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# Maple Leaves

*JOURNAL OF THE  
CANADIAN PHILATELIC SOCIETY  
OF GREAT BRITAIN*

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# MAPLE LEAVES

Journal of

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INCORPORATED 1946

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## EDITORIAL

The postal auction closed shortly before we went to press and we learned, unofficially, that the successful bidding amounted to nearly £6,000. A splendid outcome and we offer our thanks to Colin Lewis for all the effort he put into it. Who knows, our Treasurer may even feel able to hold subscriptions at the present level for another year!

There were a couple of glitches which we hope will not recur if we hold another postal auction next January, as is likely. We learned, too late, that a number of overseas members only received the catalogue a few days before the auction closed. Colin's ability to deal with bids via telephone, fax or e-mail went a long way to minimising this problem but several members received the catalogue just after the closing date.

Next time a little more leeway will be allowed in setting the closing date for receipt of bids.

The second, minor, problem also involved the closing date, which was clearly shown on the cover of the catalogue as 14 February 2002. Unfortunately, under the 'Terms of Sale' we quoted 'Saturday 14 February'; members with a romantic disposition will know that St. Valentine's Day fell on a Thursday! In the circumstances the bidding was kept open until Saturday the 16th, in case anyone was misled.

You are reminded that the closing date for receipt of lots for the Convention auction in October is 18 May, which really is a Saturday. Please refer to the notice on p182 of the last issue.

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# KAULBACH

## The Yellow Peril

No... Kaulbach is not the name of that gorgeous Polynesian wahine\* I met while on my South Sea cruise nor is it the name of that awful tasting pill I take. Kaulbach is, in fact, the name of one of the larger of the 365 islands in Mahone Bay, Nova Scotia. It is located in an area rich in associations with the history of Canada and the United States – just a mile offshore of the village of Indian Point and six miles southwest of Chester. Much of the land was originally settled by Hessian soldiers, pensioned by King George III of Great Britain. They were the same mercenaries who were evacuated by the British from Boston during the American Revolution. Many were given land grants in the Mahone Bay area and their descendants form the backbone of the population today.

In 1967, an American firm, Kaulbach Island Ltd., acquired the island and developed it into a small scale rural retreat for vacationers. The proprietors of Kaulbach Island, with the approval of the Canada Post Office, operated a mail service between Kaulbach Island and the mainland

## Photos by Ian Robertson

(Chester). Payment for carrier charges to and from the mainland were by means of local carrier 'stamps' affixed to the back of the envelope but, from Chester onwards, a regular Canadian stamp had to be affixed to the front.

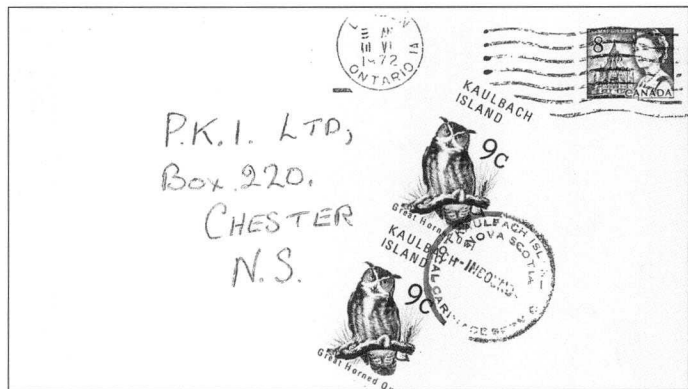
During the time (1971-1984) that the Kaulbach carrier service was in operation, the proprietors issued a total of 92 stamps (including overprints). The attractive stamps, most of which are multi-coloured, have various topical themes (animals, scouts, trains etc). The labels were printed in se-tenant format ranging from 42 to 12 subjects per sheet. Every sheet carries the imprint:

"Not valid for the carriage of mail by the Canadian Post Office. To be used only in the Kaulbach Island Local Carriage Service and may be placed only on the back of envelopes. Use Canadian postal stamps on all mail for posting in Canada."

Another purpose of the local labels was to publicize Nova Scotia's beautiful 'Lighthouse' Route (there are two lighthouses on the island). In 1984 the owners felt the ecological damage to the



*A bottom imprint strip of the 1971 bird stamps*



*Cover from London to Kaulbach Island*

island was increasing and visitors not connected to the owning company would thereafter be excluded from the island. As there would be no more tourists, there would be no more need for the Kaulbach Island Local Carrier Service.

Not only are Kaulbach stamps interesting but Kaulbach postal history is even more fascinating. The above Kaulbach-Centennial franked cover is a classic example... The 8c Centennial stamp, tied to the above cover with the London Mar 6, 1972 wavy line machine cancel, paid the postage to Chester while a pair of the 1971 first issue Kaulbach stamps, tied with a large 'KAULBACH ISLAND INCOMING CARRIAGE SERVICE' rubber handstamp, paid the carriage charge from Chester to the island. (Evidently the rate was increased from 9c to 18c in 1972.)

This cover is most interesting as both stamps are on the front of the envelope and the Centennial-Kaulbach franking is very scarce as 1972 is near the end of the Centennial period. The 'Inbound' marking suggests that there could also be an 'Outbound' handstamp. Since acquiring the cover in

the summer of 1996, I have not been able to find an identically franked cover with an 'Outbound' carriage service handstamp... As a matter-of-fact I have not seen any Kaulbach cover with the 'Outbound' cancel.

If lovers of first days were to collect Kaulbach Island first day covers, they would find some refreshing differences from collecting regular postal issue first days. The major difference is the possibility of completion. There are only 14 issues and they are relatively inexpensive. The carrier labels, which are affixed to the backs of covers, are cancelled with an attractive undated cancel consisting of a double circle with 'KAULBACH ISLAND N.S.' in the outer circle, 'L.C.S.' (Local Carriage Service) in the inner circle and a four bar 'FIRST DAY OF ISSUE' killer. Both the cachet and the Canadian postage stamp are on the front of the envelope. The Chester circular date stamp not only cancels the stamp but it also documents the date of issue of the local stamps on the back of the envelope. It is the only marking on the cover which gives this information.

**Reference:**

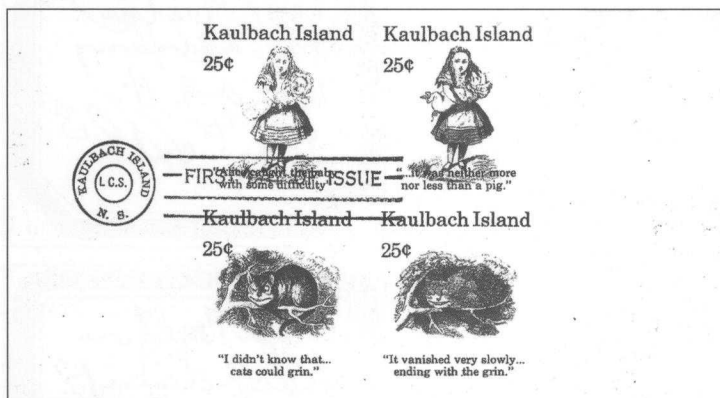
Covert MD, E.L., 'Strike, Courier and Local Post of The Elizabethan Era'. Hay River, N.W.T. Canada: Territorial Quick Print Inc. 1992

Special 'Thank yous' to: Member J.C. Michaud for his search on the internet to provide 'The Stamps of Kaulbach

Island' by Tony Brown of the Royal Philatelic Society of Canada.

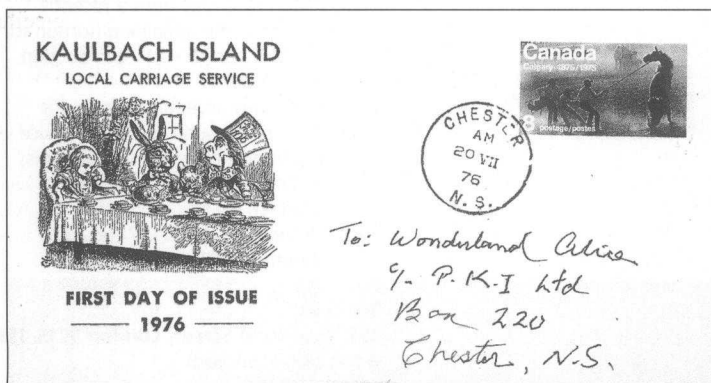
Mr. Stuart Blumenthal (L.B. Stamps) of Luneberg, N.S. for the original press release when the proprietors initiated the service.

\*Wahine is a lass.



(Above) First day cover of the 'Alice in Wonderland' stamp.

(Below) The 'Chester 20 VII 76 NS' cds is the first day for the 'Alice' stamp. The colour of the 'Wonderland' stamp, incidentally, is pale blue – the same pale blue shade as the Alice of the popular 1919 song 'Alice Blue Gown'.



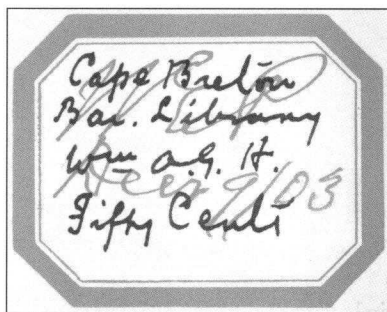
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## PEI FOURPENNY – THE BLACK SHEEP OF THE FAMILY

M.R. Cusworth & M.J. Salmon

Although not the first stamp to be issued by Prince Edward Island, the 4d is still an interesting topic for collectors. It has always been difficult to ascribe precise issue dates to many of the PEI stamps, due to the destruction of primary source material. The principal post office on the island, at Charlottetown, was destroyed by fire in 1884 with the loss of all the relevant records held on the island. Nearly all the island's stamps were produced by Charles F. Whiting in London and most of his records were burnt when the company, set up to continue his business after his death, went bankrupt in 1886. Some vestiges remain; a few ledgers were saved as detailed by J.A. Tilleard<sup>1</sup> in the 'London Philatelist'. Dated covers in collections have been the best guide until recently, when a notebook belonging to Alfred Deacon, Whiting's long time engraver, came onto the market. The asking price for this working notebook was beyond our means but colour photocopies were obtained. The page illustrated overleaf is particularly interesting since it shows a 4d stamp, with notes, alongside other engraving projects Deacon had on hand at that time.

Alongside the stamp appears the annotation "P.E. Island postage (four pence), border design (?) by Luff eg R2½ Gnd to Head R2¼+.Jan 9/69." Below the stamp is a further note "Mar 27/69 entered new premises 30 and 32 Duke Street, Lincoln's Inn Fields..." This move followed a fire at Whiting's original premises, Beaufort House, 9 & 10 Beaufort Buildings, The Strand. It may be that earlier material relating to Prince Edward Island was destroyed in

this fire and that one reason Tilleard only recovered ledgers relating to the later PEI Cents issues was that the material pertaining to the earlier Pence issues was lost at this time. Shortly after, Duke Street was renamed Sardinia Street where, confusingly, 30 & 32 were also named Beaufort House. Whiting continued to operate from these premises until his death in 1875, whereupon the business was continued by Whiting & Co at the same address until 1886 or shortly thereafter.

