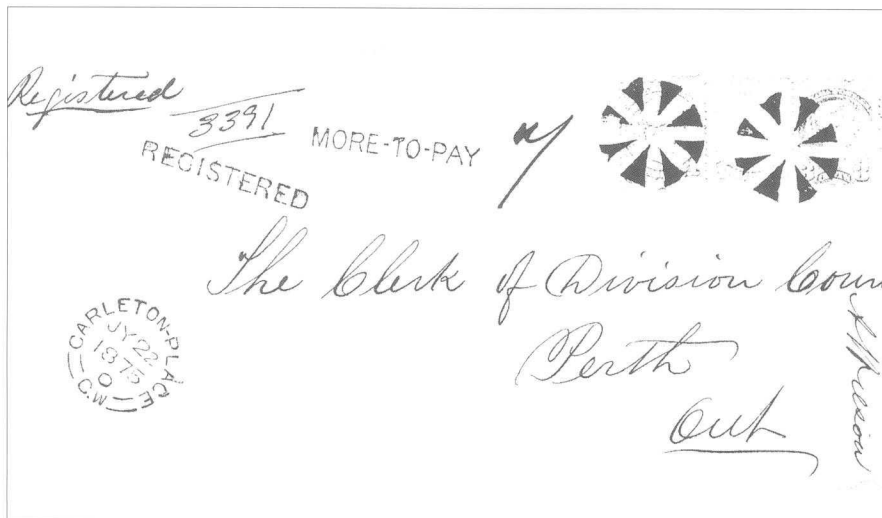
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Date of posting is the clue to the postage due charge.

The above registered cover, bearing a 3¢ and two 1¢ Small Queens, recently gave rise to discussion as to the charge of 7¢ 'More to Pay'. The franking is correct for a registered letter weighing up to half an ounce. Apparently it weighed just over half an ounce so one might expect the charge to be double the deficiency of 3¢, i.e. 6¢.

Not so, the answer lies with the date of posting, 22 July 1875. Only a few weeks later, from 1 October 1875, the above assumption would have been correct. On that date prepayment of postage became compulsory, prepayment of the registration charge was already mandatory, and underpayment was charged at double the deficiency. However, prior to 1 October 1875, postage could be paid either by

the sender or the recipient and the charge for underpayment was, of necessity, different.

Unpaid letters were charged at 5¢ per half ounce, as opposed to 3¢ per half ounce for prepaid letters, so there was an incentive to prepay the postage. In the event that prepayment was made but proved inadequate, the postage due to be collected from the recipient was calculated on the basis of the cost of an unpaid letter minus the amount already paid.

In the case in question the prepayment was 5¢, of which 2¢ was compulsory prepayment of the registration fee, leaving 3¢ towards the postage. Postage on a letter weighing between half an ounce and one ounce was 10¢ so the charge was 10¢ minus 3¢, i.e. 7¢

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

The North Russian Campaign and Canadian Involvement: 1918-1919 (3)

David Whiteley

Operation Elope – Archangel Front

The first Canadians to leave Britain for North Russia were the 16 volunteers recruited in May 1918, who left Newcastle on 17 June aboard the *City of Marseilles* which, despite its name, was described as ill-founded and ill-crewed and took seven days to reach Murmansk (Archangel was still in Bolshevik hands). There they joined a mixed force of British, American, French and Serbian troops. On 31 July, 1918, after some political manoeuvring, a coup was staged in Archangel allowing General Poole, with a mixed force of 1,500 English, French and Americans troops, to enter the City supported by British and French naval elements, including seaplanes from *H.M.S. Nairana*, two of which were flown by Canadians.⁹⁰ Once General Poole had secured Archangel, although pitifully short of manpower, having at his disposal only two battalions of fighting troops – the French 21st Colonial Battalion and a Battalion of Royal Scots Category ‘C3’ garrison troops; he pursued the retreating Bolsheviks south up the Dvina River in order to secure Archangel and its environs, and to gain as much territory as possible before winter set in. Strategically and politically, a deep advance south along an east-west line would secure the Petrograd-Archangel railway and the river accesses to Archangel, also it would create valuable recruiting ground for anti-Bolshevik elements. (See Map II-2, p347 Autumn 2000 issue).⁹¹ In September, Poole’s situation improved with the arrival of the American infantry

battalions of the 339th Infantry Regiment, together with three companies of engineers under the command of Colonel George E. Stewart. General Poole had divided his initial force into three columns: the French advancing along the Vologda Railway; the main British column along the Dvina River, and a smaller force advancing along the Yemtsa River. The Americans, fresh from the training depot, were dispatched south to reinforce the Dvina and Yemtsa columns. The 3rd Battalion, advancing along the railway in boxcars, reached Obozerskya, 80 miles south of Archangel on 7 September, 1918. The French had captured the town the previous day. From Obozerskya the French and Americans, assisted by a British armoured train, attempted to capture the Bolshevik supply base on the railway at Plestskaya, but they encountered strong resistance and were unable to reach their objective by the end of September.

