

286



# Maple Leaves

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# MAPLE LEAVES

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## EDITORIAL

A well respected member of the Society and contributor to 'Maple Leaves' confided to the Editor's wife that "this kind of exchange of information (Letters pages) is one of the most interesting aspects of 'Maple Leaves', 'Topics' etc". The comment was guarded, perhaps in the belief that said Editor would take umbrage at more worthy contributions not receiving due credit.

Far from it. The belief is one that is shared wholeheartedly by your Editor. The major articles that appear in each issue are the results of years of experience and/or research but, in most cases, they are specialised. They are of great value as additions to the sum of philatelic knowledge and read avidly by aficionados of the particular subject. A few others may be moved to take up an interest in the given subject, the many

will (one hopes) read the article and move on.

A number of readers believe, perhaps mistakenly, that they have nothing to contribute by way of a definitive article, or they are too busy/idle to do so. This is not a crime, just a fact of life or quirk of human nature.

The 'Letters' section is a bit different, it is a forum in which one can air one's views, impart snippets of information or seek to answer that niggling query, however apparently trivial. If you have no little queries then perhaps you know it all, in which case how about a few answers? The 'Letters' section is the inter-active part of 'Maple Leaves' and, indeed, the Society, where everyone has a chance to participate at their own level.

We have had success (not 100%

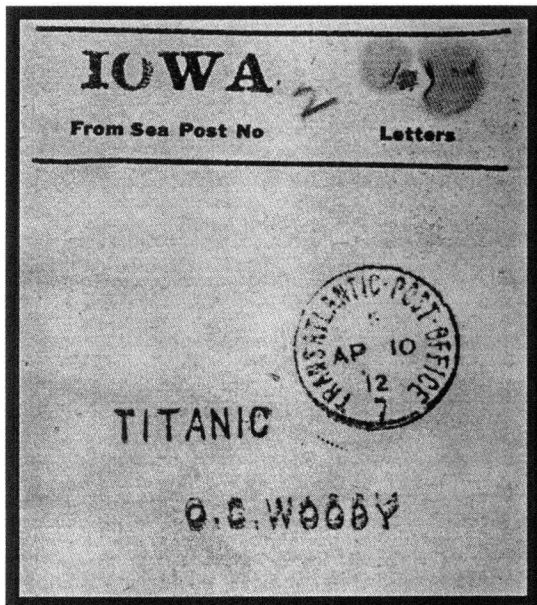
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## THOSE REVERSED ADMIRAL 'ESSAYS'

David Sessions  
FRPSL, FRPSC, FCPS

Material supplied by  
Gary J. Lyon

The oversize representations of the 3¢ Admiral in reverse are probably known to most members but their origin and purpose have been something of a mystery for many years. The most popular story is that they were prepared in Germany as demonstrations in an effort to secure a printing contract for Canadian stamps. The reverse, oversize printing was to avoid any question of their being described as counterfeits. When they have, on occasion, appeared at auction they have been variously described as essays, proofs or, in recent times, trials of a Victory Kidden machine. Many collectors and dealers have just regarded them as bogus items.

Ken Pugh, in his major work the 'Reference Manual of BNA Fakes, Forgeries and Counterfeits', is quite unequivocal in describing them as spurious reproductions. I have had examples in my BNA Fakes and Forgeries collection for many years, in the absence of a more sensible place to file them. They are clearly not straightforward photographic reproductions, as the background lines to the portrait differ in number from those on the genuine stamp. However, the popular story seemed unlikely, so there they have rested – until now.

Two lots in a recent Eastern Auctions catalogue offered examples, together with the authentic story behind their production. A telephone chat with proprietor Gary Lyon resulted in the prompt arrival of photocopies of recently discovered correspondence with and within the American Bank Note Company (ABNC), together with illustrations.

It transpires that the popular story is largely correct, the 'essays' are neither forgeries nor bogus; they form an interesting adjunct to an Admiral collection.

In the latter part of 1928 a Dr Eckerlin, of Herbst & Illig, manufacturers of photographic screens and allied products in Germany, contacted the ABNC in New York to advertise his new process. It is described as a rotary intaglio process and Eckerlin claimed that the process was much cheaper than steel engraving and that the quality of reproduction was on a par with that process.

His claims were taken seriously and, in due course, he was asked to provide examples of his work. The printers provided a vignette (C-1628) from their files, together with a composite from proofs of various other devices used on banknotes etc.

On 3 June 1930 Frank Walsh, on behalf of Dr Eckerlin, whose command of English was insufficient for such technical discussion, met with Henry Treadwell (Vice-president, engraving division, of the ABNC) in New York to present samples of Eckerlin's process and discuss the merits thereof. Happily



Figure 1. Pair of 'essays' from the two right hand columns of the sheet



C-1628  
AMERICAN BANK NOTE COMPANY

Figure 2a. Engraved vignette by the American Bank Note Co., on India paper die sunk on card. Die C-1628



Figure 2b. Eckerlin's reproduction of the vignette on thick glazed paper

we have a summary of Eckerlin's claims in the form of a confirmatory letter from Walsh to Treadwell (Appendix 1). Some six weeks later, on 18 July, Treadwell made his report to D. E. Woodhull, President of the ABNC (Appendix 2).

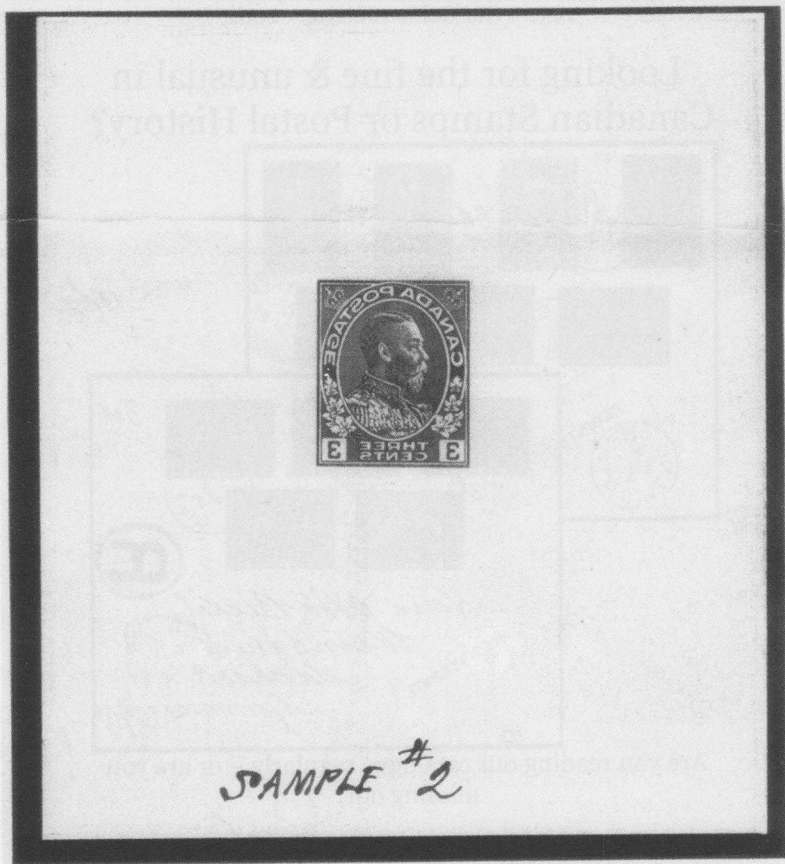
It will be seen from Treadwell's report that reproduction of the banknote vignettes was not entirely satisfactory. Figure 2a shows the vignette as supplied by the printers, figure 2b shows an Eckerlin reproduction.

In addition to the work on the vignettes, Eckerlin had produced sheets of 3¢ Admiral stamps, based on an original stamp, in four colours – red,

black, green and blue. Oddly the sheets contained only 90 subjects (9x10) of which the end column was only partially printed (see figure 1). It will be seen from Treadwell's report that Eckerlin could not reproduce satisfactorily from the stamp itself, a line drawing had to be made. This explains the slight variance in design between the 'essays' and the



Figures 3, 4 & 5. Samples provided by Dr Eckerlin to the ABNC



original stamp. The line drawing is shown as figure 6. Samples 1, 2 and 3, referred to in Treadwell's report, are shown as figures 3, 4 and 5 respectively.

The process, as related to stamp production, obviously found merit in the eyes of the printers for we have at Appendix 3 a further report to the President from a representative of the ABNC who called on Dr Eckerlin in Frankfurt-on-Main to obtain first hand knowledge of the process. The report is generally favourable as regards stamp production but it seems that the ABNC

did not invest in his process. Nevertheless the process, or something very similar, has subsequently been used around the world.

**Footnote:**

With the exception of Figure 1, the illustrations are taken from photocopies courtesy of Gary Lyon, to whom we are most grateful for revealing the answer to this long-term mystery. We do not have the illustrations referred to in the report at appendix 3 but they do not seem to add anything to the philatelic story.

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Appendix 1. Letter 5 June 1930 from Frank Walsh to Henry Treadwell

New York, N.Y., June 5, 1930

Mr. Henry R. Treadwell, Vice President,  
American Bank Note Company,  
70 Broad Street,  
New York, N.Y.

Dear Mr. Treadwell:

It has occurred to me that you might find it advantageous to have a written confirmation of the statements which I made to you in the course of our conversation Tuesday, June 3rd, and I am accordingly writing you this letter. In behalf of Dr. Eckerlin, I have made the following representations to you about his Rotary Intaglio Process:

This Process is peculiarly adapted for the reproduction of a quality of printing similar to what you now do with steel engraving. We do not contend that it will falsify a steel engraving. We do contend, however, that our Process would permit you to absolutely duplicate the effect and appearance of the original drawing or painting. It will give you a quality of reproduction equal to, and probably superior to what you obtain from steel engraving. Furthermore, we are prepared to demonstrate that this Rotary Intaglio Process cannot be falsified. It is true that with your highly skilled organization, you might obtain approximately the same effect, but if the reproduction were put under a magnifying glass, then the difference would be obvious immediately.