James Lehr<sup>2</sup> was convinced that the 4d stamp was sent to the Island between 1862 and 1865, despite the fact that very few covers have been reported before 1869. Now the USA rate change, which really necessitated the introduction of a 4d value, did not come into effect until November 1868 and his assumptions seem to have been based on the existence of a handful of pre-1869 reported covers and the assumed demand for a 4d value to prepay double inland rate postage. Looking at it objectively there has never been any satisfactory explanation why we have hardly any covers before 1869 and a reasonable number from then on. This has been highlighted by a database, which Mike Salmon is constructing, of all known stamped and pre-stamp PEI mail. Lehr was especially keen to see a cover dated 5 October 1864 and this cover has now resurfaced. Using this evidence, the cover database and Deacon's notebooks, we are now in a position to make a reappraisal of the 4d black.

The only mention of the 4d stamp in Deacon's notebooks is that shown above (we are assuming here that all the pages


have been made available to the philatelic world). Since this is a finished stamp which is shown, rather than a proof, the actual proofing and printing must have been done before January 1869, possibly between early November and the end of December 1868. The production may have been interrupted by the fire at the original works in The

Strand. Thus it is reasonable to suppose that this fourth stamp issue was ready for dispatch to the colony some time in February or early March 1869 but it may have been later.

Funnily enough Leslie Tomlinson, who did a lot of ground-breaking work on PEI philately, had basically arrived at this conclusion without the benefit of


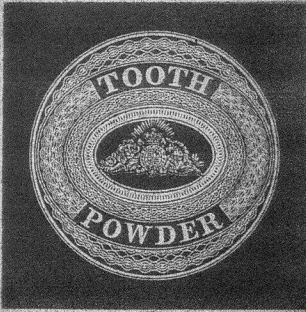
36.0  
 210.42 x 2 £ 10.0 43.4  
 - 20 - £ 15.0 41.0  
 - 2 - £ 9.0 41.0  
 (= 209) £ 15.0 43.0 }  
 £ 9 = 1.42  
 July 29 -

P. E. Island Postage (Four Pence)  
 Border by Left  
 of R 2 1/2  
 End of Head R 2 1/4 +  
 Jan 9/69 -



Centre oval  
 or oval  
 at 4 pm width  
 of 4 1/2  
 36.0 e. 177  
 180.45 x 3 41.0 1/2  
 50.0  
 180.45 x 2  
 93.0 e. (1 1/4) 41.0 1/3  
 32. 8 1/2  
 1 1/4 12 1/2  
 3 1/2 - 11  
 No 48 B 1 R 2 1/2 10 1/2 20 3 1/2 3  
 2 - 13 2 6 5 5 4 4  
 Apr. 21/69

90.0  
 180.75 £ 4.0 R 5 1/2 4 00 mm  
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 £ 9 5 1/4 4 4 4 00 mm  
 3 0 1/2  
 4 1/4  
 No 40 B 3 R 5 4 4 6  
 Apr. 27 -



some of the tools we have available to us today! In a 1957 display and paper he delivered to the Society he stated... "I do not think it was put on sale before the spring of 1869. I have classified this as the fourth issue."

Illustrated above is the earliest known cover which fits these deductions. This cover is dated March 1869 (day unclear) and is franked with 4d and 2d stamps prepaying a double rate cover to New Brunswick.

Both stamps appear to be on the white paper associated with the last issue. The 4d seems to differ from the other values in that covers can be found dated 1869 bearing the stamp on what appears to be white paper. The writers have not seen any 2d and 3d covers on white paper dated before 1871. It is almost as though Whiting used up the remainder of the cream paper from the 1862 issue for part of the 4d print run and then switched onto the white paper for the rest of it and used the same paper for the last print run of the 2d and 3d stamps. The 4d on cream paper and some of the 4d on white paper were distributed straight away to satisfy

immediate demand for the new rate to the USA. The 2d and 3d on white paper only slowly found their way onto the counters as stocks of cream paper stamps gradually ran low. James Lehr, in his book on PEI postage stamps and postmarks, noted that the bulk of the remainders of the 2d, 3d and 4d stamps were on the white paper. The only way to try to piece this jig-saw together is via dated covers and we urge all readers who have any 4d covers or who have any covers with the white paper (fairly easy to distinguish) to get in touch with us via the editor. All the PEI stamps were designed in the Whiting establishment (except the 4½d brown), engraved by Deacon and printed by Whiting. The dies were converted into plates through the process of electrotyping, the only occasions when Whiting had recourse to this method of plate making. In addition, no other examples requiring perforation are known from Whiting's wide ranging output, except the telegraph stamps of the South Eastern Railway. It is quite possible that Whiting subcontracted both the electrotyping and the perforating of

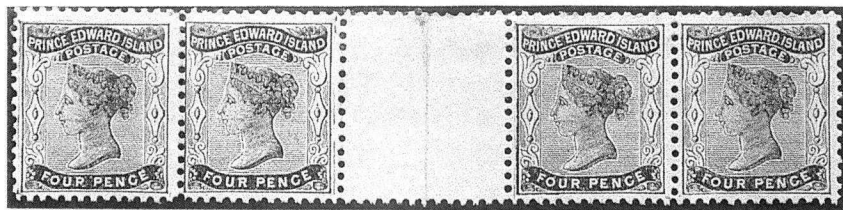
the PEI stamps. It is possible that the stamps on white paper were printed by a sub-contractor during chaos caused by the fire and the subsequent move to Duke Street. The 4d stamps on cream paper could well have been the beginning of a print run interrupted by circumstances. It is also interesting to note that the design of the 4d stamp is somewhat at odds with the preceding stamp designs (hence – The Black Sheep of the Family).

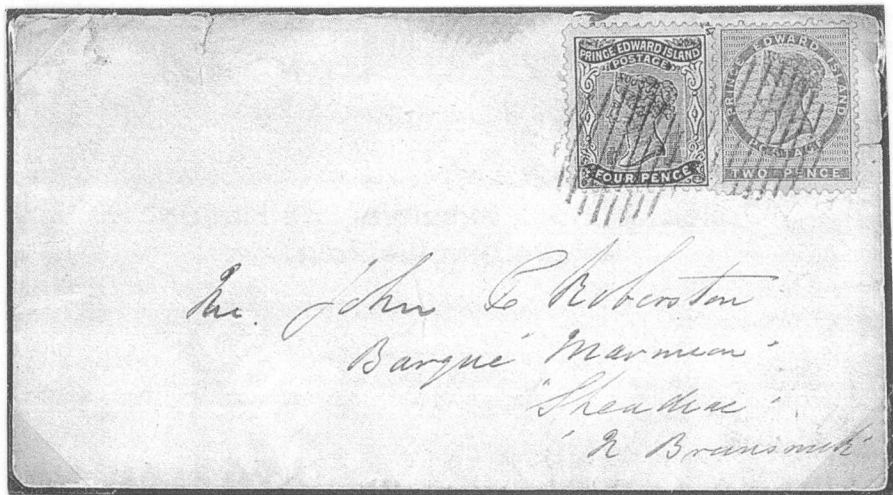
There is evidence that the white paper pence stamps were printed on a different machine from their cream paper siblings. Examples exist of white paper 2d and 3d stamps printed in double panes, each of 30 stamps, separated by a wide gutter. The 2d had hitherto always been produced in single panes of 60 stamps. Illustrated below is an example of a 4d gutter strip. No such gutter strips are known of other printings and only the 2d, 3d and 4d are found on white paper. The later PEI cents issues are found in larger single panes of 100 stamps. It is possible that the move to Duke Street was accompanied by the introduction of new technology, permitting the printing of these double sheets of stamps. This was not due to platen size but to some other innovation since, from earliest times, the platen size at Beaufort House presses had been a point of note. In 1826 James Whiting, Charles' father, started 'The Atlas' newspaper, which proclaimed itself as the largest sheet size newspaper of the day and this was printed at Beaufort House. The pages of this newspaper are larger than a double

pane of 4d stamps. Perhaps, prior to this time, the large platen presses could only be used for letterpress work.

So far in this discussion we have conveniently overlooked the reported covers dated prior to 1869. The first one is shown opposite and is dated 5 Oct. 1864 on the reverse. This double rate cover franked with 4d and 2d stamps was mentioned by Sir George Williamson in a display he gave to the Royal PS in 1968, Jim Sissons having previously considered it genuine.

The cover subsequently found its way into the Brassler collection and then the Cusworth collection. Mike Salmon and the writer have given this cover close scrutiny under considerable magnification. The less likely theory is that it is a front of the 1869-71 period which has been 're-backed' with a back dated 5 Oct. 1864. Although there is possible evidence of seaming down one edge, this could have simply been wear and tear and it would require considerable surgical skill coupled with origami to produce a convincing item. A more likely explanation is that the cover was originally a single rate 3d cover which was pen cancelled on the stamps only. The original stamps fell off or were removed, the 4d and 2d stamps were affixed and a pair of forged grid cancels were applied tying the stamps to each other and to the front. The stamps appear to be on the white paper and the forger has failed to notice that, although the white paper appears on stamps at the end of the 1860s, it is not seen on covers





as early as 1864. The cover is a well executed contrivance.

James Lehr reported four 4d covers used prior to 1869 but we have not seen them, our attempts to contact PEI collectors in the USA or Canada who have seen them have so far proved fruitless. There are two such covers on the database but it is not known if they are two of those mentioned by Lehr, although the first almost certainly is; 1. Oct. 25th 1866 (Firby sale of Lehr collection, lot 1555). The datestamp is not illustrated. 2. March 24th 1868 (Harmer sale 28.10.1980 lot 547). The Summerside postmark is without a year plug and the 1868 seems to be a guess.

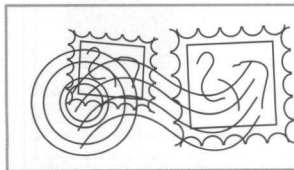
So far these reported pre-1869 usages are rather unconvincing. The March 1869 cover illustrated here does

fit in with the time framework for an early use but we find it strange that there is no reported occasional usage until October 1869. On the other hand if the stamps were finished in early January 1869, there is no reason why they would not have been sent to the colony until September. We will consider it genuine for the moment.

It is hoped that this comment and reconstruction of events help solve some of the mystery which has dogged this stamp for so long.

#### References

1. 'The Prince Edward Island Stamps' London Philatelist January-April 1893 by J.A. Tilleard.
2. 'The Postage Stamps and Cancellations of Prince Edward Island 1814-1873' by J.C. Lehr.



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# THE CONVERSION TO DECIMAL CURRENCY, EFFECTIVE THURSDAY, JULY 1, 1859

Horace W. Harrison, FCPS.