Meanwhile, the First Battalion 339th Infantry had reinforced the British on the Dvina in the vicinity of Chamova, some 30 miles south of Bereznik, and about 150 miles south of Archangel. The Dvina Column could now advance up the Dvina by barge as far as Koltas, some 400 miles south-east of Archangel, where a branch of the Trans-Siberian Railway connected Koltas with Viatka, some 200 miles away on the main line. General Poole ordered the Dvina column to continue its advance as far as possible before winter set in. On 20 September Seltso was occupied. Meanwhile elements of the First Battalion

339th Infantry were ordered to advance up the Vaga from Bereznik. Another small column of less than 200 men from the same battalion, assisted by the British Monitor *M25*, on 16 September took the strategically important town of Shenkursk without a shot being fired. This column, supported by British and White Russian troops, continued its advance southwards and was able to secure the town of Rovdino, where in the face of stiffening Bolshevik resistance its position was consolidated. The main Dvina column had reached Tulgas and was able to consolidate its position there. 'Elope Force' was now deployed on a front roughly 240 miles south of Archangel on a line stretching about 120 miles south-west, south and south-east of Archangel along the Archangel – Petrograd Railway, River Dvina, River Vaga and River Yemtsa.⁹² The Canadian 67th Battery Field

Artillery finally joined up with the Dvina column at Tulgas, having landed at Archangel on 3 October. Notwithstanding the arrival of the Canadian Field Artillery, 'Elope Force' was continually outnumbered and outgunned by the Bolshevik forces facing them. The two Canadian batteries of field artillery were in the forefront of all the engagements and had to operate under the most difficult of conditions, faced with an unforgiving climate and a terrain that was either frozen or a marsh, depending on the season. Climatic conditions often dictated strategy for both the Allies and the Bolsheviks.

In early November General Poole was recalled to London; Brigadier General Ironside was given over-all command and on 19 November, he was promoted to Major-General. The change in command was followed by a number of major administrative and strategic

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changes. General Ironside was instructed to restrict his activities to the training of local recruits and to adopt a purely defensive role. It was also decided that 'Syren' and 'Elope' forces would operate as independent commands – General Maynard in command of 'Syren Force' and General Ironside in command of 'Elope Force'. When General Ironside assumed command of 'Elope Force' he had at his disposal the following units. The 16th Brigade Canadian Field Artillery, 4,500 United States troops, including the 339th Infantry Regiment, the 337th Field Hospital Company and the P. & O. Liner *S.S. Kalyan*, which had been converted to a hospital ship in 1917 as a base hospital (from November 1918 to September 1919).⁹³ He also had at his disposal the American 310th Engineers, the French 21st Colonial Battalion and various elements of the British Army, bringing the total Allied commitment to Archangel to 13,000.⁹⁴ Ironside also had at his disposal a variety of naval units, some of which were capable of operating along the rivers and lakes in support of the army columns. He also had air support from Elope Squadron and carrier borne aircraft from *H.M.S. Nairana*. Ironside's immediate concern was the reinforcement of the three columns south of Archangel and the procuring of long range 60-pounder guns. Experience had already shown the Allies that their present artillery resources could not match the Bolshevik artillery. It should be emphasized that the front was not a continuous one but rather a series of strong points protected by wire and block houses. Consequently, supplying the various positions was of immediate concern, as all supplies except for the Railway Column had to be transported by water, by cart or by sleigh once winter set in and the rivers froze.

Communication between the columns was extremely difficult as swamp and forest separated them in the summer and deep snow in the winter.

Ironside's solution to these problems was to move as much material forward as possible whilst the rivers were navigable and to place the two major columns under independent commands: Colonel Finlayson was given command of the Dvina Column and Colonel Lucas from the French contingent was given command of the Railway Column. The two batteries of the Canadian Field Artillery were deployed as follows: three officers and 26 men from the 68th Battery were sent to join the Vologda railway column to man an armoured train under the command of a British naval officer. This detachment was recalled in January 1919 and rejoined its unit at Shenkursk on the Vaga. During October the 68th Battery, which had temporarily left one section in Dundee, was further reduced, when a party under the Battery Commander Major W.C. Hyde was sent to Seletski to support the American infantry operating on the Yemtsa River, where it saw constant action until it rejoined the Brigade in December 1918. The 67th Battery and the remaining elements of the 68th Battery proceeded by barge to Bereznik at the confluence of the Dvina and Vaga Rivers, where Dvina Force had its Headquarters. On arrival, Brigade Headquarters was established at Piandar, the 67th Battery was assigned to the Dvina and was in action at Tulgas, about 40 miles up river from the confluence. The weakened 68th Battery (three sections) was dispatched to Shenkursk, about 70 miles up the River Vaga, where Brigadier-General Finlayson had been left without artillery support on the withdrawal of his naval support, and where his advanced positions were being bombarded