Here are some of the advantages of our Process:

1. The reproduction possesses the peculiar softness and depth characteristic of intaglio printing.
2. The Process does not require highly skilled and expensive workmen. No single workman would be vital to the Process, nor would any workman, no matter how skilled, be able to obtain full knowledge of the Process without your approval and co-operation.
3. It is a secret process which would give you a monopoly in your field for this class of printing.
4. The process would effect a large saving in both time and labor. It would be possible to have one of your most elaborate reproductions ready for the press within one week after the original painting was turned over to the process department. The printing could be done from a large intaglio cylinder which would print and deliver a sheet many times larger than you now obtain from your other presses. Even such a large cylinder could be safely operated at a speed equivalent to two thousand intaglio cylinder revolutions per hour.

As yet we have not offered the Process to any other concern in the U.S.A. In fact, we have not discussed the matter with anyone in this country outside of your company. Dr. Eckerlin is negotiating with a number of foreign governments and we understand he has made arrangements with certain foreign governments to use the Process.

We would not expect you to pay any money for this Process until we had been able to convince you of the accuracy and reliability of the statements we have made to you. We are prepared to do further printing for you if you so desire. This printing would be done in a plant in Germany. If you should deem it advisable, we would be willing to bring several skilled workmen who would make the necessary demonstrations for you at some plant in the U.S.A. In the latter event, you would be expected to pay travelling and living expenses of such skilled workmen, but you would not be expected to pay any salary or wages to such skilled workmen.

Awaiting your further advice, and with assurance of my hearty co-operation, I am

Very truly yours,

(Signed) FRANK M. WALSH.

Appendix 2. Report 18 July 1930 by Henry Treadwell to D. E. Woodhull

American Bank Note Company  
Hunts Point, N.Y.

July 18, 1930.

Engraving Division  
Office of the Vice President

Mr. D.E. Woodhull,  
President.

re – Dr. Eckerlin's Process

After careful study of this new process for the preparation of Intaglio Printing Plates, I beg to submit the following report:

Dr. Eckerlin first submitted his Process in the latter part of 1928. He is the head of a concern with an internationally known reputation in the manufacturing of photographic screens and allied products.

He claimed to have invented a process for the reproducing of subjects for use on Bank Notes, stamps, etc., that would take the place of steel engravings now used. His process would reproduce from any character of original any subject such as lathe work, lettering and vignettes – duplicating the results obtained in steel engraved work, and also be absolutely safe from counterfeiting.

For him to demonstrate the results obtained from his process, a proof of our Vignette C-1628 was sent later to him, and also a model made up from our proofs comprising the different characters of work used on our Bank Notes. Nothing further was heard from him until June 3rd, 1930, a Mr. Walsh called at 70 Broad Street to report for Dr. Eckerlin. Mr. Walsh opened the interview with the statement that Dr. Eckerlin had but slight knowledge of the English language and that he would like to make it clear that Dr. Eckerlin did not claim for his process the exact reproducing of Steel Plate Engravings, but a better reproducing of any original subject in line Intaglio Printing.

In this way, he prepared himself for his later comments: First, that Dr. Eckerlin had been unable to reproduce the subject prepared in model form from proofs of various engravings which had been made up and accepted by him as satisfactory to demonstrate what he could accomplish. Second, the same difficulty was experienced in his effort to reproduce the vignette submitted. An attempt was made and the accompanying proofs herewith show with what poor results. As Mr. Walsh stated, "lines can be cut into steel of such varying qualities that it is not possible to reproduce them by their photographic method used in their process".

He then submitted sheets of stamps reproduced in reverse of the Canada 3¢ stamp. They had been taken from stamps prepared by this Company for surface printing. While in no way do they approach the full value of quality as do our steel engraved stamps, the results are very much better than the majority of processes in use. This subject selected lent itself particularly well to this process, and working from an original stamp prepared in line work for him to follow shows, of course, better results than would have been the case if he had worked from an inferior painting or other class of original.

A drawing has to be made in line first before he can start his process, therefore, if he has as an original, a photograph of a portrait, a pen and ink artist is employed to reproduce in line the subject. This part of the operation is not mentioned in letter



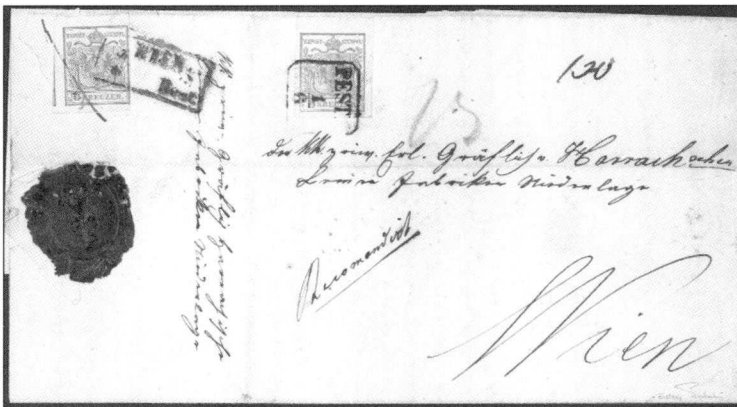
*Figure 6. Pen and ink drawing ordered by Dr Eckerlin for 3¢ Admiral*

attached from Mr. Walsh, but with the stamp specimens submitted, the drawing was included and the statement made to that effect, i.e., "Dr. Eckerlin worked from this drawing as it is necessary that a line drawing be made of the original subject to be reproduced". Therefore, of course, the result obtained would be first based on the ability of the pen and ink artist to make a copy of the original. How much better it is to be dependent on the Picture Engraver for a satisfactory reproduction on Steel, resulting in

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the use of a variety of lines which, as he admits, cannot be held in any photographic reproduction process.

Enclosed herewith is proof of stamp 2/on submitted by Mr. Walsh as the example of this process, marked Sample #1.

Samples #2 and 3 are reproductions made by us from his sample. Sample #2 was made in a short time (a matter of hours) by a simple photomechanical process in use in all photo-engravers shops. A special ink, of course, should be used for this type of plate, but felt that our regular printing ink gave a result sufficient to show how a counterfeit can be made from their work. A magnifying glass (strong) will show slight differences from the original, but would not be detected without very careful examination.

Sample #3 was made from the drawing they furnished as their original. After our plate was nearly finished it was found that there were differences between their stamp and the drawing, showing that we did not have the same original drawing that they used for the stamp submitted. But did not endeavor to have a drawing made from their stamp, thinking it unnecessary for the purpose of showing results, that would be satisfactory. As a matter of fact, except that the color of ink came up different slightly from the Sample #2, it is difficult to note the difference between them.

You will recall that I gave you verbally the results of our investigation, and upon your advice, advised Mr. Walsh as per my letter of June 27th, copy of which is also attached.

Trust that this will meet with your approval.

H.R. Treadwell

Vice President

Appendix 3. Report 4 February 1931 by 'HJB' to D. E. Woodhull

4th February, 1931

Dear Mr. Woodhull:

Re: Dr. Eckerlin's Process

Having read the correspondence exchanged between Mr. F. M. Walsh representing the above named in New York, and Mr. H. R. Treadwell, and the latter's report to you of July 18, 1930, I recently stopped over at Frankfurt-s/Main, in accordance with Mr. Claudet's instructions, to call on Dr. Eckerlin, director of the firm: Herbst & Illig, and obtain first-hand information regarding his process.

I think Dr. Eckerlin's invention may best be defined as an improved method of rotogravure, the improvement, an immense one, consisting in the peculiar screen used. It combines the speed production of the rotogravure press (between 3 and 4,000 impressions per hour) with so close an approach to hand-engraved intaglio printing as to deceive most people.

The largest part of my attention was naturally concentrated on Dr. Eckerlin's special screen, its merits and possibilities. His explanations were instructive and interesting to a high degree.

Drawing a comparison with the screen used in half-tones he commented as follows: The half-tone picture is decomposed by means of a rigid systematically built-up screen with lines crossing each other at right angles, the graduation of tones resulting from the formation of minute, more or less deeply etched, ink pockets, bound on all sides by the raised net of screen lines as shown in the following sectional diagram:

For fine work adapted to postage and fiscal stamps, the screen employed has from 80 to 100 lines per centimeter. It must be evident to a technician that the life of a printing cylinder etched with such a fine screen cannot be a long one, because of the constant wear of the scraper over the raised net lines. In addition to that, the net of screen lines is often bitten through by the acid in the deepest parts while the shallow ones are insufficiently etched. The defective results of such a screen are demonstrated in the accompanying stamp:

It was thought that this defect might be obviated by abandoning the idea of the clear half-tone and drawing the stamp original entirely in line work. However, experiments showed that such a drawing lent itself but badly to a reproduction by means of intaglio printing on high production presses, because in the screen necessary for such a purpose, even when it provided a 100 lines to the centimeter, a great part of the design-forming lines was destroyed or else a moiré effect resulted in places where the drawn lines crossed the screen net lines at very sharp angles.

The following cuts show how a few drawn lines running at various angles have been split and deformed by a rigid screen:

With the screen devised by Dr. Eckerlin, the same lines come out absolutely whole as seen in the adjoining cut:

The etching process differs entirely from the one entailed by the half-tone method. The even depth of the ink pockets and the height of the bridges separating them are illustrated in the following diagram:

The screen leaves no trace except on the very lines of the drawing, none between them, and the interruptions caused by the screen lines are so minute that it requires a pocket microscope (enlarging 150 times) to perceive them.