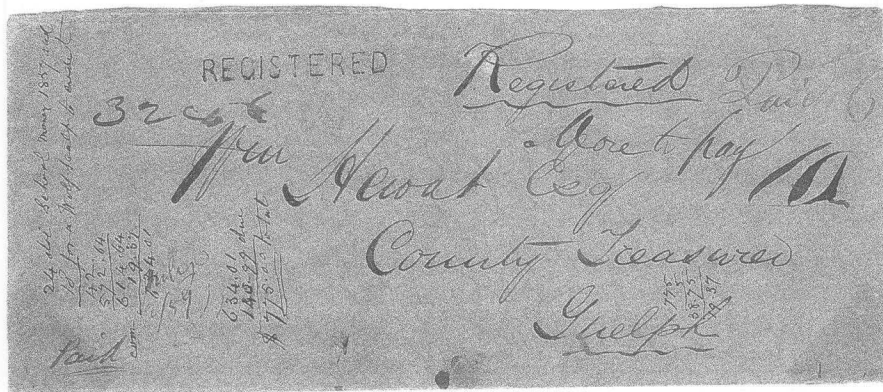
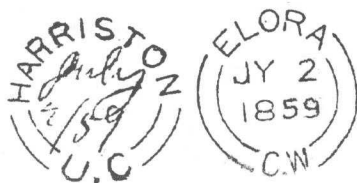
The domestic registry fee of one penny became two cents and the basic domestic postal rate of three pence became five cents. A letter could be sent unpaid but the addressee had to pay seven cents for it. There was considerable confusion in the post offices both on the part of postal officials and the public. The new currency had been in common use unofficially throughout Canada for many years, but the two cent penalty rate for unpaid letters was new and totally unfamiliar. Underrated and insufficiently paid mail caused a problem.

This registered letter, containing tax payments, weighed over half an ounce and, through force of habit, the postmaster at Harriston, U.C. on 2 July, 1859 rated it in red ink 'Paid 6' for six pence in the old currency, rather than the equivalent 'Paid 10' (cents) in the new currency. The cover was backstamped at Elora the same day and, upon arrival at

Guelph, the officious postmaster there assumed that the '6' was 'cents' and not 'pence'. Allowing no credit, even for six cents, 'More to pay 10' (cents) was charged to the addressee. Under the old regulations, credit would have been allowed for the amount paid. Under the new regulations, credit was often allowed for part payment, but not always. In any case the 'More to pay 10' was incorrect. The charge should have been 'More to pay 14' or 'More to pay 8'. Likely because of the rating discussion, no backstamp was applied at Guelph. Since the application of the registered handstamp meant that the undenominated one penny, oops, two cents registry fee had been paid, that did not enter the rating discussion which undoubtedly ensued.

*Below: cover that caught P.O. officials unawares.*

*Right: the backstamps.*





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# THE BRITISH MISSIONS TO RUSSIA 1918-1920 (PART IV)

## Canadian Soldiers and Airmen in Southern Russia: 1918-1920 (1)

David Whiteley

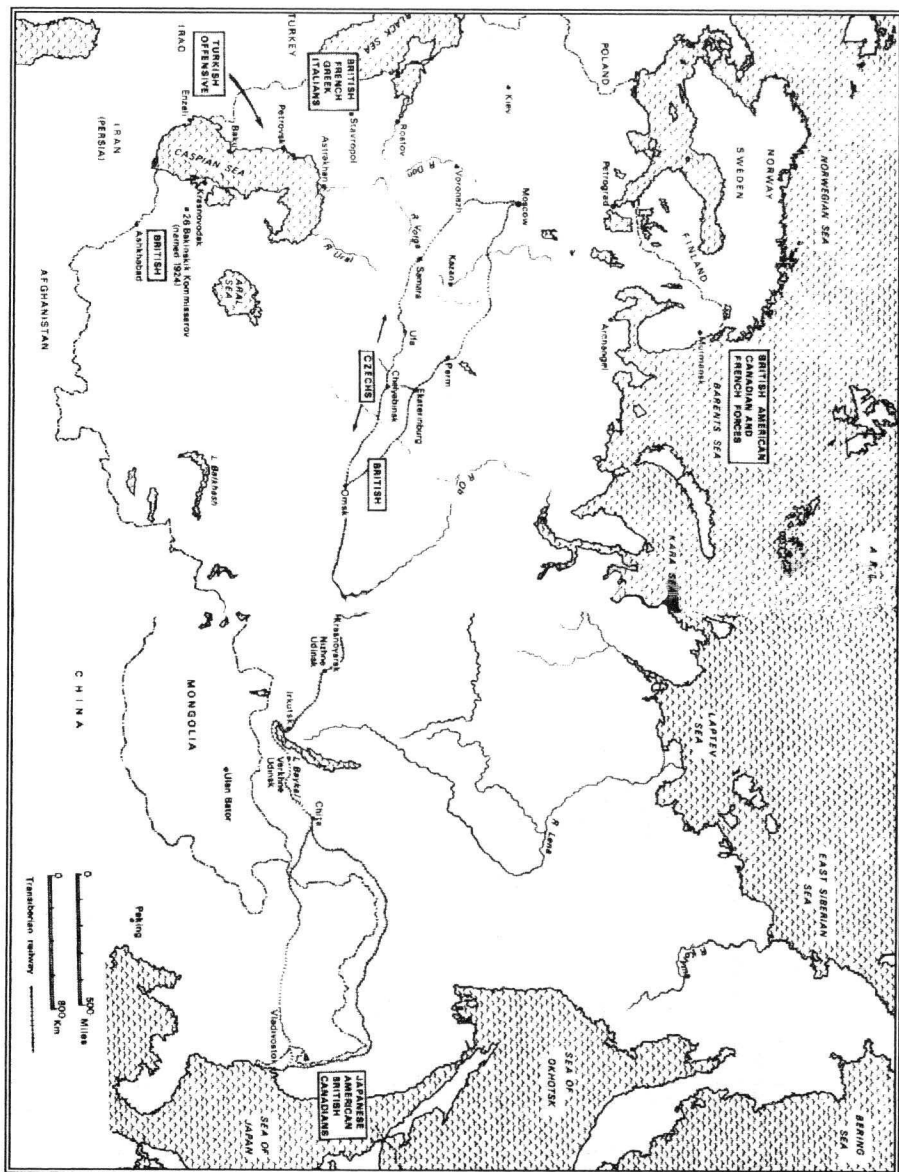
### Dunsterforce<sup>11</sup>

Prior to the arrival of Allied troops in either North Russia or Siberia, the Imperial High Command had, at the suggestion of a nameless War Office planner, devised a scheme to re-establish its South-Eastern Front in Transcaucasia, following the collapse of the Russian Army in 1917. In essence the plan called for the dispatch of a small contingent of British and Colonial Officers and N.C.Os. to Mesopotamia, from whence they would penetrate into the Caucasus Mountains. Once there they would be able to raise and train local levies from disaffected Kurds, Circassians, Armenians and Georgians who, it was believed, would be only too willing to throw in their lot with Britain for a chance of paying off old scores against their age old Turkish foe. It was then hoped that these local levies could be used to re-establish the line previously held by the Russian Army, which extended southward through the Caucasus Mountains, across the southern end of the Caspian Sea, and down into Persia where it had linked with the British Mesopotamia Force.<sup>112</sup>

Command of this force, named Dunsterforce, was given to an experienced Russian-speaking British officer, Major-General Lionel C. Dunsterville, who had spent most of his life in the Indian Army. To assist him he was allocated 210 officers and N.C.Os. drawn from the Imperial Forces serving in France. The orders from the War Office to Dunsterville as the 'Chief of

the British Mission to the Caucasus and Representative at Tiflis' were vague. With the limited resources at his command he was "to encourage the formation of local units dedicated to the dual task of denying to the Germans and Turks the oil of Baku and the route to India."

Recruitment of suitable officers and N.C.Os. had commenced in January 1918. Officers serving in France were asked to volunteer for service in an unnamed theatre. For the Canadians serving with the Canadian Corps attached to the British First Army, the G.O.C. First Army circulated a cryptic statement that "a number of officers were required for a hazardous enterprise in a foreign theatre of war." This was followed by an order from Canadian Corps HQ, requiring Brigade Commanders to forward names of volunteers to Corps HQ immediately. By 10 January, 1918, 15 volunteer officers had presented themselves at Corps HQ. They were dispatched to London within the week with instructions to report to Argyll House, Regent Street, London, by 14 January. Twenty-six N.C.Os. were also selected on the recommendation of the officers who had volunteered and through 'other channels'; they were told even less than the officers – simply to report to Battalion Orderly Rooms where they received transportation to London.<sup>113</sup> On reporting to Argyll House the Canadians were told to report to the Tower of London where they were given a stiff medical which resulted in one officer and five N.C.Os. being found



*Disposition of Allied and Turkish Forces in Russia and Transcaucasia. 1918-1920. Christopher Dobson and John Miller, The Day They Almost Bombed Moscow, (New York: Athenium, 1986).*

unfit. One officer and two N.C.Os. replaced them, from holding depots in England. By 25 January the Canadians had been joined by 40 Australians, smaller numbers of New Zealanders and South Africans, a larger contingent of British and 15 officers from the Imperial Russian Army.

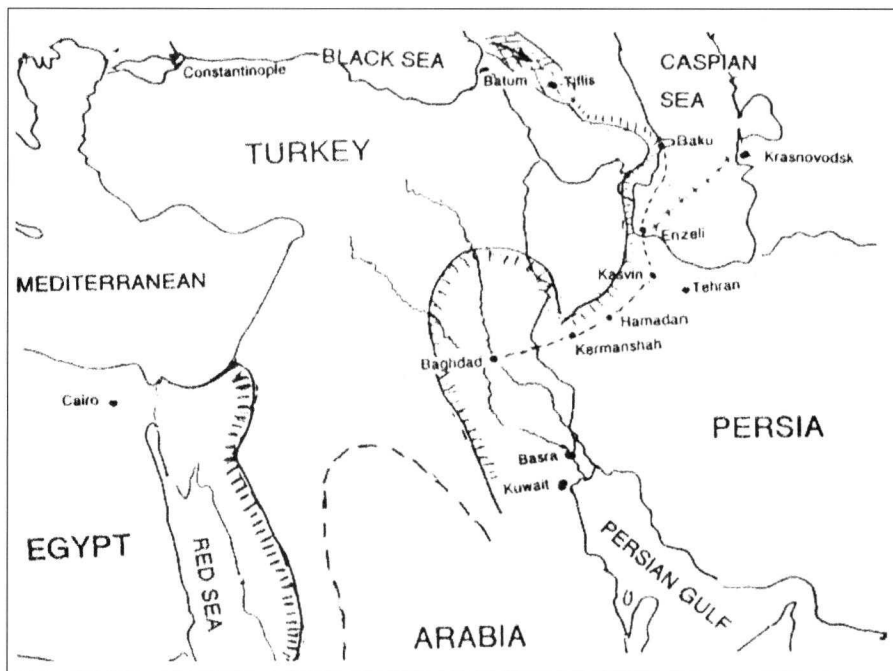
On 28 January a briefing for the 300 officers and men was held at the Tower of London, where a staff officer from the War Office revealed to them their destination, the *raison d'être* for the force and its aims. The following morning the polyglot force left London for Basra where they arrived on 2 March. From Basra they travelled by river steamer up the Tigris to Baghdad, where, on arrival, they were bivouacked in Hinaidi Camp, some four miles south of the city. During the ensuing six weeks, forces from Salonika and Palestine joined the volunteers.