by Soviet river craft. Once the Canadians were in place, Lieut-Col. Sharman was appointed Commander, Royal Artillery, to the Dvina Force, which now comprised both river columns.

By 15 October, 1918, the 67th Battery was deployed with one section in Tulgas on the west bank of the Dvina and two in Kurgomen on the east bank. The gunners quickly found themselves facing a number of gun boats mounting 6" and 4.1" naval guns, some three batteries of field guns and about 3,500 troops. The Allied forces mustered one six gun 18-pounder battery, one naval 5.1" gun mounted on a barge and about 900 to 1000 infantry; including three companies of the 2/10th Royal Scots and a company of the 339th Regiment. As if the overwhelming odds against the Allies were not enough, the situation was made even more tenuous by the superior weight of fire power the Bolsheviks were able to deploy against the Allied positions.⁹⁵

On 11 November (Armistice Day), the Bolsheviks launched a major attack on Tulgas by both land and water. To contain this attack the Allied force consisted of 300 American infantry, one company of the 2/10th Royal Scots and 57 Canadian gunners. This small garrison was positioned in block houses and fortified peasant huts. The main Bolshevik force was advancing from the south, supported by naval elements. A second contingent of 600 had infiltrated behind the Allied position and was advancing from the east, effectively cutting the line of communication. Thanks to the heroic work of the 20 Canadian artillery drivers attached to 67th Battery, working in the stables, the attack from the rear was discovered. The drivers were able to slow the Bolshevik advance on the virtually unprotected guns until the gunners could reposition

one of the guns so that it could be brought into action. By firing a few rounds of shrapnel over open sites the advancing Bolshevik force was decimated. A second charge was beaten back in a similar manner. Although harassed by sniper fire the 50 gunners plus 25 infantry from the 2/10th Royal Scots, who had come to the aid of the gunners, drove off repeated attempts to rush the guns. The frontal attack was easily repulsed and at night fall the Bolshevik forces retreated. The Allies lost 12 dead, two of them were Canadians. Although the situation remained critical for three more days the Bolsheviks only mounted one more attack from the south, on 12 November, which was beaten off. The Bolsheviks, however, did maintain a continuous long range barrage which, through October and early November, resulted in the loss of the naval barge and its gun, the destruction of five blockhouses and almost 100 casualties, killed or wounded. To alleviate the situation a desperate counter attack was mounted on 14 November against the enemy flank, led by American infantry who, after firing a large ammunition dump, were able to bluff the enemy into thinking reinforcements had arrived, causing them to break and run. This setback caused the Bolsheviks to attempt to withdraw their scattered forces in the face of winter storms and dropping temperatures. The return of the cold weather allowed the 67th Battery to settle in for the winter.

By the middle of November, General Ironside had his forces divided into five columns stretching southwards. From east to west the five columns occupied the towns of Pinega on the River Pinega, Tulgas on the River Dvina, Shenkursk on the River Vaga, Obozerskaya on the rail line to Vologda and Petrograd, and

Onega on the White Sea. (see Map II-2 on p347 of Autumn 2000 issue).

Meanwhile, during October and December, the railway column made two abortive attempts to capture the town of Plesetskaya, in which units of the 16th Brigade, attached to the armoured train and to the Yemsta River column, took part. General Ironside was determined to take Plesetskaya, which would afford abundant winter accommodation for his troops, such a capture would be both a strategic and political coup. Both attacks failed to reach their objective for a variety of reasons, including lack of commitment on the part of the French, Russian and British field commanders, the former two being reprimanded and the latter being relieved of his command. The failure of this attack left Ironside with no other alternative than to establish his winter defensive line at Kodish. Fierce counter attacks by Bolshevik forces finally drove the allies out of Kodish in late January 1919. Both the Yemsta column and the Vologda Railway column settled in for the winter, constructing block houses and defensive wire. The boxcars were converted to living quarters, allowing these units to spend a fairly comfortable winter, receiving daily supplies by train.