These features are the ground for Dr. Eckerlin's assertion that a counterfeit of one of his productions is as impossible as a perfect duplication of a hand-engraved print. I quote his own words which in themselves do justice to our faith in the graver.

Dr. Eckerlin must have thought that I was getting "nosy" when I asked how he managed to have the screen lines invariably run across the drawn lines and never lengthwise, thus avoiding the chance which he stressed of the ink being wiped out by the scraper. With a knowing smile he replied that this very point was his secret. All I could draw out of him is that his screening device is a moving or movable one, which left me no wiser than before.

Dr. Eckerlin frankly admitted that his process as far as presently developed provides adequate protection for postage and fiscal stamps and securities. For bank note work he implied that our work was superior, but stated that his efforts are now bent on realizing improvements that will make possible the attainment of equal protection at much lower cost in printing paper money.

Replying to an assertion of Mr. Treadwell to the effect that the individual touch which is a feature of hand engraving had to be sacrificed when using his process, he emphatically declares that this is wrong. As you know, the original destined to be photographed through his screen has to be in the form of a line drawing. Such being the case, he fails to see any reason why a pen and ink artist, providing he be a good one, should not be able to characterize his composition by just as much individuality as the engraving artist possessed of similar merit.

This sounds logical on the face of it. It struck me however that there is conflict between this opinion and another statement brought forth during our conversations. You

will recall that to furnish an absolutely perfect reproduction of one of our hand engraved vignettes, he, after several attempts, desired us to supply him, not with an impression, but with the original plate itself. Questioned on that point, he explained that the very finest lines appearing on the impression were lost by the camera in conjunction with the screen, exclaiming: "How can I reproduce what I cannot photograph!" It is therefore permissible to conclude that the required line-drawn original must forego the use of these finest lines and their contribution to the excellence of the final appearance, in other words show a relative coarseness.

It may also be assumed that this is the drawback which he is now bent on overcoming.

In Mr. Walsh's letter of September 2nd, 1930, transcribing from a translated letter of Dr. Eckerlin to him, there is a reference to the application of "colors" to the plates which had made me wonder if the latter had possibly hit on a valuable way of intaglio printing with several colors. No such thing has been realized. It is simply an instance of poor translation. German printers say "color" when we say "ink", and when he referred to the ink being "applied by two or three men", he had in mind the manning of the old fashioned flat press of the Milligan style.

Dr. Eckerlin's invention is undoubtedly a remarkable achievement and worthy of serious consideration. While it won't take the place of our present proceedings where the highest protection is called for, the fast production which can be realized through it at a comparatively low cost might make it a desirable acquisition for us in turning out postage and fiscal stamps, also stock certificates and commercial work. It might perhaps be used in some cases in combination with hand engraving. My competence falls short in judging these points. However, I venture to suggest that it might not be a waste of time and expense if you were to send over a qualified technician to call with me on the inventor, witness experiments, satisfy himself on all questionable points and form a dependable opinion.

If the process is really deemed valuable, I fail to see a sufficient advantage in the possession of its exclusive use in the U.S.A. which do not by any means limit the location of our competitors. On the other hand, would sole ownership of the patent justify the cost?

Yours very truly  
HJB/G

\* \* \* \* \*

### **Editorial** continued from p.321

unfortunately) in the past at eliciting answers, there are a couple in this issue as well as a new question. If you have a query then drop the Editor a line. Perhaps more importantly, if you have an answer don't assume that someone else will write in, you do it.

One does not wish to end on a sombre note but these things happen. Regular conventioners will be sorry to learn of the death of Mike Perry, a regular attendee who was planning to be

with us in Dumfries. Across the water Jim Karr has also passed away, he will be well remembered particularly by the philatelic community in Alberta where he was an active participant.

### **Corrigendum**

'Double the Deficiency': on page 293 of the Summer 2002 issue '2000' should read '1999' at para.5, line 3.

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# 'RECOVERED BY DIVERS FROM WRECK OF S.S. EMPRESS OF IRELAND'

## The Yellow Peril

Photos by Susan So

Covers recovered by divers from the wrecked *Empress of Ireland* are not fresh news. The 'cover' below is, however, a little different from the usual domestic ones in that it is from Korea and worth reporting, if only for fact finding. For instance: are there any other covers in collectors' hands originating from outside Canada; any covers posted

on board the *Empress* and recovered; registered covers; other colours beside green and violet dead letter and 'Recovered' markings? What are the earliest and latest Dead Letter Office oval dates; why were all letters returned to senders; were all letters enclosed in 'Returned Dead Letter' envelopes?

The question of letters being

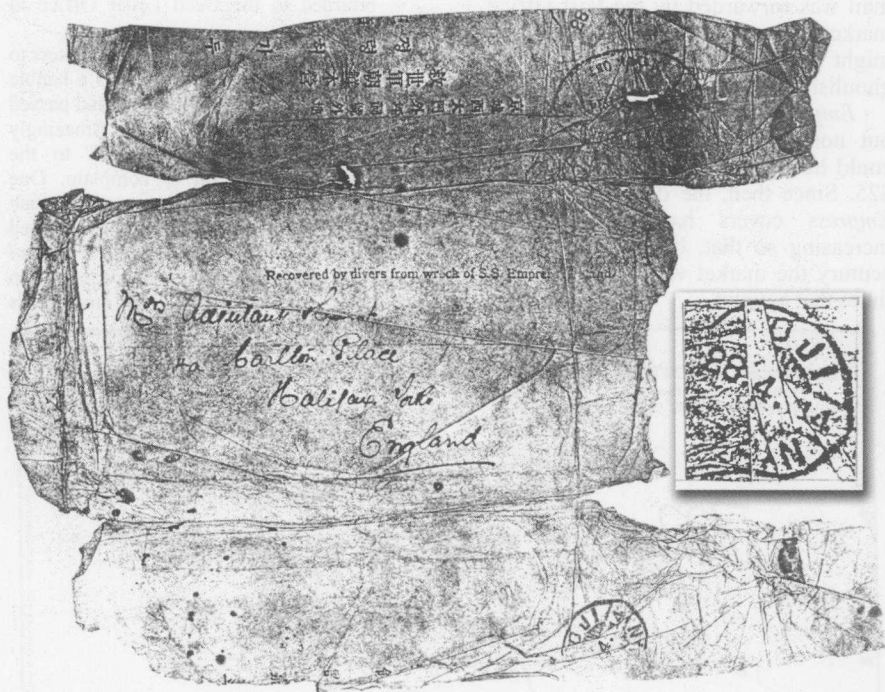


Figure 1. Letter originating in Korea and addressed to Halifax, England. Seemingly this cover travelled from Seoul, via Japan, to Vancouver, from British Columbia it was taken by train to Quebec City and placed on board the departing 'Empress'. The Ottawa Branch Dead Letter Office and the 'Recovered' markings are in violet, the Japanese transit is in black. Divers marked these letters to ensure that the Post Office paid them for their work. Inset: Figure 2. Japanese transit 28.4.14 handstamp.

returned to sender has been answered by David Zeni, author of 'Forgotten Empress'. Zeni says it was felt it would be better to return everything to senders, via the Dead Letter Office, for several reasons. The delay caused by the sinking and recovery might have affected the business or personal nature of dispatches so better to give the sender the choice about forwarding correspondence. Condition of the recovered mail varied, so forwarding 'as is' might have caused difficulties, especially for the recipient attempting to read damaged correspondence. If the mail was forwarded by the Post Office marked 'Recovered from the wreck...' it might be stolen or compromised by ghoulish collectors.

*Empress of Ireland* covers are scarce but not rare. Twenty years ago they could have been bought for as little as \$25. Since then, the demand for these *Empress* covers has been steadily increasing so that, by the turn of the century the market value was some 15 times that amount.

The following excerpt is from page 172 of Zeni's 'Forgotten Empress':

The salvage of mail bags was more pleasant work and gave the divers personal motivation to continue. Raised mail bags also demonstrated their productivity to naysayers. The recovered postal cargo comprised 318 bags of mail containing letters, parcels, newspapers and registered documents. After drying on benches in a Rimouski warehouse, each letter was stamped 'Recovered by divers from wreck of *SS Empress of Ireland*'. The value of money orders and other financial instruments amounted to \$90,842.01. All salvaged mail was returned to the Dead Letter Office in Ottawa.

This office returned salvaged letters to the sender wherever there was a legible return address (three months had passed since they were posted). Amazingly some originators wrote back to the Postmaster General to complain. One woman from Armstrong, British Columbia, wrote "Two letters recovered from the wreck of the *Empress of Ireland* have recently been returned to me. As in each case the address on the envelope is

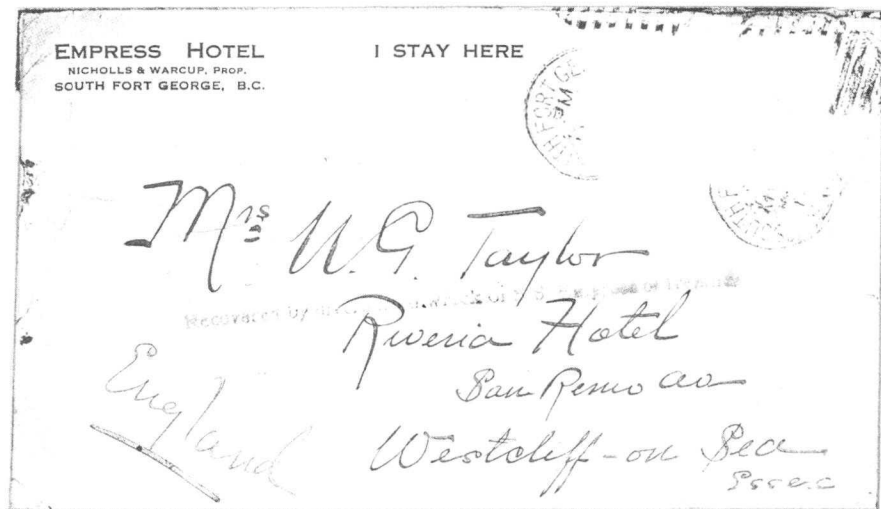


Figure 3. An 'Empress Hotel' cover recovered from the 'Empress of Ireland'.