Meanwhile Dunsterville had, on his arrival in Baghdad from India on 18 January 1918, and without waiting for the arrival of the main body of troops, set out for Tiflis on 27 January, in accordance with his orders, with a small motorized force of 54 all ranks. His line of march was northeast through Hamadan and then north across the mountains to the Caspian Sea port of Enzeli (Pahlavi), where he hoped to proceed by sea to Baku and Tiflis. On arrival on the outskirts of Enzeli, Dunsterville found the port to be held by a strong force of Bolsheviks, who wanted nothing further to do with the war and were not impressed by the small British force. Dunsterville also found that the local inhabitants were mostly members of the Jangali, a Persian nationalist reform movement led by Kuchik Khan. The Jangali were even less interested in war and were of the opinion that the best thing the British

could do was return from whence they had come. Faced with suspicion and hostility, Dunsterville decided that his only course of action was a discreet withdrawal to Hamadan where he could regroup and await the arrival of reinforcements from Baghdad. On 25 February Dunsterville's little force arrived back at Hamadan. In early April 75 British officers and N.C.Os. arrived at Hamadan, bringing the overall strength up to 150.

The Colonial officers and the N.C.Os. continued to 'kick their heels' at Hanildi Camp until early May when the contingent moved about 50 miles northwards to a smaller camp at Bakuba, on the Dyala River, in the foothills separating Mesopotamia and Persia. Commanded by a Canadian, Lieutenant-Colonel John Weightman Warden, with another Canadian, Captain Cecil John Lewis, 2nd Canadian Mounted Rifles as his Adjutant, assisted by Captain R. Harrison, 5th Canadian Battalion, the column of 67 officers and 204 other ranks (mostly sergeants), left Bakuba on 25 May. Travelling on foot the column reached Kermanshah on 7 June (approximately 200 miles from Bakuba) – where they rested for two days before proceeding the remaining 103 miles to Hamadan, reaching there on 18 June.

When the column arrived at Hamadan they found the town in the grip of famine and disease. The local citizenry, many of whom were actively hostile, distrusted the newcomers. Consequently Dunsterville had to leave the bulk of his force in Persia conducting relief work, attempting to maintain law and order, battling brigands in the mountains of Kurdistan, attempting to raise and train local levies and protecting the 600 mile supply line from Baghdad. Canadians played a prominent role in all of these activities.



*Area of operations of Dunsterforce in Transcaucasia 1918.*

Of the 50 Canadians attached to Dunsterforce about 40 remained in Persia, where they were involved in a number of encounters, some tragic and some bizarre.

Major G.C. Burbridge, M.C. of Montreal was appointed Town Commandant of Hamadan; Captains Walter Chambers of Pembroke, Ontario and Tommy Hodgson of Montreal both were given command of locally raised units. Captain Chambers, prior to assuming his command, had been responsible for the security of Hamadan – Kasvin Road.

Canadians also played a major role in attempting to extricate some 80,000 Christian Assyrians who were surrounded by Turkish and local Muslim forces at Lake Urumia. Dunsterville, on

hearing of their plight after making contact with their leaders, suggested that the Assyrians should break through the Turkish cordon south-east of Lake Urumia and send a delegation to the village Sain Kaleh where the British would meet them with arms and money. Due to misunderstandings and the difficulty of the terrain the proposed meeting was never effected with the tragic result that the Assyrians panicked and the whole 80,000, including women and children attempted to reach British lines at Hamadan. The column was subjected to constant attacks by the opposing Turkish and Muslim hordes who, despite the heroic efforts of Dunsterforce personnel to protect it, slaughtered some 40,000 Assyrians. Several Canadians including Captains

J.H. MacLean, 3rd (Toronto) Battalion and J.M. Fisher, 18th Battalion of Sarnia, Ontario; Sergeants W.T. Brophy, M.M. of Collingwood, Ontario, Roy Casey of Regina, Saskatchewan, Robert Clark, an American from Moccasin, Montana, A.P. Gattey, of Consort, Alberta and, later, D.F. McWhirter of Shoal Lake, Manitoba, played a prominent role in attempting to provide some protection to the fleeing Assyrians.<sup>114</sup> The influx of some 40,000 refugees into the Hamadan region created horrendous problems for the personnel of Dunsterforce until the refugees could be evacuated. Many of the Assyrian refugees were organized into a fighting unit which was attached to Dunsterforce. The remainder were, eventually, evacuated to Bakuba. To earn their keep, the inhabitants of Hamadan were put to work on various projects. Due to the subversive activities of the acting Governor of Hamadan and some of his cronies, it became necessary to arrest him. Two Canadians – Captain Gordon Hopkins, of Hopkins Landing B.C. and Sergeant Thomas Pegg of Canoe B.C. were members of one of the parties detailed for this operation. With the successful outcome of this operation some degree of order was established in Hamadan. During this period Dunsterville was able to gain control of Hamadan's communication network, thus being able grossly to inflate the size and composition of his force.<sup>115</sup>

During July, Dunsterville received some welcome reinforcements from the

British Forces in Mesopotamia. The War Office had ordered the G.O.C. Mesopotamia to give Dunsterville his full support in his efforts to reach Baku and if possible, Tiflis, which was known to be under German occupation. As a result of these orders the G.O.C. Mesopotamia ordered the 39th Midland Brigade (infantry)<sup>116</sup> from Mesopotamia to Hamadan. Dunsterville, with the arrival of elements of this Brigade and a battery of artillery, was now ready to attempt the capture of Enzeli as a prelude to his advance on Baku.

Prior to the arrival of the Canadians at Hamadan, Dunsterville had moved his advance headquarters to Kasvin, where he could more effectively deal with Mirza Kutchik Khan, the Jangali leader, whose forces had to be eliminated before an advance on Enzeli could be undertaken. Fortunately Dunsterville was able to enlist the assistance of a Russian Cossack commander, Lazar Bicherakov, who had 1,200 men under his command, all personally loyal to their commander. Bicherakov was willing to assist the British for a price and, after an accommodation was reached with him, he quickly overcame the resistance of the Jangalis. He then continued northwards to Enzeli, where Major Harold Menzie Newcombe of Winnipeg joined him as financial adviser. Bicherakov, whilst at Enzeli, realized that his only chance of retaining his command was to throw in his lot with the Bolsheviks, which he did and was appointed commander of the Red

## CONVENTION AUCTION

Material for inclusion to Colin Lewis please by 18 May.

See notice on p182 of January issue for full details.

Army of the Caucasus. This change of allegiance, however, did not stop Bicherakov from co-operating with Dunsterville. Consequently, Major Newcombe remained with Bicherakov's command and took part in a number of actions along the Central Caspian Railway, finally ending up in Derbend on the Caspian Sea between Baku and Astrakhan, from where he was repatriated to Baku on 19 August 1918.

### References

<sup>111</sup>The major source for the historical account of Canadian involvement has been taken from Captain W.W. Murray, M.C. 'Canadians in Dunsterforce', Canadian Defence Quarterly, Vols. VIII & IX October 1930 – July 1931 & October 1931 – July 1932.

<sup>112</sup>Other historical and military accounts of Dunsterforce have been taken from

Roy MacLaren *Canadians in Russia 1918-1919*, (Toronto: Macmillan of Canada 1976) Part one.

<sup>113</sup>Sir Edward Kemp, the Minister of Overseas Military Forces of Canada, had cleared the involvement of Canadians in Dunsterforce in late December 1917. Sir Edward, however, failed to notify the Canadian Prime Minister, Sir Robert Borden, until 24 February 1918, of his concurrence to the request of the Imperial authorities.

<sup>114</sup>Both Brophy and Casey received commendations for their actions.

<sup>115</sup>Two Canadians; Captain Robert Harrison and Captain Gilmour were both involved with this aspect of the operation.

<sup>116</sup>The 39th Infantry Brigade consisted of elements of the 1/4th North Hampshire Regiment, 7th North Staffordshire Regiment, 9th Royal Warwickshire Regiment, 9th Worcestershire Regiment, and their support services.

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**Mac has yet another spasm of idle thoughts\*, this time about  
B.C. Paquebot Mails Pre-1925  
'Mac' McConnell**

Strange forces are afoot in the philatelic world. Time was when we were collectors, simple if not pure. Then we became philatelists or postal historians. We studied perforations and re-entries, routes and rates, and it was considered rather infra dig to read the correspondence of others. Now a new breed is abroad which knows no shame in doing just that.

Reliance on the message rather than on the stamp or postmark is a hallmark of the social philatelist that probably places them somewhere between the socialist and the socialite.

The practice of social philately is gaining ground and may lead to hitherto unheard of subjects for displays. Take, for instance, all those very ordinary postcards with very ordinary postmarks

which sit in boxes on the tables of lower social order dealers and are normally beneath our dignity to inspect. What sort of Pandora's box is opened by the reading of messages on such material? Pick half a dozen cards at random and what do we find?

Consider Figure 1. Addressed to the UK bearing a 2¢ KEVII stamp, postmarked Vancouver AP 19/06, the card is no different from thousands of others until we read the correspondence. A picture of the Five Pagodas at Canton, China, is headed by the undated message "Have spent the day sightseeing in Canton, very interesting. We had a fine view of Canton from the top of this pagoda". A second reading to confirm our budding status as social philatelists forces us to admit that the

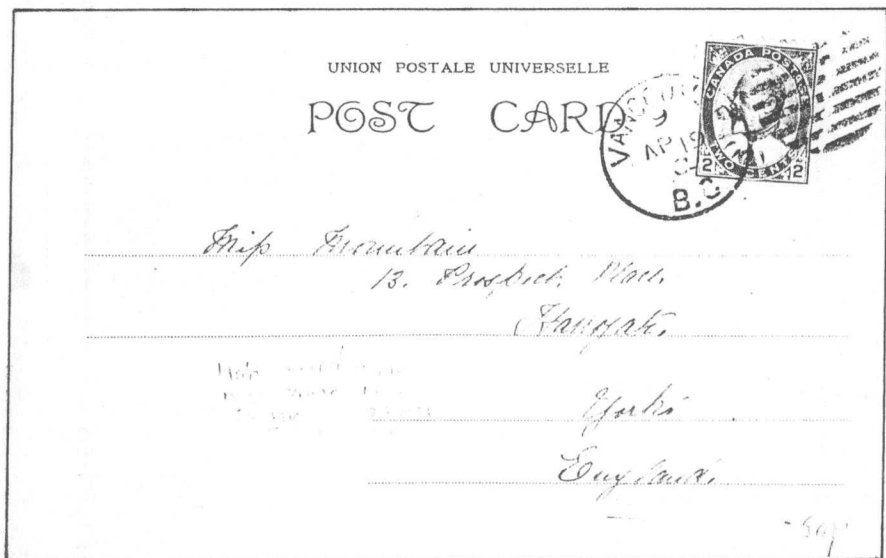


Figure 1. Carried on 'Empress of China', 1906.