The units of Vega column occupying Shenkursk were in a precarious position, being much further forward than the main force and therefore vulnerable to flank attacks. On 14 December, 1918, whilst Ironside was discussing the situation with his field commanders at Bereznik, it was found that his field commander, Brigadier-General Finlayson, was seriously ill and had to be evacuated. The command of the Force was given to Colonel Sharman as a temporary measure. On assuming command Sharman, whilst on routine inspection of

the 68th Battery at Shenkursk, where Major Hyde had moved his Headquarters, appointed him officer i/c all artillery attached to the Vega Column.⁶ Sharman was still in Shenkursk when the Bolsheviks mounted a massive attack.



On 19 January, 1919, a preliminary attack had been launched against the outer defences at Ust Padenga, which were being held by a mixed force of American and White Russian infantry, supported by two 18-pounders belonging to 1st Russian Light Battery. As the attack developed, the American Commander asked for Canadian gunners to be sent forward to man the guns. Lieutenant D. Winslow, one N.C.O. and eight gunners went forward, reaching Viskorsa Gora on the night of the 19th. The Americans had fallen back on Viskorsa Gora. For the next five days and nights the Bolshevik forces kept up a continuous attack on Shenkursk. The villages of Ust Padenga and Viskorsa Gora were finally captured by the Bolsheviks at great cost. On the evening of 22 January the garrison at Viskorsa Gora was ordered to fall back on Shenkursk. This manoeuvre was accomplished under constant attack and

heavy bombardment, which made it difficult to disengage. Only one of the guns could be retrieved, the other had to be destroyed in situ. For the next two days a vicious rearguard action was fought as the Allies fell back on Shenkursk. At Spasskoe Captain O.W. Mowat, with the one gun retrieved from Ust Padenga, covered the withdrawal and was severely wounded in the neck and succumbed to his wounds a few days later in the Shenkursk hospital.

References

⁹⁰The Canadian pilots were Lieutenant Dugald MacDonald and Captain G.H. Simpson

⁹¹A planning appreciation drawn up by the War Office, compiled in June 1918, stated that for any contemplated advance to Vologoda a force of at least one or two divisions would be required, but the detachment of such a force from the Western Front would be impossible. Swettenham p75

⁹²Maclaren pp67-69

⁹³Firebrace p413

⁹⁴An unofficial disposition of Allied Forces as of 15 December, 1918, was attached to a report submitted to the Navy Department (U.S.N.) by Admiral N.A. McCully. Strakhovsky Appendix V, pp281-284.

⁹⁵Major Arnoldi calculated that the Russian field guns ranged up to 9,000 yards whereas his 18-pounders were not graduated above 6,600 yards. G.W.L. Nicholson C.D. *The Gunners of Canada*, vol. 1. 1534-1919, (Toronto: McClelland and Stewart Ltd. 1967), p381.

⁹⁶The artillery consisted of four 18-pounders of a Russian field battery, one British 12-pounder, three Russian naval howitzers, a six pounder anti-aircraft gun and four pom-poms. The artillery pieces were manned jointly by Russian and Canadian gunners. The Canadian guns had been left at Bereznik. Nicholson, *Canadian Gunners* p.383

To be continued

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.

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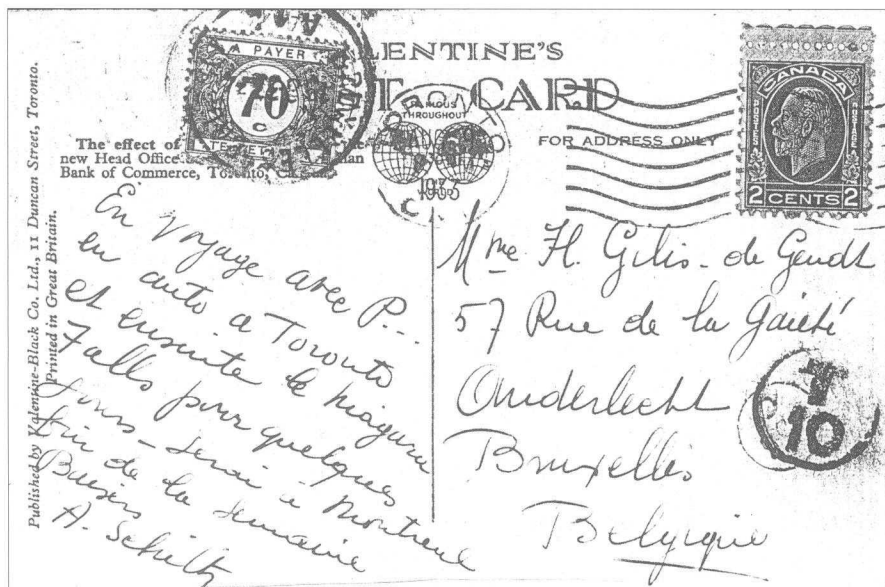
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LETTERS TO THE EDITOR