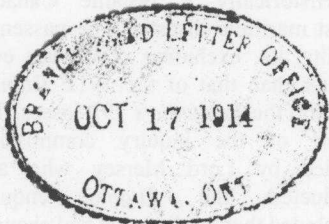


Figure 4. D.L.O. backstamp from the cover at fig. 3. Backstamp and 'Recovered' markings are in green.

perfectly legible and the postage duly paid, I am at a loss to understand why they were not forwarded to the respective addresses".

The *Empress of Ireland*, frequently dubbed 'Canada's Titanic', was built by the Fairfield Shipbuilding and Engineering Company of Glasgow. The liner was 549 feet long, 65 feet wide, 87 feet from keel to top deck and capable of a sustained speed of 19.5 knots. She was christened in Clyde on 27 January 1906 and made her maiden voyage, from Liverpool to Quebec, on 29 June 1906. The sailing date of her 96th voyage from Quebec to Liverpool was 28 May 1914.

Captain Henry George Kendall was 40 when he assumed command of the *Empress of Ireland* on 1 May 1914. He had completed one round trip from Halifax to Liverpool with return up the St Lawrence to Quebec. The 96th voyage was Kendall's first in charge of the *Empress* outbound from Quebec.

In 1910 Kendall gained fame when he was captain of the 13 knot *Montrose*, sailing from Antwerp to Quebec. He had spotted something peculiar about two of the cabin class passengers, a Mr John Philo Robinson and his teenage son. The disguised couple were none other than Dr Hawley Harvey 'Peter' Crippen and his mistress, Ethel Clara le Neve of London. Dr Crippen, a U.S. citizen, had

murdered his wife, Cora Turner. Crippen and le Neve fled to Holland and then to Belgium. When on 15 July he learned of his fugitive status from a 'MURDERED AND MUTILATION' headline in a Belgian newspaper, Crippen booked passage to Quebec on the *Montrose*, scheduled to sail from Antwerp on 20 July.

Having concluded that the odd couple must be Crippen and le Neve, Kendall notified Scotland Yard by Marconigram. The Yard despatched Inspector Dew, who had earlier investigated the disappearance of Cora Turner, to arrest the fugitives. On 23 July, Dew boarded the 17 knot *Laurentic* in Liverpool to chase Crippen across the Atlantic. The faster *Laurentic* arrived ahead of the *Montrose* at Father Point on 29 July. When the *Montrose* reached Father Point on 31 July, Inspector Dew and Chief Constable McCarthy from Quebec boarded the *Montrose* and arrested Crippen and le Neve.

For his part in the capture of Crippen, Captain Kendall received a £250 reward, as well as the horrible Crippen curse – "You will suffer for this treachery, Sir", uttered as Crippen was being led away. Some observers believe that the *Empress of Ireland* was doomed by Crippen's curse.

On 28 May 1914 Captain Kendall, with a crew of 420 and 1057 passengers, gave the order to cast off at 4.27pm. Among the passengers were 171 members of the Canadian Salvation Army. Salvationists from all over the world were travelling to London to attend the Army's third World International Congress.

At 1.20am the *Empress* discharged the pilot one mile north of the Father Point gas buoy. At 1.38am First Officer Jones of the *Empress* saw the light of the approaching *Storstad* and called the captain who was asleep in his cabin. The

*Storstad* was a Norwegian collier bound for Quebec and Montreal from Sydney, N.S. with 10,400 tons of coal. Captain Thomas Andersen was in command of the *Storstad*, his First Officer was Saverin Gensen Toftness. Suddenly, as if despatched by Crippen's ghost, a bank of fog from shore rolled out, completely hiding the two ships.

At 1.55am the *Storstad* impaled itself into the starboard side of the *Empress* with a force equal to that of a 240 freight car train travelling at 20 miles per hour. It tore a hole 25 feet high and 14 feet wide in the side of the *Empress*. Water, at the rate of 60,000 gallons per second, poured into the liner, causing it to list heavily to starboard. The ship sank in 14 minutes.

A total of 1012 lives (840 passengers and 172 crew) were lost. Of the 171 Salvationists, 33 survived and only four of the 138 children aboard were saved. The Territorial Staff band lost 30 out of 39 bandsmen.

Historically it became Canada's worst maritime disaster. The passenger fatality, i.e. excluding crew, was even greater than that of the 1912 *Titanic*'s 832 and the *Lusitania*'s 791 losses. The report of the inquiry commission, headed by Lord Mersey who also conducted the *Titanic* enquiry, concluded that the *Storstad* had changed course in the fog and was to blame. It found First Officer Toftness "wrong and negligent" in changing course in the fog and failing to call the Captain promptly upon entering fog.

#### **Acknowledgement:**

I am grateful to the learned author, David Zeni, for reviewing these notes.

#### **References**

'Forgotten Empress' by David Zeni, Fredericton, NB, Canada: Goose Lane Editions 1998.

The Toronto Star, 12 August, 1986.

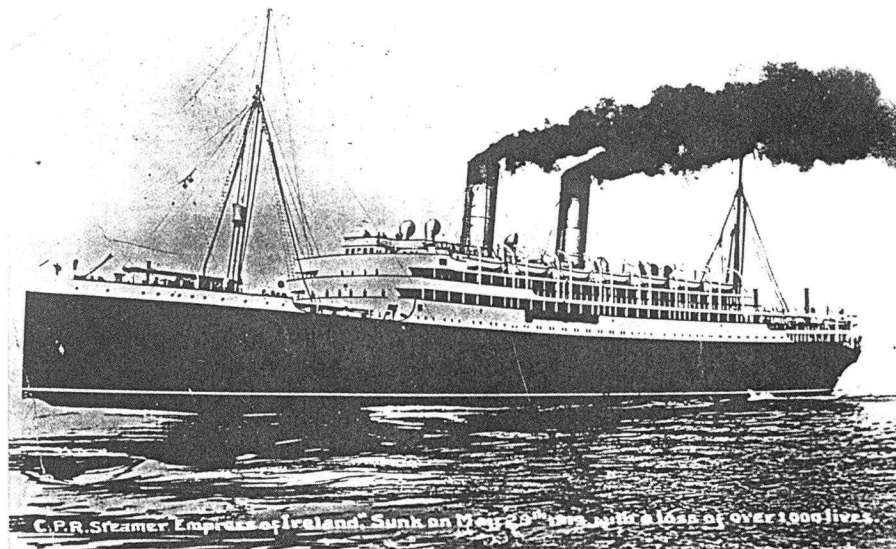


Figure 5. The *Empress of Ireland*.



## SMALL QUEEN SNIPPETS THE TWO CENTS MAJOR RE-ENTRIES

John Hillson FCPS

One of the surprising omissions from the Reiche/Sendbuehler handbook *'Constant Plate Varieties of the Canada Small Queens'* (3rd Edition) is an illustration of any major re-entry on this value, although mention is made in the second paragraph in the relevant section of the existence of such a stamp. Only their Fig 3-9 illustrates what is described as a major re-entry which although it does show a certain amount of doubling in the bottom third of the stamp, assuming the illustration is accurate, it can hardly be put in the first rank.

Peter Hurst described a true major in an article he wrote in October 1957<sup>1</sup> which I have – unfortunately it came to me in a bundle of clippings so I do not know which magazine it was printed in, other than it was probably a weekly. I have a copy of the stamp described, but unlike that one which was dated NO 6 95 mine is undated.



Figure 1



Figure 2

The main features, like the three major re-entries from the 'Montreal' six cents plate at C1/7, C9/1 and B9/7, are the doubling of all the lines in the face and neck of the portrait, and the distortion in the word 'CENTS'. Both the numerals '2' have, as Hurst describes it, cleft diagonal strokes, while there is doubling to the left ornamentation and the vignette rim is tripled on the right and evinces slight doubling on the left. On the top however there is little to be seen other than an extra stroke over the top left ornament. The features are illustrated at Figure 1.

A second major exists, again from a printing in the second Ottawa period, and again like the aforementioned, it is

Continued on page 345

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## CANADA C-9 VARIETIES (9)

### 1946 AIRMAIL STAMP

Bill Pekonen

Booklet panes of this issue are another kettle of fish, so to speak. Unfortunately, the number of copies available for examination was very limited. Less than 300 copies were available. Enough copies to form some unshakeable conclusions, but not enough to bet the farm on the entire results. Consequently, the results stated below are preliminary. Some of the known facts are rather obvious and should not affect any future discoveries. Other details are less certain and open to change. When these stamps were casually included in this study for the sake of completeness, there did not seem to be any varieties to worry about. As can be seen later in this article, that assumption proved to be incorrect.