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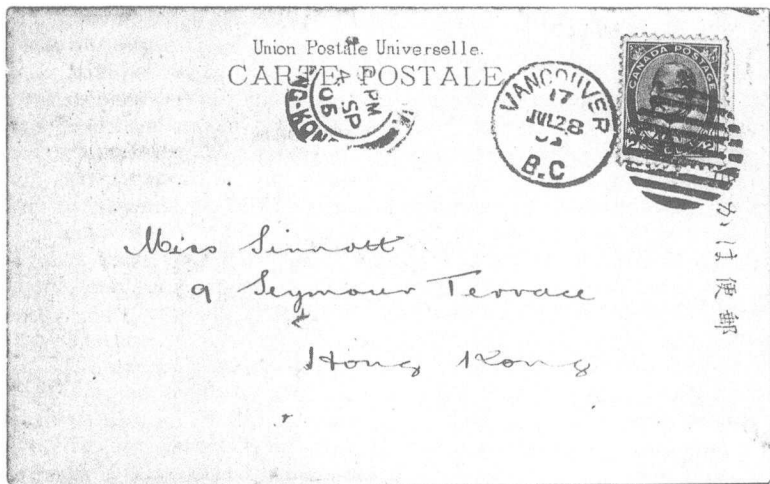
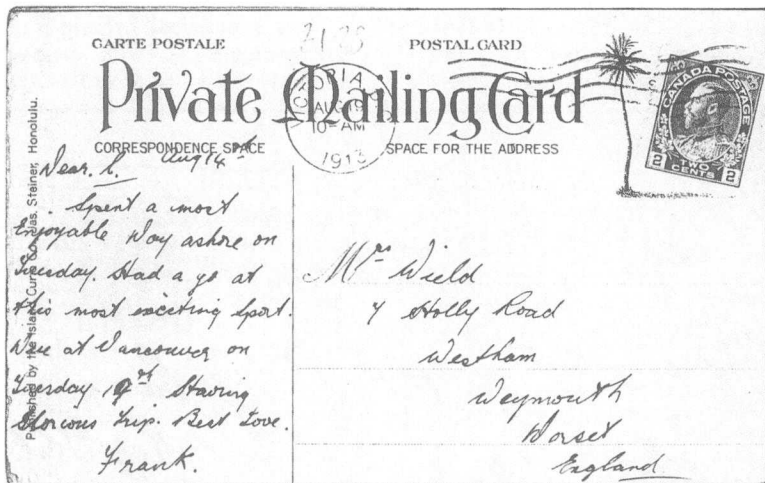


Figure 2, above, carried on RMS Tartar, 1906.

Figure 3, below, carried on the 'Empress of India', 1913.



card was posted on board the Empress of China leaving Hong Kong on 28 March, 1906, and arriving at Vancouver late on 18 April. If we had not read the message we could not have known that, because the postmark is one in every day use at Vancouver.

Then take a short step back in time

and look at Figure 2 where the 2¢ stamp is cancelled Vancouver Jul 23/05. It is addressed to Hong Kong. This makes it only just worth a second glance. Our new socially philatelic correctness requires us to read on the flip side "Antipodes Day. 180° Longitude; 50° Latitude. North Pacific Ocean. Weather

cold enough for furs. RMS Tartar. Yesterday 21st July 05, Tomorrow 22nd July 05". Cold enough for furs? – this is hot stuff! How many cards do you have datelined in such a way? Crossing the International Date Line going eastwards causes you to lose (or gain) a day in your life. Reading such messages causes your heart to dangerously skip a beat. And who said that mail from the Tartar is virtually unknown? The Hong Kong postmark of 4 Sept 05 is not part of the message but reminds us that the card was carried back across the Pacific on the Empress of Japan leaving Vancouver on 14 August and arriving at Hong Kong 21 days later (adjusted for its second crossing of the date line).

Perhaps it is these KEVII 2¢ stamps that are causing problems so let us look at an Admiral adorned item.

The 2¢ Admiral with a machine cancel of Victoria BC 19 Aug 1913 is on a card (Figure 3) showing foolhardy types surf-riding in an outrigger canoe,

Hawaiian Islands. The message dated 14 Aug says "Spent a most enjoyable day ashore on Tuesday – Had a go at this most enjoyable sport. We're at Vancouver on Tuesday, 19th".

I submit, M'Lud, that the evidence is before you to show that the offending item arrived per Empress of India on that day and by no other route.

At the halfway mark and close in time to the previous one, another 2¢ Admiral card is at Figure 4. It has the simple message "M.H.R.o.t.D" preceded by "SS Cyclops/Tacoma". The stamp is machine cancelled by a, wait for it, Tacoma, Wash., Sep 28/1913 slogan postmark. Goodness me! This must be the Blue Funnel liner plying between China, Japan, Vancouver and Tacoma. Whoever heard of Canada used abroad? And a happy birthday to you too!! At least the message is very sociable.

Next in our small helping of random cards (Figure 5), with a green 2¢ Admiral and a very ordinary



Figure 4. Canada used abroad.

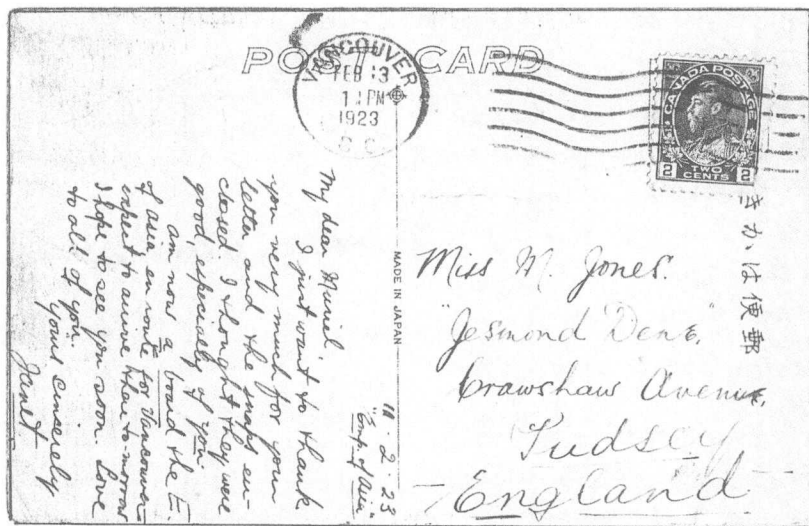


Figure 5. Carried on the 'Empress of Asia', 1923.

Vancouver, Feb 13/1pm/1923 postmark, we have a picture of a hot spring (in February?) near Nagasaki. We are impelled to read the message. It is headed 11.2.23 and says "Am now a board (sic) the E of Asia en route for Vancouver and expect to reach there tomorrow". Now, isn't that too easy. No prizes for guessing which ship this came from.

So to the last of our half dozen cards, Figure 6, and a slightly tatty one at that. No wonder it was rejected by everyone with the slightest sense of good taste. The picture shows the main gate of Sohfuji Temple at Nagasaki in the same series as the last item. The message says "Sept 20. Ship ordered to pass Yokohama but we landed food for victims at Kobe also took on refugees there and at Nagasaki - am on my way to Shanghai and rest of China". How glad I am that the new social requirement caused me to read the message. where else would I get, within a few square inches, such a graphic

account of the great 1923 earthquake? And what about the post mark on the prosaic 2¢ stamp? It is a poor strike of Studd B161 reading Paquebot/Posted at Sea/Received/OC 5 23/Victoria. But my 'sources of information' do not record this marking used before 1928.

Impossible.

Reading messages should not be encouraged. We must root out from our otherwise unsullied collections any surreptitious examples. We must preserve our dignity as postal historians. As a service to fellow members I have cleared a large waste paper bin in my study and invite purists to use it, free and gratis, in order to rid themselves of such trivia as we have reviewed.

She who must be obeyed says "Why bother, just give up and collect butterflies instead".

Social philately indeed!!!

\*Mac's first idle thought was published in the April 1994 issue, another appeared in the April 1997 issue.

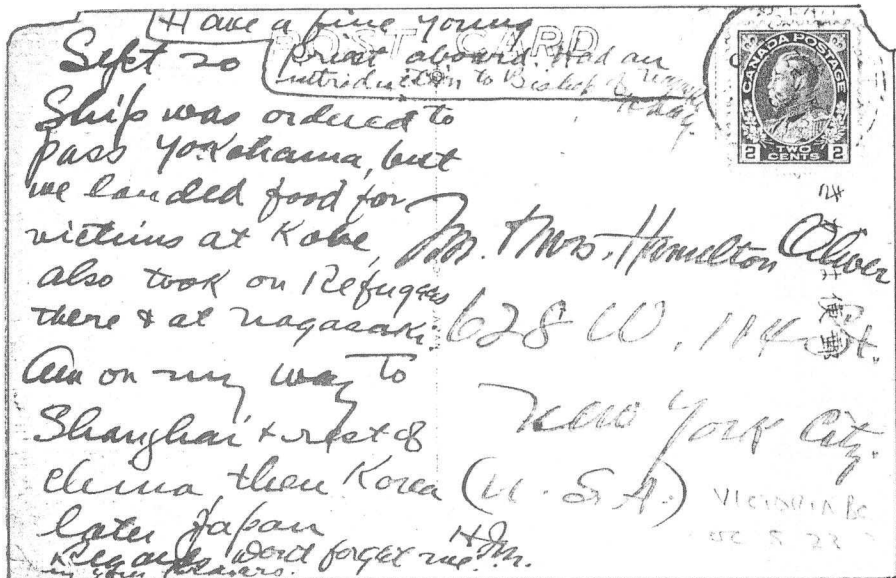


Figure 6. Earthquake 1923.

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# MYSTERY OF THE SO CALLED 'TRADE SAMPLE SHEET'

Nigel Harris



The so called 1868 Trade Sample Sheet illustrated 19 stamps, including the following BNA stamps – Canada ½d, 10d and 10¢ Bill Stamp; New Brunswick 12½¢; Newfoundland 2¢, 5¢, 10¢, 12¢ and 13¢; Nova Scotia 1¢ and 8½¢.

I have in my collection a couple of single 10d Cartier ‘proofs’ cut from the sheet. Boggs<sup>1</sup> states that the sheets were “*advertising sheets sent out by the American Bank Note Company, or given to salesmen to show the class of work done by the company*”.

However, one of the examples I have is so faint and washed-out that it does little justice to the American Bank Note Company. So is Boggs’ statement correct?

Minuse & Pratt<sup>2</sup> state that “*most of the colours are very difficult to describe, many being pastel colours*”. They list an enormous number of different colours, papers, engraved imperf & perforated ‘proofs’ as well as imperf lithographic proofs. They state they used the ‘Reinhold Colour Atlas’, 1962 edition, as their colour reference.

Lowe<sup>3</sup> sums up the bewildering variety of ‘proofs’ thus: “*Engraved pulls from this sheet are known on five different papers (one laid and one ribbed) in some fifty different colours... The same may be found perforated and gummed on fifteen different papers in a wide variety of colours... A lithographic transfer was made and printings are*

*found in red on gummed paper (white or yellowish).*” In fact Minuse & Pratt list nearly 150 different varieties and state that other colours and papers probably exist. Why so many different varieties?

Boggs (as a footnote on p175) states that a “*Dr Clarence W. Brazer is of the opinion that these sheets in their numerous colours were used as a colour chart by the American Bank Note Company’s salesmen*”. Is this nearer to the truth?

I have scanned available literature for a definitive reason for their production to no avail. However, by chance I came across a private letter, written in 1987 by Dr Norman Boyd to Geoffrey Whitworth, on this very subject. The explanation offered by Dr Boyd is well argued and hopefully he wouldn’t have minded my sharing this with fellow collectors.