The Yellow Peril

UPU CONGRESS, 1906

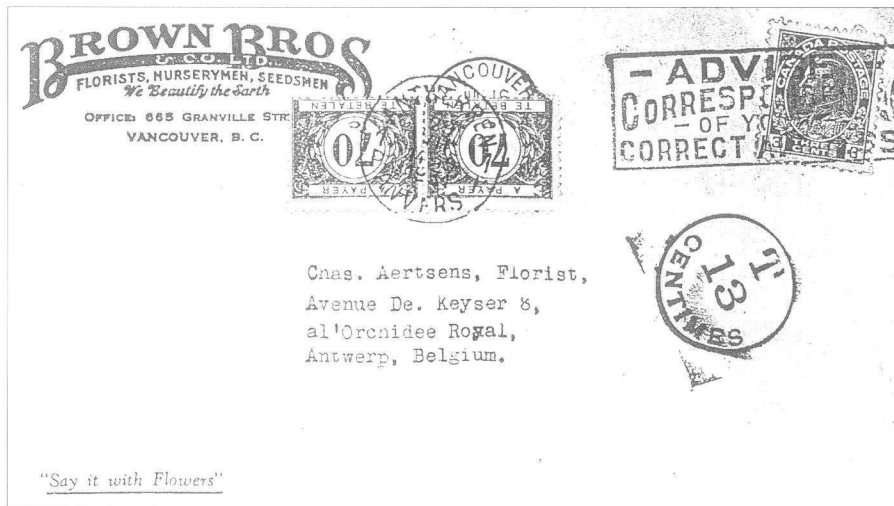
I would like to thank President 'Mac' McConnell for his 'Effects of the 1906 UPU Congress' in the April 1997 issue of 'Maple Leaves'. In giving the date when the 'T5' marking was changed to 'T10' on insufficiently prepaid cards (and letters) to overseas destinations, Mr. McConnell has opened up another field of endeavour for me. This area of collecting is, I find, tremendously exciting, important and challenging as it is virgin territory.

The 1906 rule is straightforward enough, the despatching country marking the mail with twice the deficient amount in centimes and the receiving country doing the rest. After only a few months into collecting postage due postal history, however, I find that it is anything but straightforward, for there are so many

varieties of markers. Take for example this postcard and the letter to Belgium.

As the rate was 3¢, the card was underpaid by 1¢ and stamped 'T/10' which stands for twice the 1c deficient amount, expressed in centimes (1¢ = 5 centimes). According to the 1906 rule, this mark was applied by the Canadian exchange office. The tax is paid by a 1929 Belgian 70 centimes postage due stamp. There is a small circular handstamp, partially obscured by the 'T/10', which could be the Belgian indicator of the amount to be collected from the addressee.

The letter illustrated overleaf is underpaid by 2¢; the rate at the time was 5¢. Instead of being marked 'T/20' (2¢ x 2 x 5), it was stamped 'T/13 centimes'. Two Belgian 70 centimes postage due stamps paid the tax. The dues are cancelled by a neat 'Antwerp 29 VII 1934 Anvers' circular date stamp.



The questions provoked by comparing the card and the cover are: Why wasn't the cover marked 'T/20'? Is the 'T/13' a Belgian marking? Was there a change from the 1906 rule?

Comments from anyone familiar with postage due markings are invited.

Len Belle,

FLAWED ARCHIES

I have two copies of the 1¢ green Arch and one of the 1¢ orange, each with a variety that I fondly imagined to be the re-touched re-entry. However, after consultation with our Editor, the expert on this issue (my words not his), I find that this is not so.

In fact, the variety is that described in 'Steel Engraved Constant Plate Varieties' by Hans Reiche as follows: "163-4 streak left side of right-1-Pl. 1 No. 11 UR".

The variety is recorded as being on the 1¢ green but not on the 1¢ orange. Although the mark is not quite so prominent on the orange stamp, it is clearly there and is visible to the naked eye in all three cases. Each stamp is Die

1. Have any other members come across this variety on the 1¢ orange?

The handbook shows a number of other varieties on the 1¢ green that are apparently not shown on the 1¢ orange. I wonder whether any of these actually do appear thereon.

Nick Lazenby

PART-PERFORATE BEAVER?

Illustrated (*opposite top*) is an 1863 registered cover bearing a 5¢ beaver. I am puzzled by the upper margin of the stamp. It has the appearance of being imperforate but I cannot find any mention in the literature available to me. Under a magnifying glass there is no trace of a perforation, the edge is rough in places, like the edge of a printed sheet before guillotining. The distance between the upper outer frame line and the edge of the stamp is just over 2.5mm and the distance between the perforations at the bottom of the stamp and the upper edge is 21mm. Is it an exceptionally tall stamp, with perforations roughly removed, or is there some other explanation?