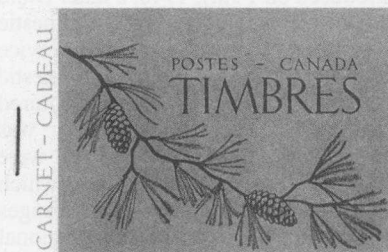
Detailed information about the booklet panes can be found in an article written by Trelle A. Morrow published on pages 31-36 *The Canadian Philatelist*, January-February 1995. The cover distinguishes them as 'GIFT FOLDER' on the English language issue and 'CARNET-CADEAU' (French language issue). It is reported that 404,500 booklets were prepared with an English language cover, and 100,000 with a French language cover. The booklet contained 1 pane – 6 x 3¢ (Sc 252c); 1 pane – 6 x 4¢ (Sc 254a); 2 panes 4 x 7¢; and 2 panes of 4 air mail/par avion labels. The booklet, with a total face value of 98¢, sold for \$1.00. The price proved to be unpopular with customers who were 'penny conscious' in the aftermath of WWII. During the war, they had been subjected to rationing and to patriotic savings campaigns which covered every aspect of their lives. Additionally, at that time, employees were very lucky to be earning \$600 to



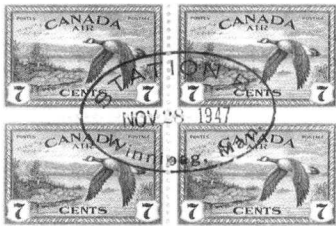
*Mint Booklet Pane*

\$1,000 per year. The phrase 'Two cents worth' had a different meaning then. The equivalent saving amount could have been used to mail two printed matter covers. We need to keep matters in perspective.

In summary, Morrow provides two first days of issue for the \$1.00 gift booklets. They were first sold in Ottawa on 24 November, 1947 and issued in Winnipeg on 28 November, 1947. A limited number of first day covers were prepared by a philatelist, Colin Bayley, in Ottawa. Similarly, Kasimir Bileski, a stamp dealer, cancelled about 25 panes on 28 November using an oval Winnipeg cancel. Other first day covers are unknown. Sales of the booklet were discontinued on 30 April, 1950. The



*Cover of the French booklet*



*Booklet pane postmarked Winnipeg – prepared by K. Bileski*

booklets were split up and individual panes continued to be sold by post offices. The stamp can be found perforated with the initials 'CBC'.

According to Douglas Patrick, the booklet stamps were printed from a special plate containing 100 stamps. They were not printed from the same plate used to print the C-9 stamps. No information on the pane layout is available. The reported total printing (based on the number of booklets prepared) appears to be 4,036,000 stamps compared with 72,350,000 C-9s reportedly printed. Popularity aside, the values shown in various catalogues do not reflect the relative scarcity of the booklet pane stamps compared to the regular C-9 stamps in either mint or used condition. It must be remembered that the post offices exploded the booklets in order to sell the stamps at face value to recover costs.

After the all-up air mail service was introduced on 1 July, 1948, a letter could be sent air mail using the 4¢ domestic first class mailing rate. If air mail service was specifically requested on domestic mail, then the 7¢ stamp rate was required after all-up mail service was implemented. The 7¢ stamps were mainly used on letters to the USA (which required a 7¢ air mail rate), on packages to use up supplies, and on international mail in combination with other stamps to make up the applicable rate. The 3¢

saving on domestic mail was the equivalent to an extra letter at the drop letter rate or to mailing a postcard (to domestic, USA or UK destinations).

On 14 July, 1964, the air mail rate to the USA was increased to 8¢ and then to 10¢ on 1 November, 1968 (*according to Robert C. Smith*). If there was room on the aircraft, all first class mail at the surface rate of 6¢ would be sent airmail. An all-up rate to the USA was adopted 1 March, 1976, but the surface rate was also increased to 10¢ (*BNA Topics/May-June, 1988, page 39*).

The booklet pane stamps are visually identifiable. They have a straight edge on either the top or bottom, or two straight edges meeting in the right hand upper or lower corner. A few panes were reported to have been incorrectly printed inversely with the straight edge on the left upper or lower corners. The selvedge is on the right instead of on the left.

A thin paper variety has been reported on the booklet pane stamp. This writer can neither confirm nor deny the existence of a thin paper variety as this conclusion is based on the observation of only a limited number of copies. The reader is reminded that the C-9 stamp can be found on papers varying in thickness from .023 to .043. The thickness, then, is a matter of degree when felt between fingers and the measurement accuracy when using a micrometer. The difference in thickness is attributed to the paper making process which created large rolls. It is speculated that the difference in paper thickness could possibly occur when the paper moved at different speeds while being rolled up. Any collector who visited any paper making plant during that period can confirm that process. The rolls were then cut up into smaller sheets to fit the printing press. It is believed that the value attributed to paper thickness is the creation of someone looking for any



Cover mailed to US at 7¢ rate – returned to writer as undeliverable – purple marking

excuse to charge more for a thin stamp than a thicker one. From the face, the thickness is not visible unless the stamp is placed on coloured paper. The choice of distinguishing the comparative thickness of the stamp is an option that collectors must make for themselves.

The paper type is a different story. The different papers are the same as those found on the C-9: white wove, cream wove, white ribbed and cream ribbed. The ribbed paper is somewhat difficult to distinguish unless one holds it at an angle against a strong light. The appearance is similar to laid paper, but is not the result of the same paper making method. The late John G. Schmidt referred to these modern ribbed papers as 'calendered' rather than ribbed. The distinction is important, but is generally ignored by most collectors and dealers since 'ribbed' paper seems to be more easily understood. Whether the ribbed effect is horizontal or vertical is the

result of how the printing sheets were cut from the rolls. The perforation appears to be 11.75 x 11.75.

With regard to 're-entries', the same problem with a shifted transfer seems to have affected the booklet pane stamps. Our conclusions at this stage are preliminary and based on viewing actual stamps. A full sheet of 100 stamps from which the booklet panes were cut is not available. Whether such exists is not known. It is not possible at this time to determine the relative position of each full booklet pane in the sheet, nor the configuration of the full sheet.

One re-entry has been found to date with several 'suspects' waiting for confirmation. The 'suspects' show thicker lines on the left frame line and the short vertical lines in the UL and LL corners. It is not known whether these are caused by a shifted transfer or from heavy inking. A re-entry occurs on the upper right corner stamp on a booklet

pane. This particular stamp is white ribbed paper. The characteristics when viewing with a 16X glass are:

- doubling of the short vertical lines in both the UL and LL corners;
- the left frame line is doubled for most of the length, merging into a thick line near the top;
- the left ribbon is doubled for most of the length;
- the left curved line of the left value tablet is doubled.

Obviously, there is more work to be done to determine whether other 're-entries' can be found. Every copy of the booklet pane stamp needs careful examination. Usually, two copies of the variety are required for confirmation. Only one copy has been seen, but there is no reason to believe it does not exist on other copies from the same position. The problem is trying to find complete booklet panes for examination. For the time being, the above re-entry must be regarded as an inconstant variety.

Several other varieties were observed, however, they can only be regarded as

inconstant at this point in time since only one of each was observed. A short feint horizontal line appears in the upper right corner of an UL stamp. It is located just above the top margin line extending into the right margin. In another pane, the UL stamp has a feint 7mm horizontal line in the bottom margin just below the lower frame line starting below the 'T' of 'CENTS' towards the right, and ending below the tip of the rear wing of the goose (see illustration).

Finding covers with properly used single or multiple booklet stamps is not an easy process, but diligent hunting will ultimately produce a satisfactory reward. Numerous first flight covers to Asia and Oceania destinations can be found containing a full booklet pane (28¢) paying the applicable 25¢ rate. It is unclear whether the apparent three cent over payment was credited to the normal 10¢ service charge to be paid for the use of an official cachet on certain First Flight mail. Perhaps a more knowledgeable reader can explain how this process worked. Other covers with



*Booklet stamp in combination with regular stamps to pay regular 15¢ air mail rate from Montreal to N. Ireland*



Cover showing booklet pane on first flight cover, overpaying by 3¢. UL stamp has a short horizontal line below the lower frame line

the same official cachet can be found prepaid at the normal 25¢ rate using a combination of different stamps. Yet other covers can be found using a complete plate block (4 C-9 stamps) or a normal block of 4 x C9 which pay 28¢. Deliberate overpayment appears to be incongruent. If the extra 3¢ was, in fact, credited to the service charge, then perhaps it could be regarded as 7¢ underpaid. Some covers show a Special Delivery stamp for which a 10¢ charge was made for this type of service. Why is there no accounting for the use of the cachet? The official cachets can be observed on 1949 and 1950 covers from Vancouver to Sydney, Australia, Hong Kong, Tokyo, and from Toronto to New York. (For more information, see *The Air Mails of Canada and Newfoundland*, page 186.)

One titbit can be used to spur on your interest – only one post card with a proper 7 cent booklet pane use is known to exist amongst the members of the study group. Happy hunting!

### SMALL QUEEN SNIPPETS

continued from page 339

virtually a double impression. In fact when my copy first came into my possession, at first glance I thought it was just a somewhat fuzzy print – not uncommon in the later years with the two cents. However it became obvious that again the face and neck lines are doubled and there is a considerable amount of thickening to the lines, both at top and bottom. While it is not shown in either of the submitted illustrations, the background to the portrait in both varieties is almost solid. Neither variety has been plated, but perhaps one day a positional piece containing one or other of them will turn up. The features are illustrated at Figure 2.

### Footnote

1. Cimon Morin's invaluable bibliography suggests that 'Weekly Philatelic Gossip' v65, no 6, pp 189-191 may be the answer. – Ed.