*“At the risk of being ridiculously elementary, I shall outline my views on what I believe happened.*

*Engraving had been a highly respected skill for a long time which prior to Perkin’s great invention of the transfer roll had been chiefly done on silver or copper. Most engravers were journeymen who had served long apprenticeships and customarily moved from one employer to another. Each kept a personal ‘scrapbook’ of work that he had done previously. He would paste each of his progressive die proofs in his*

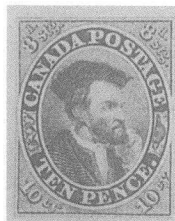
## MAPLE LEAVES – BACK NUMBERS

*Fill those gaps.*

Old ‘Maple Leaves’ for sale.

Send your wants list to John Gatecliff for a quotation.

Address inside back cover, tel: 01977 791974.



Trade sample sheet 'proofs' of the 10d Cartier: above, red brown; top, 'washed out' green.

scrapbook for future reference so he could show some future employer the quality of his work.

These journeymen found that their scrapbooks began to have real commercial value as the hobby of philately grew and on retirement sold them for sizeable sums, especially if they had engraved any of the more popular stamps. If these journeymen could sell their proof books, I can well imagine the pressure that the president or other high officials of the American Bank Note Company were under to supply philatelic items to the president of a bank, for example, who was also a philatelist and had just made a major purchase of banknotes. They certainly gave away some die proofs as favours. On one occasion they had to explain to the Canada Post how a certain stamp was purchased from a New York stamp dealer which had not passed through the Canada post.

I believe that the 'Trade Sample Sheets' were primarily for this purpose. The company ordered a plate to be made of nineteen impressions, made from the transfer rolls already in their possession; eleven of them being British North America and the rest South or Central America. Their company was no longer printing Canadian stamps so they had no compunction in using the BNA transfer rolls; besides BNA were very popular with philatelists. They were still printing U.S. stamps so no U.S. dies were used. I suspect large numbers were printed and many executives of the company had a drawerful to be given away partly for advertising but chiefly for philatelic favours.

At the end of each day or when a printer had some coloured ink left over, I suspect that they were instructed to run a few copies of this special plate. There are so many faint pastel colours or even nearly blank sheets that many prints must have been done with half cleaned plates with mostly solvent on the plate".

Certainly, the theory proposed by Norman Boyd would explain the vast variety and poor quality of some of these 'proofs'. Unless you know better – this is the explanation I shall use when I make club presentations. Additionally, I shall probably use the simpler term 'Sample Sheet' rather than 'Trade Sample Sheet'.

#### References

1. Boggs W.S. 'The Postage Stamps and Postal History of Canada' Chambers 1945. Vol 1. Page 174.
2. Minuse K. and Pratt R.H. 'The Essays and Proofs of British North America' Sissons Publications 1970. Page 177-179. Source of illustration on p259.
3. Lowe R. 'The Encyclopaedia of British Empire Postage Stamps', Vol V, 1973. Page 157.

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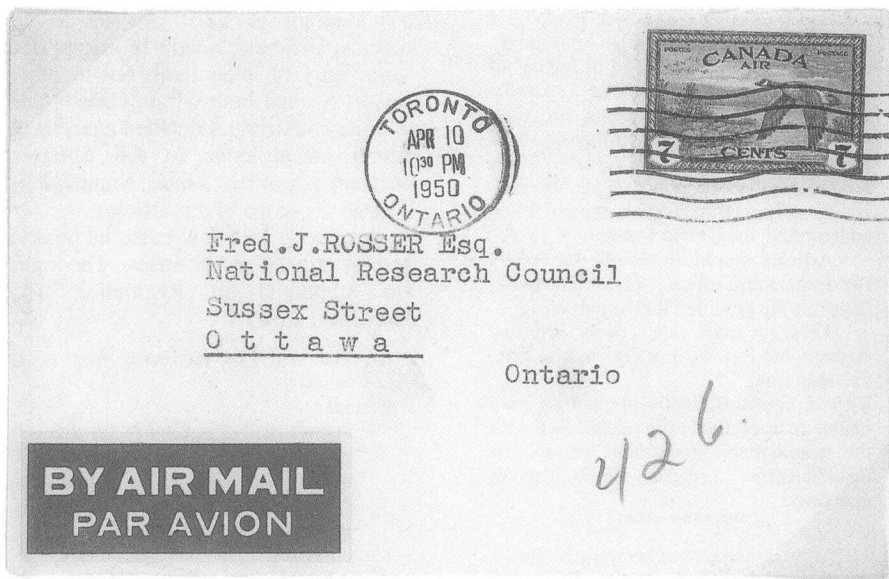
## CANADA C-9 VARIETIES (7) 1946 AIR MAIL STAMP Bill Pekonen

The postal rates during the period of use should include domestic as well as air mail rates. When the C9 stamp was introduced on 16 September, 1946, there was a distinction between the rates of ordinary surface mail and of designated air mail. Prior to that date, it was necessary to pay the air mail rate to receive air mail delivery. When the 'all-up' service was initiated on 1 July, 1948, first class letters were sent by air to distant cities within Canada whenever possible, even if the cover had only a 4¢ stamp. If the Air Mail Service was specifically requested, then the air mail rate of 7¢ was required. The rates for Special Delivery and Registration are also included to aid interpretation to

rates displayed by stamps on cover.

The Postal Regulations stated the following about First Class Matter (1947 edition)

1. There are five rates of postage chargeable within this class:
  - (a) The general rate on matter within this class passing between one place and another in Canada is 4 cents for the first ounce and 2 cents for each additional ounce or fraction thereof. This rate also applies to letters posted at any post office for delivery on a rural mail route and to letters posted on a rural mail route for delivery either on the route or at a post office.
  - (b) The rate on local or drop letters posted for local delivery. The rate in this case is 3 cents for the first ounce and 1 cent



*Letter on public business could be sent post free (Reg. 170 Official Postal Guide 1947) but if airmail service was requested then full rate of 7¢ was payable.*

for each additional ounce or fraction thereof. This 'drop' letter rate does not apply to a letter posted at one post office and delivered at another post office, even if the two offices are in the same parish or municipality and only a short distance apart, neither does it apply to letters posted or delivered on a rural mail route.

(c) The rate on post cards is 3 cents each.

'ALL-UP Service'

N.B. – All letters and postcards of Canadian origin, not weighing more than one ounce, for delivery in Canada, are forwarded by available air transportation whenever delivery may thus be expedited. If, however, air conveyance is definitely required, postage should be paid at the air mail rates.

(d) The air mail rate is 7 cents for the first ounce and 5 cents for each additional ounce or fraction of an ounce.

(e) The rate of postage on money packets is 7 cents for the first ounce and 5 cents for each additional ounce or fraction of an ounce. The necessary registration fee is also to be paid.

2. Special Air Mail stamps or ordinary postage stamps may be used to prepay all classes of air mail at the rate of 7 cents for the first ounce and 5 cents for each additional ounce or fraction thereof when addressed to places in Canada and 7 cents for the first ounce and 5 cents for each additional ounce or fraction thereof when addressed to the United States.

Articles should be plainly marked by the despatching office, 'VIA AIR MAIL', (Stickers are provided for the purpose.)

This air mail rate covers ordinary postage, but fees such as registration, etc., are additional.

Unpaid or insufficiently prepaid air mail matter is to be treated in accordance with the regulations governing unpaid or insufficiently prepaid mail matter generally.

\*\*\*\*\*

11. Arrangements have been made for the delivery by special messenger daily from 7 a.m. to 8 p.m. of letters bearing a 'Canadian Special Delivery' stamp or

bearing Canadian postage stamps to the value of 10 cents in addition to the ordinary postage and the words 'Special Delivery' legibly written across the upper left hand corner of the address when the letters are addressed to the United States or to the following cities in Canada:...

(114 cities are included on the list)

\*\*\*\*\*

After the 'all up' mail was implemented, many people had C9 stamps on hand and did not need them to obtain domestic air mail service. They began to use them for other purposes. One way to use them up was to pay parcel postage. The rates from one province to another varied according to a scale starting at 5¢ for the first pound within 20 miles of the post office, and then stepped up to 11, 12, 13, 14 and 15¢ when addressed elsewhere in Canada. (For further details, refer to Postal Guide.) The rates also increased as the weight increased to a maximum of \$2.50 for up to 25 pounds. Different weight limits applied – not only to letter mail, but to other classes of mail both within Canada and to other countries. A detailed analysis of parcel postal rates to the different provinces and to other countries is beyond the scope of this article.

Insurance fees could also be paid to certain stipulated countries. The rates are stipulated in Regulation 145 (excerpts below)

(b) The scale of insurance fees is as follows:-

Canada:

Parcels mailed in Canada for delivery in Canada may be insured up to \$50 without insurance fee. If insurance in excess of \$50 is desired, a fee of 12 cents must be prepaid.

United States:

3 cents for insurance not exceeding \$5  
6 cents for insurance exceeding \$5 and not exceeding \$25

12 cents for insurance exceeding \$25 and not exceeding \$50

30 cents for insurance exceeding \$50 and not exceeding \$100

Other Countries:

12 cents for insurance not exceeding \$50

30 cents for insurance exceeding \$50 and not exceeding \$100

- (c) parcels for transmission over an air mail route may be insured in the regular manner when prepaid at the air parcel post rate applicable to such route.

\*\*\*\*\*

The registration fee of 10¢ covered letters for stipulated values. If the article exceeded \$25, then increased fees were payable according to regulation #179

Indemnity Limit	Registration Fee
\$25.00	10 cents
\$50.00	20 cents
\$75.00	30 cents
\$100.00	40 cents

\*\*\*\*\*

Free Franked mail applied to government offices located in Ottawa, and, under certain conditions, by the public to such offices listed in regulation 170. By convention with the UPU, letters on post office business required no postage. If special services were requested, such as air mail, the applicable rates had to be paid. Regulation 171 states:

Correspondence addressed to the Senate, the House of Commons and to the officers of the Post Office Department mentioned in section 169, if of a nature to require registration, may be registered without charge. If registration is required on correspondence addressed to any of the other Government Departments at Ottawa, the usual fee of ten cents must be prepaid in stamps in every case. In the case of correspondence which is mailed by or addressed to the Senate, House of Commons, or the various Public Departments at Ottawa, for transmission over an air route, rates applicable to the route must be prepaid.

\*\*\*\*\*



Airmail rate to Europe, 15¢ per quarter ounce.

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**DEALERS IN  
FINE STAMPS  
SINCE 1924**

The Acknowledgement of Receipt form used with the registration system would incur a separate fee of ten cents when completed at the time the registered article is sent. Regulation 186 states, in part:

The postage stamp or stamps representing the fee of 10 cents for acknowledgement of receipt of a registered article should in all cases be affixed to the card for acknowledgement, not to the registered article itself and should be cancelled with the date-stamp for the dispatching office.

Postmasters will be careful to stamp registered articles, with which cards for acknowledgement are sent, with the letters 'A.R.' In the event that the sender changes their mind, and asks for an acknowledgement after the registered article has been sent, must pay a fee of twenty cents in accordance with Regulation 189.