HANDBOOKS FOR SALE

January 2001

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Canada Small Queens Re-appraised	Hillson	£6.50
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Registration Markings and Registered Stamps	Lussey	£16.00
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Admiral Issue (Soft Cover)	Marler	£4.90
Admiral Issue (Hardback)	Marler	£14.00
Yukon Airways	Topping	£9.00
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Transatlantic Mails. Sail to Steam	Arnell	£8.00
Canadian Booklets. Dotted Dies	Harris	£8.50
Canadian Constant Pre-Cancel Varieties	Reiche	£5.00
Postal History of the Postcard	Steinhart	£4.00
Allan Steinhart, Postal Historian		£10.00
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SOCIETY NEWS

Treasurer's Report

Members will be aware that reports are normally presented at the A.G.M. but as I was able to give only an interim report at the Hove Convention in May and the next A.G.M. is, at the time of writing, almost a year away, it seems appropriate to comment on the accounts published here.

As can be seen, the Society has managed another healthy surplus for the year just past, due to a number of factors. First, the cost of printing and distributing *Maple Leaves* is now broadly in balance with subscription income, although this continues to gently decline in line with our membership. When one adds the income from advertising, and our Advertising Manager has to be congratulated on increasing that income by about a third in spite of having space to sell in only four issues annually instead of five, it will be seen that our combined running costs are within our income.

Second, whereas until recently, convention hotel room hire charges were either met from the General Fund, or somewhat sneakily, in my view, by loading part at least of the cost on to delegates' hotel costs, which meant that those staying outwith the hotel were subsidised by those staying at it; charging a modest registration fee for all attendees makes for a fairer system both to those at convention and to the membership at large. No fee is charged in those now rare instances where meeting rooms are thrown in free as part of the package as was the case at Hove, where about a quarter of the cost shown in the accounts was the charge for distributing booking forms and the catalogue to the membership.

Third, the Auction Manager a Committee appointment only some two years old, has proved his worth as can be seen from the accounts; it is one of the

aims of the Executive Committee to have an annual auction so attractive that collectors will want to become members because of it, as is the case for example, with the Malaysian Society.

It is unfortunate, but it happens every year, that some figures are not submitted until after the 30 September deadline. This year both the Cover-mart and Exchange Packet figures arrived too late (and the accompanying cheques too late to be banked) to be included in their usual places in the Income & Expenditure Account. Since the Covermart result is the best to date, and the Exchange Packet surplus was as good as last year, and has had a promising start for this year, I have shown their valuable input in the Balance Sheet.

It will be noted that Printing and Stationery is higher than last year (see pp 225/6 January 2000 issue). The cost of printing respectable application forms was just over £70, but £30 had to be spent on replacing lost certificates. In fact we nearly lost the stock of new application forms as well at Hove where they had been left, luckily spotted by myself and the immediate Past President who took responsibility for them. Unnecessary expense due to carelessness really ought to be charged to whoever is responsible; my own feeling is that in future such items should be signed for, and this will be raised in committee, members of whom are mainly involved in any case.

Handbooks Sales were good; it was good to see our auction being used to offer some of the surplus stock that has built up over the years, with good success, and gratifying to note that early sales of the CPS publication on Small Queens has produced a surplus. Perhaps I should have asked for royalties! However the receipt to me personally is the same as for the previous publications

**BALANCE SHEET AS AT
30 SEPTEMBER 2000**

Assets

Cash Balances:	Cater Allen Bank	£11007.93	
	Royal Bank of Scotland	1254.26	£12262.19
Investments at cost:			
	General Fund £950.92 3.5% Treasury Stock 1999/2004	812.50	
	Life membership Fund £1398.77 6.75%		
	Treasury Stock 2004	1330.00	
	Smythies Memorial Fund £631.08 ditto	600.00	2742.50
	Handbooks Stock General	432.34	
	Small Queens Re-appraised	549.82	982.16
	Stock of Society Ties		160.00
	Stock of bought in philatelic material		248.88
	Library Books as valued		4305.42
	Postal auction catalogue		250.00
	Accruals (Covermart and Exchange Packet		
	Surpluses posted after 30.9.00)		320.00
	Sundry debtors (Handbook sales)		32.00
			£21303.15