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FLAG CANCELLATIONS	RAILROAD POST OFFICES
FOREIGN COVERS	RATE COVERS
FORGERIES	REGISTERED COVERS
INTERNATIONAL MACHINE CANCELLATIONS	REGISTRATION STAMPS
JUBILEE ISSUE	REVENUES
LARGE QUEEN ISSUE	ROYAL TRAINS COVERS
LEGISLATIVE MARKINGS	SASKATCHEWAN POSTAL HISTORY
LITERATURE	SEMI OFFICIAL AIRMAILS
MANITOBA POSTAL HISTORY	SHIP CANCELLATIONS MARKINGS & VIEWCARDS
MAP (1898) ISSUE	SLOGAN CANCELLATIONS
MAPLE LEAF ISSUE	SMALL QUEEN ISSUE
MILITARY POSTAL HISTORY	SPECIAL DELIVERY STAMPS
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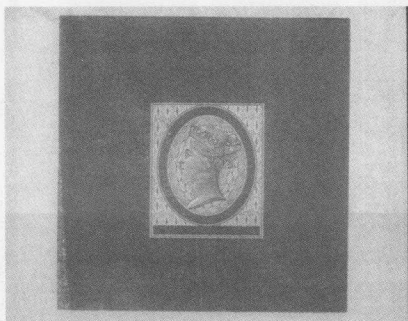
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## PRINCE EDWARD ISLAND PHILATELY (9) THE ADHESIVE STAMP PERIOD (PENCE ISSUES)

Martyn Cusworth

The last article dealt with the process of electrotyping and plate-making for the PEI issues of Charles Whiting but essays/proofs of PEI stamps either by Charles Whiting or the BABN Co. (1870 4½d issue) are not easy to come by. Large proofs, in red or blue, on brownish paper exist of the head design of these issues and the writer acquired one which is illustrated below. Other similar proofs are in the Griffiths collection (formerly in Crosby collection) and in the Royal Collection.



*Progressive die proof by Charles Whiting, in red on brown paper.*

An interesting one penny die proof is illustrated below with one strike of the design being inverted alongside a normal upright strike. The original series, 2d, 3d and 6d values issued in January 1861, had been expanded in late 1861 to include a 1d value to prepay printed matter and drop letters; a 9d value was added to prepay transatlantic mail.

A healthy sprinkling of imperforate stamps and blocks of most values, cut either from proof sheets or printer's waste, have come onto the market over



*One penny die proof in tête-bêche format. Stamps shown are full size but the surround has been reduced for illustration purposes.*

the years described as plate proofs. The last article (Jan. 2002, p191) showed a large imperforate block of twopenny stamps in the Salmon collection and overleaf is an imperforate sheet of the one penny value. It exhibits a number of flaws but it is hard to determine if they are constant since the proof sheets taken from the original plates, which appeared in the 1893 'London Philatelist', did not contain a full proof sheet of the penny value, only a single strike from the die. This one penny proof sheet is however in the early shade of brownish orange rather than the later printings which are more of a yellow colour. A 'jubilee line', familiar to GB collectors, runs round the edge of the stamp design but it is variable in its intensity, sometimes being quite pronounced, other times being very feint.

The undoubted 'jewel in the crown' of PEI issues is the British American Bank Note Co. 3d sterling/4½d colonial currency engraved stamp which appeared in 1870, after the transatlantic packet rate was dropped from 6d sterling to 3d sterling. As was the case with the 9d value, the value tablet



*Imperforate sheet of the one penny value.*



*British American Bank Note Co. 3d/4d* displayed both the sterling figure and the colonial currency equivalent since, for most of the stamp issuing period, colonial currency was discounted against sterling at the rate of 3:2. An attractive essay proof of the design can be found plus various black & white and coloured proofs on card.



*British American Bank Note Co. essay proof showing a 6d (sterling) value*

The basic sequence of issues of the pence postage stamps needs little elaboration over what appears in the stamp catalogues. The various issues can be outlined as follows:

1. Jan. 1861 2d, 3d & 6d values perf. 9 on cream paper
2. Late 1861 1d and 9d values perf. 11 on cream paper
3. 1862 1d, 2d, 3d, 6d, & 9d re-issued but perf. 11½-12 on cream paper
4. 1869 (March?) 4d on cream and white paper perf. 11½-12
5. 1871 (presumably after the cream paper ran out) 2d & 3d re-issued on white paper
6. 1870 BABN Co. 3d stg/4½d Cy engraved stamp perf. 12 on white paper

The fourpenny is the intriguing stamp in this group and Mike Salmon and the writer are still looking for covers dated between March 1869 and September 1869. Illustrated on page 351 are two fourpenny covers, one on cream paper dated February 1873 from Princetown to Rhode Island prepaying the 4d USA rate which came into effect November 1868, the other dated October 1869 on white paper prepaying the double inland rate from Charlottetown to Georgetown. The Princetown cover carries the added bonus of a decent strike of the Princetown town cancel (Lehr P48). Princetown subsequently became known as Malpeque.

The next feature will examine the new datestamps which were introduced with the adhesive stamp issues.

**Continued on page 351**

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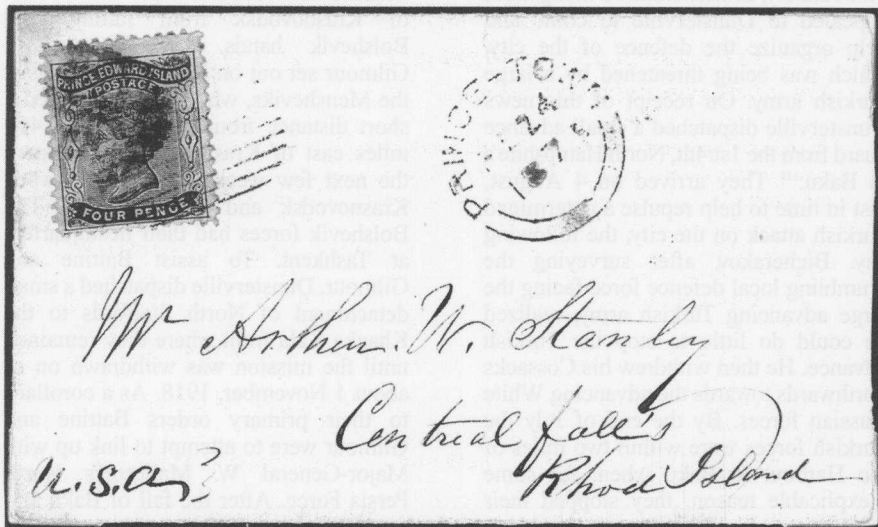
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Above: cover dated October 1869 demonstrating the double inland rate.  
The 4d stamp is on white paper.

Below: cover to USA dated February 1873.  
The 4d rate came into effect in November 1868. The stamp is on cream paper.



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

## Canadian Soldiers and Airmen in Southern Russia: 1918-1920 (2)

David Whiteley

With the way clear to the Caspian Sea, elements of Dunsterforce were called forward and by 15 June, Dunsterforce was firmly established in Enzeli where Dunsterville was able to plan his next step, the capture of Baku. Once Dunsterville had moved his headquarters to Enzeli he left Colonel Warden as town Commandant at Kasvin. On 28 June, Dunsterville received new orders from the War Office:- which were "to gain control of the Caspian Sea shipping, destroy the Baku pumping plant, pipe line and oil reservoirs." On 1 July Dunsterville sent Bicherakov and five British Officers to Baku where on 26 July, a local group calling itself the Central Caspian Dictatorship overthrew the Baku Soviet. The new regime immediately, at Bicherakov's instigation, appealed to Dunsterville to come and help organize the defence of the city, which was being threatened by a large Turkish army. On receipt of this news Dunsterville dispatched a small advance guard from the 1st/4th, North Hampshire's to Baku.<sup>117</sup> They arrived on 4 August, just in time to help repulse a determined Turkish attack on the city, the following day. Bicherakov, after surveying the crumbling local defence force facing the large advancing Turkish army, realized he could do little to stop the Turkish advance. He then withdrew his Cossacks northwards towards the advancing White Russian forces. By the end of July the Turkish forces were within two miles of the Harbour at Baku when, for some inexplicable reason, they stopped their advance and withdrew to positions

surrounding the city. Notwithstanding the large Turkish army threatening Baku, Dunsterville, during the early part of August, continued to move troops into the city and by the end of the month he had managed to move some 1,200 troops into Baku including five Canadian officers and elements of the 39th Brigade.<sup>118</sup>

Meanwhile, Dunsterville contemplated widening his horizons by ordering Captain Gilmour of Winnipeg to proceed across the Caspian Sea to Krasnovodsk in Russian Turkistan, the western terminus of the Central Asian Railway. Once there he was ordered to attach himself to Colonel Battine's staff. Colonel Battine, who was in command of a small force of British troops, had been ordered to assist anti-Bolshevik Menshevik forces and to prevent the Port of Krasnovodsk from falling into Bolshevik hands. On 26 August, Gilmour set out on his mission to assist the Mensheviks, who were entrenched a short distance from Khaaka Kala (400 miles east of Krasnovodsk), and spent the next few weeks travelling between Krasnovodsk and Khaaka Kala. The Bolshevik forces had their headquarters at Tashkent. To assist Battine and Gilmour, Dunsterville dispatched a small detachment of North Staffords to the Khaaka Kala front where they remained until the mission was withdrawn on or about 1 November, 1918. As a corollary to their primary orders Battine and Gilmour were to attempt to link up with Major-General W. Malleeson's North Persia Force. After the fall of Baku and the withdrawal from Krasnovodsk,



*Area of operations of Dunsterforce and Army of the Black Sea, 1918-1920*

Gilmour remained in Turkestan until he was recalled to Enzeli, where he attached himself to the Assyrian Brigade at Kasvin until his recall to Canada.

The situation in Baku was always volatile and for the five weeks that Dunsterforce was able to remain there its position was far from secure. Dunsterville had to cope with an uneasy and weak local dictatorship, which vacillated between gratitude and open hostility to the British presence. The mixed population of Armenians, Tartars, and Russians were suspicious of each other and racial tensions ran high. There was a serious food shortage and considerable labour unrest. The five Canadians who were stationed in and around Baku were, upon their arrival, appalled by the state of the city defences

and by the state of the more than 6,000 largely Armenian troops garrisoning the city. They were, for the most part, ill-fed factory hands, untrained and undisciplined. To offset these faults Dunsterville found the city well supplied with munitions of all types, mostly that had been supplied by the Allies prior to the collapse of Imperial Russia.