The rates of postage to other countries is shown in summary format in the Postal Guide on the chart reproduced below from the guide.

## RATES OF POSTAGE FOR MAIL MATTER (EXCEPT PARCELS) TO OTHER COUNTRIES

(FOR PARCEL POST SEE INTERNATIONAL MAILS, RATES AND CONDITIONS, COMMENCING ON PAGE 89)

### RATES OF POSTAGE TO OTHER COUNTRIES

LETTERS . . . . .	Great Britain and all other places within the Empire, France, Spain, the United States and all other places in North and South America, 4 cents for the first ounce, 2 cents for each additional ounce.  Other countries, 5 cents for the first ounce, 3 cents for each additional ounce.								
POSTCARDS . . . . .	All countries, 3 cents each.								
†PRINTED MATTER . . . . .	All countries, 1 cent per 2 ounces.								
LITERATURE FOR THE BLIND . . . . .	United States and Mexico, Free. All other countries, 1 cent per 4 pounds.								
COMMERCIAL PAPERS . . . . .	All countries, 5 cents for first 10 ounces, 1 cent for every additional 2 ounces.								
SAMPLES . . . . .	United States and Mexico, 1 cent per 2 ounces.  All other countries, 2 cents for first 4 ounces, 1 cent for every additional 2 ounces.								
REGISTRATION FEE . . . . .	All countries 10 cents, for all articles other than parcel post.								
ACKNOWLEDGEMENT OF RECEIPT. (For registered articles only.)	All countries, 10 cents if requested at the time of posting of the article, 20 cents if requested after the posting of the article.								
LIMITS OF WEIGHT . . . . .	<table style="border: none; margin-left: 20px;"> <tr> <td style="font-size: 3em; vertical-align: middle;">{</td> <td style="padding-left: 10px;">Letters, Commercial Papers – 4lb., 6 ozs.</td> </tr> <tr> <td style="font-size: 3em; vertical-align: middle;">{</td> <td style="padding-left: 10px;">Printed Matter – 6lb., 9 ozs.</td> </tr> <tr> <td style="font-size: 3em; vertical-align: middle;">{</td> <td style="padding-left: 10px;">Literature for the Blind – 15lb.</td> </tr> <tr> <td style="font-size: 3em; vertical-align: middle;">{</td> <td style="padding-left: 10px;">Samples – 1lb.</td> </tr> </table>	{	Letters, Commercial Papers – 4lb., 6 ozs.	{	Printed Matter – 6lb., 9 ozs.	{	Literature for the Blind – 15lb.	{	Samples – 1lb.
{	Letters, Commercial Papers – 4lb., 6 ozs.								
{	Printed Matter – 6lb., 9 ozs.								
{	Literature for the Blind – 15lb.								
{	Samples – 1lb.								

†See regulations in regard to transient Canadian Newspapers addressed to Great Britain and places within the Empire.

*Reproduced from 1947 Postal Guide*

# 1947

## CANADA OFFICIAL POSTAL GUIDE

### Air Mail

Postage includes fees for all air mail services available

Any place in

1. Canada, United States, Hawaii, or any place in North America not mentioned in Group 3 ..... } 7¢ first ounce  
5¢ each ounce after
2. United Kingdom and Northern Ireland, Republic of Ireland and Europe (including Azores, Canary Islands, Cape Verde Islands, Corsica, Crete, Dodecanese Islands, Gibraltar, Iceland, Madeira and Malta)..... 15¢ each quarter ounce
3. Bermuda, Central America (including Panama Canal Zone), Cuba, Mexico, West Indies. }  
South America— } 10¢ each quarter ounce  
    Argentina, Bolivia, Brazil, British Guiana, Chile, Colombia, Ecuador, French Guiana, Netherlands Guiana, Paraguay, Peru, Uruguay and Venezuela.
4. Guam ..... }  
Philippines..... } 25¢ each quarter ounce
5. Africa— }  
    Algeria, Anglo-Egyptian Sudan, Belgian Congo, British Somaliland, British Togo, British Cameroons, Cyrenaica, Dahomey, Egypt, Eritrea, Ethiopia, French Cameroons, French Equatorial Africa, French Guinea, French Somali Coast, French Sudan, French Togo, Gambia, Gold Coast, Ivory Coast, Kenya & Uganda, Liberia, Madagascar, Mauritania, Mauritius, Morocco, Niger, Nigeria, Northern Rhodesia, Nyasaland, Portuguese East Africa, Portuguese West Africa, Reunion, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, Southern Rhodesia, Spanish Guinea, Tanganyika, Tripolitania, Tunisia, Zanzibar.  
Asia— } 25¢ each quarter ounce  
    Aden, Afghanistan, Brunei, Burma, Ceylon, China (including Manchuria and Formosa), Cyprus, French Indo-China, Hong Kong, India, Indonesia (Netherlands East Indies), Iran, Iraq, Israel, Japan, Korea, Lebanon, Macao, Malaya, North Borneo, Okinawa, Pakistan, Palestine, Persian Gulf (Bahrein, Dubai, Sharja, Kuwait, Muscat), Portuguese Timor, Ryukyu Islands, Sarawak, Saudi Arabia, Siam, Singapore, Syria, Tibet, Transjordan.  
Oceania— }  
    Australia, Banks Islands, Cook Islands, Fanning Island, French Settlements of Oceania, Fiji, Gilbert and Ellice Islands, Nauru, New Caledonia, New Guinea, New Hebrides, New Zealand, Norfolk Island, Papua, Samoa, Solomon Islands, Tonga.

Registration, where such service is in operation, is additional to the above.

### CANADA AIR LETTERS

In addition to the regular air mail services above described, a further service is provided through the use of Canada Air Letters which may be sent to the United Kingdom and Northern Ireland and to the Republic of Ireland, and all places to which the regular 10¢ per quarter ounce rate applies at 10 cents each. To all other countries where air service extends the rate is 15¢ each. Canada Air Letters may not be registered.

## BOOK REVIEWS

**Reference Manual of BNA Fakes & Forgeries** by Ken Pugh. Published by the author from 45964 Ivy Ave., Chilliwack, BC, Canada, V2R 2C5. Approx 100 looseleaf pages, 8.5"x11"; cost including shipping to UK \$50.45 Can; to Canada \$48.45; to USA \$32.50 US.

It has been over 20 years since the last release, in 1981, of this seminal series. In that time, author Ken Pugh has received veiled threats to self and family and successfully defended two lawsuits. Serious collectors who have the original eleven releases on the shelf will, I am sure, be delighted that Ken has returned to the fray. The further good news is that several more releases are in preparation.

The first release in Series II is devoted to the output of the master forger, Jean de Sperati, in respect of BNA, which consists of a couple of stamps from both Canada and British Columbia (Vancouver Island) and the Newfoundland Pence issues. The release comes without a binder as the author argues, most reasonably, that inclusion would add materially to the cost of the release and, in particular, the shipping thereof.

The major change from the original series is the increase in page size from A5 to 8.5"x11", which gives room for more generous presentation. A good quality paper with matt finish is used in place of the glossy paper of the first series. The brightness of the matt paper more than compensates for any slight loss of picture quality through absorption. The photographs are of a high standard and are most adequate in showing points of detail. All the full stamp illustrations are enlargements and, in some cases, portions of a stamp are further enlarged.

For those unfamiliar with Pugh's approach, the genuine stamps and all the

forgeries are illustrated, with concise notes of the characteristics of the former and the points of difference to look for in the latter. It is an approach that, in my opinion, cannot be faulted. In addition to the analysis of the forgeries, Pugh includes a brief biography of Sperati.

With the BPA's original book on Sperati (1955) and the Lowe/Walske update published last year, one might feel that this release is inopportune. One could argue that other forgeries should have been given priority, but Sperati is the most dangerous and much has been discovered since the publication of the original book.

Pugh's original releases do, of course, contain some of the items covered in the new work, so members who specifically omit Newfoundland from their collection may feel they can pass on this one. However, Newfie collectors and students of forgeries per se will have to acquire this release, while others must wait, however impatiently, for the next offering.

Releases in preparation include the bisects of Raoul de Thuin, essays and proofs of BNA, forgeries by Oneglia, Spiro, Frodel, Nordin etc. As always Ken Pugh would be pleased to hear from members with such material. **DFS**

**Something Funny Happened on the Way to the Rostrum** by D. Geoffrey Manton. Published by Cavendish Philatelic Auctions Ltd., Cavendish House, 153-157 London Rd., Derby, DE1 2SY; 48pp, 8.25"x11.25", laminated card cover. £7.99 or US\$15.

Regular customers of Cavendish Auctions will have read some of Geoff

*Continued on page 276*

# GEMS OF "BRITISH NORTH AMERICA"

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## LETTERS TO THE EDITOR

**Nigel Harris**

### **ADMIRAL PERFORATION**

I bought the \$1 Admiral, illustrated below, in a lot with other material some time ago. The packet containing it had written on the outside, "3 sides are p12 the rhs is perf 11". It went on to say, "The dealer that this was purchased from stated that he had 30 of them in stock about 20 years ago (in 1980) and this was the last copy left". I am no expert on Admirals or their perfs and I have not found anything in the literature about rogue perforations. Has any member seen a similar specimen and does anyone have a reasonable explanation?



**Richard Thompson**

### **THE ROYAL COLLECTION**

Recently I had the opportunity to read a copy of 'The Royal Collection' by Sir John Wilson, published by Dropmore Press. Several items were noted that are not known to me.

A 3d plate proof in orange yellow on **wove paper**. This is listed in the Unirate Specialised Catalogue (UCS) as 1TCvi orange yellow and in Minuse & Pratt's 'Essays and Proofs of British

North America' (M&P) as 1P3 deep orange red but in both cases on India paper.

A 6d plate proof in orange on **wove paper**. This is listed in UCS as 2TCv orange yellow and in M&P as 2TC3 deep orange yellow but again in both cases on India paper.

A 7½d plate proof in orange on **wove paper**. This is listed in UCS as 9TCiii orange yellow and in M&P as 9TC3 pale yellow, again in both cases on India paper.

A ½d plate proof in orange on **wove paper**. This is listed in UCS as 8TCi orange yellow on India but is not listed in M&P. Has any member seen these pence proofs on wove paper?

A 17c die proof on **India paper on card** in black, red and brown. These are not listed in UCS, nor are they mentioned by Whitworth, but M&P lists 19TC2 trial colour small die proof on white wove paper 0.003" thick (Goodall). Has any member seen this on India paper?

A 1c plate proof in deep rose o/p SPECIMEN diagonally in **red**. This is not listed in UCS although diagonal o/p in black is listed. M&P does list this item as 14P3S brown red with diagonal SPECIMEN in deep red. I have never seen a copy of this item and have to wonder about overprinting a red proof in red. Has any member seen this overprint?

Of course, any item now on India paper was once on India on card. With respect to the various colour names, orange and orange yellow, used by Wilson, deep orange red, deep orange yellow and pale yellow by M&P; I have seen two shades, one a distinctly pale yellow on 3d, 6d, 10d, 7½d, ½d, 1¢, 5¢, 10¢, 12½¢ and 17¢ and a richer, more orange yellow, on 12½¢ and 17¢.