Liabilities

General Fund Balance at 30.09.99		£10629.69	
	Surplus for 1999 / 2000	2168.65	£12798.34
	Provision for Income Tax 1999 / 2000		109.29
	Life Membership Fund		1770.79
	Library Fund		4305.42
	Subscriptions prepaid		1210.00
	Smythies Memorial Fund		600.00
	Smythies Memorial Fund Accrued Interest		42.60
	Sundry Creditors (Officers' Expenses posted after 30.9.00)		146.71
	Covermart Surplus advised		190.00
	Exchange Packet Surplus advised		130.00
			£21303.15

**INCOME and EXPENDITURE ACCOUNT TO YEAR ENDED
30 SEPTEMBER 2000**

Income

Subscriptions for year	£5052.88	
Maple Leaves Advertising Revenue	1115.50	
Maple Leaves Sale of Back Numbers	96.80	6265.18
Bank Interest and Dividends – General	261.90	
Life Members Fund Income	65.63	327.53
Handbooks Surplus	130.14	
‘Small Queens Re-appraised’ Surplus	256.52	
Tie Sales Surplus	7.02	393.68
Bought in stock surplus		17.30
1998 / 99 and 1999 / 2000 Auction Surpluses	1841.73	
Less 1999 / 2000 Manager’s Expenses	144.28	1697.45
Tax Provision overassessed and Tax Refund		5.11
Donations from members		5.00
Exchange Packet insurance claim settled		21.01
		£8732.26

Expenditure

Maple Leaves Printing and Distribution		5105.38
Administrative Expenses		388.27
Publicity expenditure		23.07
ABPS and ASPS Fees		131.00
Insurance		75.60
Library – books donated by Society		72.71
Printing and Stationery		101.20
Bank Charges (Direct Debit Administration)		41.63
Hove Convention		469.75
Donation to the National Youth Stamp Group		25.00
Trophy Engraving		10.00
Transfer to Life Membership Fund for Honorary Life Membership		120.00
Surplus for the year		2168.65
		£8732.26

– literally a labour. of love, i.e. nil.

One final niggle, I was extremely annoyed to find the Quaich given to Stamp Show 2000 on the clear understanding it was to be presented to a BNA entry, providing one was worthy enough, and which had been agreed, was in fact given to a Scandinavian collector of aerophilately; if a similar request for support is made to us in ten years time, it might be worth remembering our experience on this occasion.

Palmares

Thanks to Dean Mario we learn that members Mark Eisenberg and Earle Covert won vermeil and silver awards respectively at the BNAPS show in September last. Mark showed seven frames of DLO Stationery; Earle showed five frames of War Excise and Tax Paid, for which he also received the Richardson Award.

From the Regions

Nine members of the S & C Scottish Group met at Moffat early in November. We were delighted to welcome among them new member John Laurie, who brought along his Newfoundland and Nova Scotia, which included some very fine earlyies. Other contributions were from John Hillson, who showed 2 & 4 ring numerals, rings and duplexes on Small Queens; Ray White with a display of Centennials; Norman Reilly who showed plate blocks from the 'Flower' definitives; Ken Andison with used KGV & KGV1; Les Taylor displayed the 'Caricature' set to the high values and Bob McLeish the new peelables, entitled 'Labels or Stamps?'

These half yearly meetings always provide a wide variety of subject matter, from ancient to modern, and any member, from whichever side of the border, is welcome to attend. The next meeting will be on Saturday 7 April at

the Annandale Arms, Moffat.

On 2 November the Wessex Group enjoyed Cliff Wheatley's hospitality and the volume of material was such that not everyone was able to show! Luck of the draw favoured Dorothy Sanderson who showed some significant pre-stamp covers; Rodney Baker who came up with CPR material and some attractive ephemera; David Sessions who contributed some interesting recent acquisitions, at least he thought they were interesting! Next meeting is scheduled for 29 March.

Stuart Henderson entertained the London Group at their November meeting with an eye-opening display of Canada from the eighteenth century through to the Small Queens.

The re-constituted Notts & Derby Group, now known as the Wider Midlands Group, held its second meeting at the Midlands Philatelic Federation's event on 11 November. Responding to the theme 'The Three Kings', Mac McConnell showed a selection of Admirals and items related to the Canadian Contingent in WW1. Alan Spencer homed in on the 3c Admiral, with emphasis on the marginal markings and overprint varieties. Ken Flint picked up the WW1 theme with 22 covers from Private Oscar Hurley of New Tisdale, SK. Private Hurley landed in France in January 1917, was involved on Vimy Ridge in April, wounded in the battle of Scarpe River in May and was invalided to England. Returning to France, he was killed in action in August 1918. Ken explained how the internet web pages of the Canadian Veterans Association had been invaluable in piecing the story together. Judith Edwards rounded off the afternoon with tasty items of Newfoundland Exhibition

material. The next meeting will be at Sutton Coldfield on Bank Holiday Monday, 7 May. Further details will appear in the Spring 'Maple Leaves'.