In an attempt to bring some order and military discipline into the Armenian garrison the officers of Dunsterforce were assigned a number of duties. Captain Harrison was given command of the 24th Armenian Battalion at Mikhamedly; Captain Hopkins was appointed supply officer and spent much of the next five weeks procuring food and provisions for the troops. Major Newcombe, on his return, was appointed Treasurer and

Paymaster; Major J.W. Van den Berg, of Winnipeg, was appointed machine-gun officer for the whole garrison and Captain Gilmour, as we have seen, was dispatched to Krasnovodsk. Colonel Warden, a veteran of Vimy Ridge, was appointed Inspector of Infantry and spent many days trying to instill military ardour into the Armenian troops but finally summed up his efforts in this direction as "being as futile as trying to flog a dead horse back to life." Warden's prophecies were only too true, as once the Turks recommenced their offensive on 26 August, the Armenians, at the first sign of action, turned and fled leaving the small Imperial force to fight a rearguard action trying to protect a twelve mile front. Further attacks by a large Turkish Force, which at times numbered over 6,000 regular and 8,000 irregular troops, forced the British garrison to withdraw to the harbour. By 14 September, the British position was untenable. Dunsterforce was forced to abandon the city, escaping by sea from

under the guns of Bolshevik gunboats to Enzeli. On 22 September the War Office abruptly disbanded Dunsterforce. The campaign in and around Baku had cost 125 lives; there were no Canadian fatalities, but one Canadian, Sgt Ambrose J. Mahar was wounded early in the fighting and evacuated to Enzeli. With the force disbanded most of the officers and men were returned to their units, arriving after the Armistice had been signed. The final epitaph as to effectiveness of the force and General Dunsterville's abilities can be found in Colonel Warden's diary where he states "Major Gen. Dunsterville should be made a full Gen. and knighted and kicked out as they do everyone who makes a mess of his job." Harsh words, which might have been better aimed at the wizards in the War Office who envisioned such a hare-brained scheme in the first place.

As a postscript to the Canadian involvement with Dunsterforce, a few members of the force remained in the



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area after the unit was disbanded. One of these was Colonel Warden, who accepted command of elements of the 9th Battalion Royal Warwickshire Regiment and a battery of field artillery at Enzeli. This unit was detached from 39th Brigade and ordered to Krasnovodsk on the east shore of the Caspian Sea to reinforce General Malleeson's North Persia Force. The detachment landed at Krasnovodsk on 29 September 1918.<sup>119</sup> His assignment was to assist in the protection of the route to Afghanistan and India; also to assist the local anti-Bolshevik Government that had been established at Askhabad, who had asked for British assistance in their fight against Bolshevik, ex-German and Austrian P.O.W.s, who had been armed by the Bolshevik forces. Acting on instructions from General Sir C.C. Munroe, Commander-in-Chief Indian Army, Malleeson had agreed to guarantee

military and financial aid as long as the Trans-Caspian Government remained in power and continued to maintain law and order and suppress both Bolshevik and Turko-German intrigue. Malleeson's Indian Army units had soundly defeated an advancing Bolshevik force at Khaaka on 28 August. Once the reinforcements from Dunsterforce arrived, Malleeson had under his command about 1,000 men. By 1 November these reinforcements had enabled him to drive the Bolshevik forces out of Merv, thus giving him control of the Caspian Sea, where a flotilla of five small ships, armed with guns dragged overland from Persia, was operating. These successes, together with the changing situation on the Western Front, effectively removed the threat of Afghanistan and India. Malleeson's force was withdrawn after the arrival of 27th Division and the British Mission to South

**Continued on page 364**

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Small Queens Re-appraised	Hillson	£6.50
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# THE HAMILTON OVAL REGISTERED HAMMER A REQUEST FOR ASSISTANCE

Horace W. Harrison, FCPS, OTB & Colin Banfield, FCPS

In late 1873, the Postmaster at Hamilton abandoned the use of the ubiquitous straight-line 'REGISTERED' hammer and replaced it with an oval marking 34 x 23mm which had 'REGISTERED' at the top and 'HAMILTON' at the bottom. The centre of the oval was intended for the original registered letter

number. 'No' was slightly offset up and to the left in the centre of the oval, see Figure 1.

This registry mark was frequently used as an obliterator on the covers in addition to the one strike which was used as a space for the original Registered Letter Number. Figure 2 is a cover from the Canadian Mutual Fire Insurance Co. to Toronto 5 February, 1876. There are no backstamps other than the Hamilton oval with a blank in the space for the number. The only handstamped postmark, other than those of Hamilton, is the carrier stamp at Toronto. This, despite the two registered letter numbers besides the 631 at Hamilton and 7998 at Toronto which indicates that the cover was handled by two other offices.

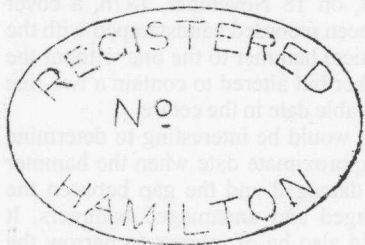


Figure 1. Enlargement of the oval backstamp on a cover dated 25 November, 1873



Figure 2. The Hamilton Registered Oval additionally used as an obliterator and a backstamp

Sometime after 12 April, 1876 the 'No' in the centre was severely damaged. It is thought that the Postmaster at Hamilton then decided to have it completely removed, see Figure 3.

By 23 September, 1876 the evidence of damage had disappeared completely and the registered letter number alone, 2048, occupied the centre space of Hamilton's oval registered handstamp; see Figure 4.

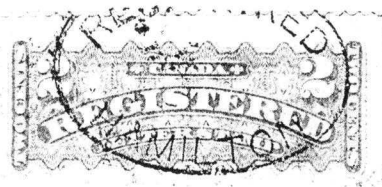


Figure 3. A two cent registered letter stamp showing damage where the 'No' would ordinarily appear. Courtesy of Colin Banfield

*Dates of Hamilton  
oval registered  
no. handstamps*

To Summarise:

Earliest recorded use .....	25 November, 1873
Latest recorded undamaged .....	12 April, 1876
Damaged 'No' only recorded on a single stamp .....	unknown
Only recorded use without No .....	25 September, 1876

Fifty four days after 25 September, 1876, on 18 November, 1876, a cover has been recorded handstamped with the identical hammer to the one without the number but altered to contain a two line moveable date in the centre.

It would be interesting to determine the approximate date when the hammer was damaged and the gap between the damaged and undamaged hammers. It would also be of interest to narrow the gap between the hammer in its state

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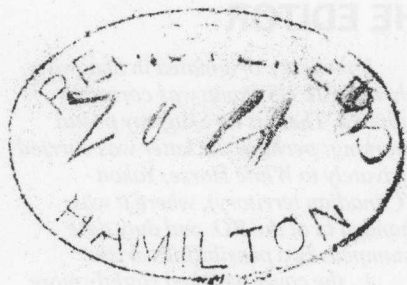


Figure 4. The oval strike without the 'No' on a cover dated September 25, 1876. Courtesy of Robert A. Lee Auctions

without a 'No' and the state of the hammer with a moveable date stamp. Hamilton registered covers in the 54 day period lacking the oval marking would show the period when the hammer was out of service for alteration. Please send the author(s) detailed reports of all Hamilton registered covers in the 54 day

period, preferably with a scan of both front and back as an attachment, to horharrison@aol.com; or with photocopies of both front and back to 1802 Indian Head Rd., Baltimore, Md. 21204, USA.

#### References:

1. Canada's Registry System, 1827-1911, H. W. Harrison, APS, 1971
2. Canada's Registry System, H. W. Harrison, Hennok Series No. 5, 1986
3. Registration Markings and the Registered Letter Stamps, B.N.A.P.S. Exhibits No. 9, 1998, The Harry W. Lussey Collection
4. Robert A. Lee Philatelist, Ltd., Public Auction No. 94. sale of the Lussey Collection, 1999.
5. Registered Mail in Canada, 1802-1909, Harrison, Arfken & Lussey, Collectors Club of Chicago, to be published in 2002 or 2003.

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

## LETTERS TO THE EDITOR

**Dr Gloria McAdam**

### MIXED FRANKING

I am puzzled by the cover here illustrated. Can any member explain the mixed franking please?

*Editor's Note:*

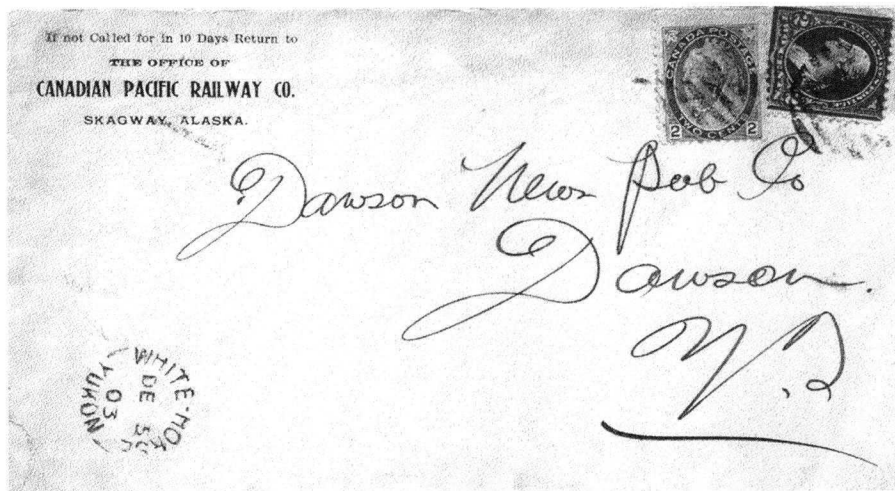
*A comment or two to set the ball rolling:*