I suspect that both shades might exist on all ten values.

If any member has access to the Royal Collection perhaps the paper types of the first five of these items could be checked and the colour of the overprint on the 1¢ plate proof confirmed.

#### 'Mac' McConnell

##### GUIDELINES?

The illustration below shows a portion of two coil strips on a legal sized cover to the UK. There is a mysterious line above the top left stamp which is about the width of the stamp image but does not appear to be the bottom frameline of the stamp in the row above. Could it be a cutting guide?

There is also the vestige of a similar vertical line on the edge of the top left perforation which definitely does not come from an adjacent stamp. Does any member have any views on these mysterious marks?

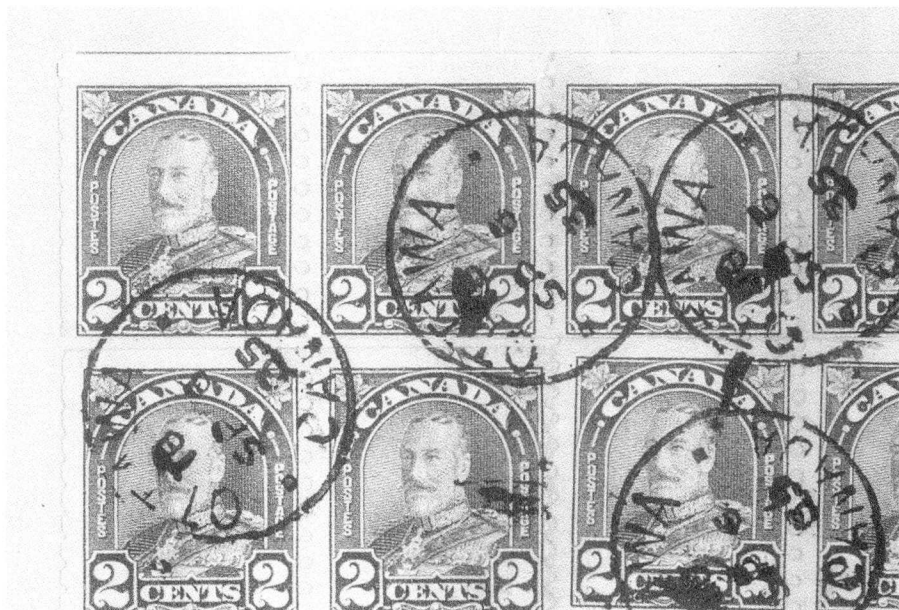
#### Editor's note

*I have never seen an uncut sheet of the coil stamps so have no first hand knowledge. The left edge of the stamp in question seems to be poorly perforated and could be the edge of a sheet but if the horizontal line is a cutting guide it suggests an unusually wide gutter between rows of stamps. I am at a loss!*

#### The Yellow Peril

##### LONDON TO LONDON SOUVENIRS

With regard to the article in ML 264, quite unexpectedly I recently latched on to an uncut 'London to London' souvenir sheet (opposite). Retired prominent London (Ontario) philatelist and former member, Tom Moore, who has first hand knowledge of these sheets, informed me that the souvenirs were printed in sheets of two – approximately 12.5 x 20.5cm (5" x 8"). There are only three uncut sheets in existence.



LONPEX 75  
*Commemorating*  
CANADA'S CENTENNIAL  
1867-1967

40TH ANNIVERSARY  
ILL-FATED  
LONDON-TO-LONDON FLIGHT  
SEPT. 1, 1927



NOV. 10, 11, 12  
CENTENNIAL HALL  
LONDON, CANADA

75TH ANNIVERSARY  
LONDON PHILATELIC SOCIETY  
FORMED  
DEC. 13, 1892

LONPEX 75  
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CENTENNIAL HALL  
LONDON, CANADA

75TH ANNIVERSARY  
LONDON PHILATELIC SOCIETY  
FORMED  
DEC. 13, 1892

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Why not take a first-hand look at this sample of our **Journal**, one of the advantages of **PHSC** membership you will gain by becoming a member. The annual membership dues are only Cdn\$20 in Canada, US\$20 in the US, Cdn\$30 elsewhere. Send for your copy to:

R. F. Narbonne, 216 Mailey Dr., Carleton Place, Ont., K7C 3X9.

## SOCIETY NEWS

### From the President

The Convention programme is taking shape.

On the philatelic side the provisional programme is:

- Wed 5pm Executive meeting  
8pm A Patriotic Evening – Colin Banfield, FCPS
- Thu 9am Proofs – John Wilson  
10.30am The President entertains  
8pm Revenues – John Parkin, FCPS
- Fri 8.45am Committee  
9.45am Judging critique\*  
10.30am Members displays 8/16 sheets\*\*  
8pm Postage Dues – Stan Lum FCPS (The Yellow Peril)
- Sat 9am AGM  
10.30am Large Queens – Prof. Harry Duckworth FCPS  
••••pm Auction

\*Entries are being judged on Thursday so please ensure your entry is in the hands of Les Taylor, competition convenor, by Wednesday 9 October.

\*\*Presentation time has been limited to two minutes per exhibitor on the assumption that sheets are written up. Additional time may be granted, it depends on the number wishing to show.

On the social side, the afternoon trips were trailed in the January issue. Evening entertainment has not yet been finalised but it is likely there will be a talk on Robert Burns. As my great, great grandmother was Mary Burns of Alloway, attendance will be mandatory!

### Members' activities

Alan Spencer will be showing 'Admirals' to the Birmingham P.S. on Wednesday 24 April and CPS members are welcome to attend. Meeting starts at 6.30pm in the John Peak room at the Birmingham & Midland Institute in Margaret Street.

Further information can be obtained from Alan on 0121 459 7650.

### Snap

Our Packet Secretary, Hugh Johnson (Gravesend), and Secretary, John Wright (Bexhill), converged on Eastbourne & South Downs P.S. on St. Valentine's Day, each bearing an entry for the postal history competition. When all was revealed it transpired that both had entered 'Early Cross Border Mail'!

It would be invidious to reveal who finished the higher, even if we knew – which we don't.

### Forthcoming Events

#### 2002

- May 4/5 ORAPEX, RA Centre, Riverside Drive, Ottawa  
Jul 26/7 York Stamp Fair, The Racecourse, York  
Aug 2-11 Korea 2002, Seoul  
Aug 11 S.W. Group meet at Portishead\*  
Aug 30-Sep 3 Amphilex 02, Amsterdam  
Sep 18-22 Autumn STAMPEX, Islington, London  
Sep 26-29 BNAPEX, Spokane, WA, USA  
Oct 9-12 CPS Convention, Dumfries  
Oct 31-Nov 2 Philatex, Horticultural Hall, London  
Nov 29/30 Chester 2002, The Racecourse, Chester  
Nov 29-Dec 1 Monacophil, International Exhibition, Monaco

#### 2003

- Feb 26-Mar 2 Spring Stampex, Islington, London  
Sep 17-21 Autumn Stampex, Islington, London  
Oct 4-13 Bangkok 03, Thailand

\*For details contact Neil Prior on 01656 740520.

## AMENDMENTS TO MEMBERSHIP to 22 February, 2002

### Resigned

1763 Grimsdell, P.H. 2833 Flenley, P.R.

### Change of Address

2674 Thompson, R.P. 203-843 Craigflower Rd, Esquimalt, BC, Canada, V9A 2W6  
2085 Searle, G.P. Paulaland 6, 2591 J.D. Mariahoeve, Den Haag, The Netherlands.  
New e-mail address gksearle@euronet.nl  
2823 DeMent, L. 2955 Thomas St., Unit 500, Mississauga, ON, Canada, L5M 6A9  
1453 Peatman, A.N. 2104 Haddow Drive, Edmonton, AB, Canada, T6R 3B1

### Amendment to Address

2474 Graybiel, S. amend postcode to N4S 8Z7  
Membership No. was incorrectly quoted as 2594 in the last issue.

### Amendments to Handbook

2305 Harris, N.S. insert address: 6 Bens Acre, Horsham, W. Sussex, RH13 6LW  
Amend interests to CR-CQ, Jub, PH, For, PE  
2785 Swale, G. amend address to 24A Old Marsh  
2829 Brown, B. insert interests CG, CGC, R, SP, PH, Met  
1987 Ikeda, H. amend address to ... Osaka, 563-0024, Japan  
1817 Wedgwood, M. amend interests to NB incl. PH & TA  
1792 Pekonen, W. amend postcode to V6Y 1X8

### E-mail addresses

0780 Lum, S. betstan@sympatico.ca  
2233 Cusworth, M. mncusworth@talk21.com

**Revised total 415**

---

### Book reviews – *continued from p269.*

Manton's entertaining recollections in the house newsletter, while CPS members who have been privileged to listen to his after dinner speeches will be aware of Geoff's style. It's all here in this well produced book celebrating 50 years in the auction business.

As one might expect, we are treated to a light-hearted overview of Geoff's philatelic career; he ran a shop (first day's takings 2d) before setting up Cavendish Philatelic Auctions (first sale January 1952) but it is his recollections of the people he encountered over the years that makes the book a most entertaining read.

Most members will know that Geoff performed as auctioneer at our conventions for many years, in fact he was auctioneer before he found out what a wonderful bunch we are and felt the urge to join us. Happily his recollection of us remains favourable and we were even able to supply one or two photographs to supplement the generous selection throughout the book.

Within these pages you will not find much to enhance your knowledge of the detail of philately but you will perhaps acquire a little philatelic lore. The characters who inhabit these pages are going ... going ... catch them while you can.

**DFS**

THE CANADIAN PHILATELIC SOCIETY  
OF GREAT BRITAIN 2001/02

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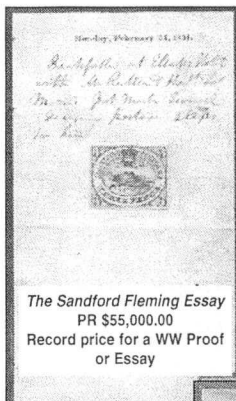
cv \$225.00  
PR \$1,265.00



cv \$10.00  
PR \$460.00



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



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



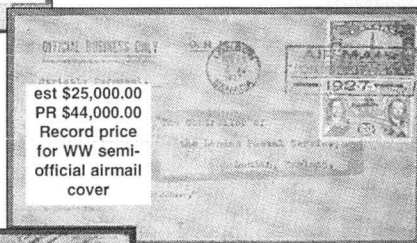
est \$7,500.00  
PR \$20,700.00



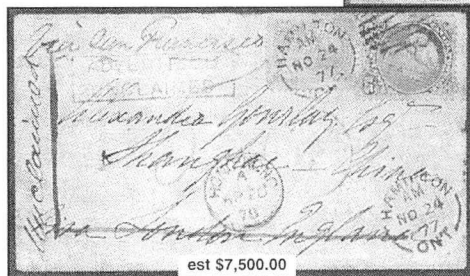
est \$25,000.00  
PR \$34,500.00



cv \$22.50  
PR \$230.00



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



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



PR (Nov 1988) \$165,000.00  
Highest price ever paid for a Canadian stamp at auction

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We would be surprised if you did not find something of interest

**Charles G. Firby**  
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