FORTHCOMING EVENTS

2001

Jan 15 London Group - Fancy cancels
Feb 19 London Group - Postage dues
Feb 28-March 4 Spring Stampex, Islington, London
Mar 1-3 PHILATEX, Horticultural Hall, London
Mar 19 London Group - Invited display
Mar 29 Wessex Group
Apr 6-8 RPSC Convention, Dorval, Canada
April 7 S&C Scottish Group, Annandale Arms Hotel, Moffat
April 16 London Group - Beaver Cup competition
May 5/6 ORAPEX 2001, RA Centre, 2451 Riverside Drive, Ottawa, ON, Canada
May 21 London Group - AGM and subjects Q,R & S
Jun 9-15 Belgica 01
Jul 30-Aug 8 Philanippon 01
Aug 31-Sep 2 BNAPEX 2001, Crowne Plaza Hotel, Ottawa, ON, Canada
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.

LETTERS TO THE EDITOR

continued from page 37

place, e.g. the two Small Queen 2¢ latent entries. It does not apply to strengthening weakness or repairing damage by hand – that is retouching. Nor to gravers' slips or general damage, howsoever caused.

Having said that, I enclose a photostat of a fdc (p37) on which is a block of four of the stamp in question. The left hand vertical pair is normal, but both the right hand stamps show the shifted transfers as described in the Autumn 2000 issue, though slightly inaccurately drawn; the fact is that the left hand extra line is joined top and bottom by extensions to the top and bottom frame lines, as is the bottom of the right hand line which does not peter out but merges toward the top with the proper vertical frame making it slightly thicker than normal. The left hand value tablet is doubled on the left and the right hand on the right. What of course it proves is that these stamps were entered on to the plate sideways and from the middle out. If this were not so, and they were entered from the bottom up, there would be doubling only at one end. Collectors of early line-engraved GB are very familiar with this phenomenon, known as 'basal shifts'; some early plates indeed are noted for the number that can be found; the cause is described as 'metal creep' under the intense pressure applied to the transfer roller in making a printing plate.

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AMENDMENTS TO MEMBERSHIP to 27 November, 2000

New Members

- 2823 DeMent, Lex, Brigham Auctions Ltd., 1120 Brevik Place, Mississauga, ON,
Canada L4W 3Y5
- 2824 Watt, Dr. Jim, Brigham Auctions Ltd., 1120 Brevik Place, Mississauga, ON,
Canada L4W 3Y5
- 2825 Suter, V.F. 6 St. Mary's Close, Elstow, Beds. MK42 9XQ
- 2826 Warrender, Francis J. 25 Goose Green, Yate, Bristol, BS37 5BL

Deceased

- 0647 Reiche, Hans

Resigned

- 2440 Gattiker, W.
- 2339 Morris, W.R.

Change of address

- 2513 Vincent Graves Greene Philatelic Research Foundation, 10 Summerhill Ave.,
Toronto, ON, Canada M4T 1A8
- 2783 Smith, Derek, 92 Cheltenham Rd., London, ON, Canada N6H 5P9
- 2402 So, Susan, #809 – 65 Harbour Square, Toronto, ON, Canada M5J 2L4
- 2708 Anderson, R.G., 24 Hardy Road, Unit 26, Brantford, ON, Canada N3T 5K6
- 2195 Stalker, B., Little Boxgrove, Foxhole Lane, Four Throws, Hawkhurst,
Kent TN18 5DJ

Amendment to address

- 2421 Berkovits, Joseph, 260 Adelaide St. East, #Suite 33, Toronto, ON, Canada
M5A 1N1
- 2817 Temnyson, Paul, 28, Sandhill Drive, Harrogate, Yorks, HG1 4JR

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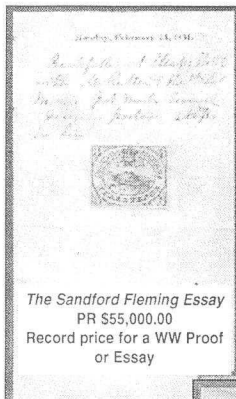
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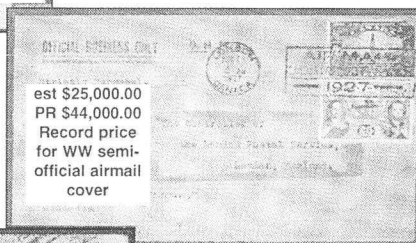
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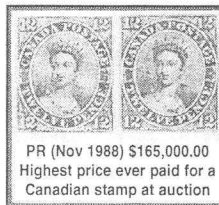
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