*One cannot be sure whether the cover went into the postal system at Skagway or White Horse. Skagway, being in Alaska, is US territory so this would account for a US stamp; a US post office was opened there on 10 November, 1897, some four months after the arrival of the first (Yukon) gold rush steamer. The cover's destination was Dawson, in Yukon Territory, which comes under Canada, but this in itself is no reason for an additional Canadian stamp. The letter rate from Canada to USA was 2¢ per ounce from 1 January 1899, the same as the domestic rate. My understanding is that at that time, c1903, the US rate was also 2¢, both domestic and to Canada.*

*If the letter originated in Skagway then the 2¢ US stamp was correctly applied. There is no Skagway postal marking; perhaps the letter was carried privately to White Horse, Yukon (Canadian territory), where it was handed in at the P.O. and duly date stamped. Two possibilities arise:*

- 1. the cover weighed slightly more than one ounce so a further 2¢ was required and was evidenced by the Canadian stamp, which lies over the US stamp;*
- 2. the White Horse P.O. would not accept a US stamp in prepayment for what had become a domestic Canadian letter so a Canadian 2¢ stamp was affixed (after payment of a further 2¢).*

*As an alternative, both stamps were applied at Skagway as the CPR clerk wanted to be sure – this seems unlikely. Then again, perhaps it was stamped 2¢ US for posting at Skagway and the chance arose to get it to White Horse more quickly by courier so the 2¢ Canadian was added to cover the*



*domestic rate from White Horse to Dawson. Of course, we can't be sure the cover originated at the CPR office, anyone may have got hold of an unused CPR envelope!*

*Although the two bar cancels appear similar in terms of bar thickness and spacing, the configuration seems different. One feels they were applied at different times. These comments are mere speculation on the Editor's part, we look forward to a more authoritative solution.*

**James B. Love**

#### **GUIDELINES?**

I read with great interest the letter from 'Mac McConnell', your Editor's note and the accompanying illustration in Vol. 27, No. 6 of the Journal. The item illustrated is, indeed, most interesting.

It is difficult to tell from the illustration and indeed it may be impossible to confirm even with the actual cover, but one theory has occurred to me. Could the line on the perforation be a part of the plate join line and the line at the top be the line that sometimes occurs with rotary printing on the deckle edge of the sheet at the top or bottom. In this connection I refer to the first full paragraph on page 395 of Boggs. Although Boggs suggests that the 'deckle edge phenomenon' occurs on the sheet stamps, both the sheet stamps and the coils were printed by the same process and might be expected to have similar markings.

I put the foregoing forward not because I think the 'guidelines' theory is without merit. My theory is merely an alternative to consider.

**Mike Street**

#### **TORONTO ROLLER**

With regard to Derrick Avery's Toronto-T roller cancellation (ML 285, p.315), initially I thought the 'T' meant Toronto

Postal Station T, but on checking found there was no station 'T' in Toronto until the 1960s.

A closer look at the illustration revealed the numeral '1' in a square box just above the Toronto-T line. Robert A. Lee's 'Roller Cancellations of B.N.A.' catalogue identifies it as being a Type F vertical roller cancellation and provides some of the answer. Ten different Toronto-T rollers (numerals 1 through 10) were proofed in November 1916, which is in the correct period. Many other Toronto 'letter' rollers – A, C, D, E, F, G, H, K, R and S – were proofed in the same month in varying quantities, as many as 12 different numerals for Toronto-A and as few as two numerals for Toronto-G.

I can only speculate that there were many work stations in the Toronto Post Office, each designated by a letter, and that each clerk working at a station was assigned his own roller device, thus the numerals. It may also be that the large number of roller cancellations proofed in November 1916 was related to an expected increase in mail due to the large numbers of Canadians then going overseas to fight in World War I.

In reply to an email, Bob Lee advised that, prior to this example showing up, only one other Toronto-T example, a numeral 4, had been reported. Well done Derrick!

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## SOCIETY NEWS

### Local groups

The Midlands Group met at the Midlands Philatelic Federation's Spring convention at Loughborough on 11 May. Eight members attended and were entertained by displays from five of them. The topic was loosely based around Queens (this being Jubilee year) but anything from Queens to Empresses via ladies and lords was displayed. Items shown ranged from a superb display of Victorian revenue material to a thematic display on the Empress Hotel in Victoria. All present enjoyed the varied material on display. The next Midlands meeting will be at Knowle, near Solihull on 9 November. All members in the area are invited to attend and display a few items (or simply come for the chat).

The Wales and South West Group met at Portishead on 11 August. Eight members and one guest were present; if this level of attendance continues we shall have to look for a larger telephone kiosk! They enjoyed mini-displays from Bob Griffin (various queries and recent acquisitions); Colin Bullock (more queries); John Croker (Newfoundland postcards to foreign destinations); Derek Law (War Tax and Newfoundland stamps); Colin Lewis (Ontario RPOs); Neil Prior (Klondike Gold Rush and Canadian miscellany).

Although we only meet once a year it's an enjoyable few hours chatting and looking at BNA stamps and postal history. The next meeting will be on Sunday 10 August, 2003, at Portishead.

### Forthcoming Events

#### 2002

Oct 9-12 CPS Convention, Dumfries  
Oct 31-Nov 2 Philatex, Horticultural Hall, London  
Nov 9 Midlands Group, Knowle nr Solihull\*

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

Jun 28 MIDPEX, Coventry

Aug 10 Wales & SW Group, Portishead\*\*

Sep 17-21 Autumn Stampex, Islington, London

Oct 4-13 Bangkok 03, Thailand

\*For details contact Dr Ken Flint at 73 Montalt Rd., Coventry CV3 5LS.

\*\*For details contact Neil Prior on 01656 740520.

### Palmares

The following members, showing BNA material, met with success at the ORAPEX show in Ottawa, 4/5 May 2002. Out thanks go to Richard Thompson for providing the information, we always welcome news of national and international shows from elsewhere than Canada. We offer our congratulations to the medal winners.

### Silver

John H. Hillmer –

Definitives 1972-77, Caricatures, Errors, Freaks & Oddities

### Literature

#### Vermeil with felicitations

Earl Covert (Joint Editor) –

Webb's Postal Stationery catalogue of Canada & Newfoundland, 7th Edn.

### Silver

Andrew Chung & Roger F. Narbonne –

The New Specialized Catalogue of Canada Post Official First Day Covers, 2nd Edn.

David Sessions (Editor) –

Maple Leaves (Vol. 26)

**Silver bronze**

Charles Livermore (Joint Editor) –  
 Machine Cancel Study Group  
 Newsletter (2001)  
 Dean Mario (Editor) –  
 Canadian Military Mail Study Group

Newsletter (Nos. 148-152, 2001)

**Bronze**

Keith R. Spencer (Joint Editor) –  
 Edmonton Stamp Club Bulletin (Vol.  
 90, 2001)

## AMENDMENTS TO MEMBERSHIP to 21 August, 2002

**New members**

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- 2846 Sussex, John D.C. The Bridge House, Main St., Elvington,  
 York YO41 4AA CG, N
- 2847 Gross, Frank F. PO Box 222, 26B High Street, Exeter, N.Hampshire  
 03833-0222, USA CS
- 2848 Morris, Richard M. 7 Malcolm St., Norfolk, MA 02056-1411, USA CR-CQ, PH

**Reinstated**

2473 Le Mesurier, Dr G.

**Resigned**

2414 Jones, J.E. 0976 Barlow, K.

**Deceased**

2277 Bunt, J. 0802 Clough, T.S. 1741 Hutchinson, E.  
 2026 Karr, J.S. 1562 Kennedy, Ms. Dee 2395 Perry, M.A.

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 2823 De Ment, L. 1563 Clark Boulevard, Milton, ON, Canada, L9T 5T7

**Amendment to Handbook**

2674 Thompson, R.P. Postcode is V9A 2W8  
 2012 Taylor G.E. Amend interests to M, POW  
 1581 Sessions, D.F. Amend interests to CGA, For  
 2794 Salmon, M.J. New e-mail address: mikesalmon@blueyonder.co.uk

**Revised total 404****British Missions to Russia** from p.355

Russia. Colonel Warden's detachment rejoined 39th Brigade at Baku on 7 April, 1919. Colonel Warden later saw service with the White Russian forces in Siberia before returning to Canada.<sup>120</sup>

**References**

117. Murray p.386 Sweetham at p.47 claims the first British troops in Baku were elements of the 7th North Staffordshires who, he states, arrived on 4 August. MacLaren also states that it

was 44 men from the 7th North Staffords who were the first troops in Baku. p.23.

118. The five Canadian officers were: Colonel Warden, Major J.W. Van den Berg (PPCLI) and Captain Lewis of Vancouver; Captain Robert Harrison, Minnendosa, Captain Gordon Scott Hopkins, B.C.

119. Firebrace p.45.

120. For the information regarding Colonel Warden's role with Malleson's force I must thank Robert Toombs. See also Swettenham p.47 & Dobson & Miller pp 92-97.

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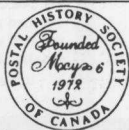
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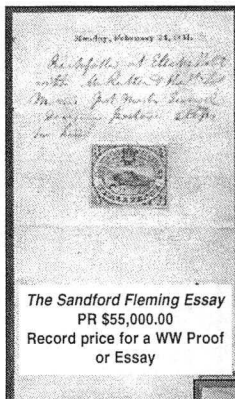
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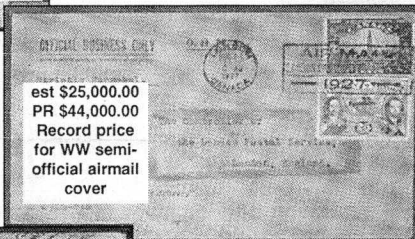
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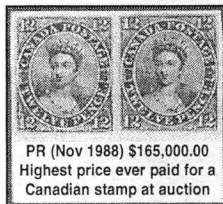
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