

288



Maple Leaves

*JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN*

ISSN
0951-5283

April
2003

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MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

Founder:

A. E. Stephenson, FCPS

Edited by: David Sessions, FRPSL, FRPSC, FCPS.

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Opinions expressed in the various articles in this journal are those of the writers and are not necessarily endorsed by the Society.

Published four times a year by the Canadian Philatelic Society of Great Britain

Annual Subscription £16.00 – Due 1 October

Vol. 28 No. 2

April 2003

Whole No. 288

EDITORIAL

The Exchange Packet has always been a valuable service to members. Compared to local societies, who can pass the Packet from hand to hand, we are bound to use the Post Office in most instances. This involves an expense to circuit members in posting the substantial Packet and to the Society in insuring against loss in transit. It seems the number of claims generally has greatly increased in recent times, our own experience bears witness to this. The inevitable result is that the insurance premium has risen dramatically.

Your Executive has discussed the matter and concluded that continuation of the Exchange Packet in its present form is no longer viable. In an effort to maintain a service to members it is proposed to run the packet on the lines of 'Covermart' for a trial period. It is appreciated that photocopies are not as

satisfactory as the real thing but it seems the only practical answer, short of withdrawing the service. One advantage to circuit members will be the reduction in the cost of forwarding the Packet by post. Members are asked to refer to the note in the 'Society News' section of this issue for details of how the proposed service will operate.

The passing of Horace Harrison, reported in the last issue, left us without representation in the USA. We are very pleased to announce that Charles (Chuck) Firby has agreed to serve in that capacity. He will be known to members who have attended BNAPS conventions and, at least by name, to others who receive his fine auction catalogues. Welcome aboard Chuck.

Member Fred Fawn, chairman of the Map Stamp Study Group within BNAPS, has written to advise that John

Anders has taken on the role of Secretary in addition to his Editorial duties. Fred mentions that there are, currently, no Map students from the UK in the Group, he would very much like to hear from anyone with an interest in this popular stamp. The Group publishes an informative quarterly newsletter.

Having mentioned BNAPS, please note the change of date for BNAPEX 2003, shown in the 'Forthcoming Events' section of 'Society News'.

Dealers and auctioneers often attract criticism from collectors, often it is unjustified. It is therefore pleasing to report on a recent auction in Canada, which featured a hitherto unrecorded soldier's letter to India bearing four half cent Large Queens. The auctioneer realised the cover was of great interest so extracted the background story from the family consigning it, obtained a certificate from the Greene Foundation and put it into auction at an estimate of

\$7,500. Press advertisements were taken and interested parties contacted. The result was a realisation of \$39,000. The cover now rests in the world renowned collection of a CPS member.

As we went to press, Colin Lewis advised that provisional gross sales in the mail auction had topped £5,000. Our sincere thanks to Colin for his hard work in presenting the auction.

Finally, we would like to share with you an item by Michael Watts, who was grousing in 'Active Life' magazine about the GB self-adhesive Christmas stamps. The particular point was the fact that such stamps are still perforated and have a border round them that needs to be removed (or not) – a fiddly business. Watts contacted Royal Mail to ask why perforations were necessary when the stamps just peel off. The response was: "...in market research, the message above all is that customers insist that stamps just aren't proper stamps without them". So now you know.

CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Annual subscription, due on 1 October 2003, £16.00‡, payable to the Society,
to: Dr John Gatecliff, Subscription Manager.

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‡Members may claim a subscription discount of £3.00 (or \$ equivalent) if payment is made before 1 January following.

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

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

TRISTAN

The Yellow Peril

Some years ago I acquired a one-volume collection that included two Tristan da Cunha covers (Figs. 1, 2 and 3). As they were the only covers and not integral to the collection, I removed them and placed them in my 'To Investigate' file. The research proved lengthy and difficult. Discoveries about Tristan da Cunha, one of the more isolated places on the globe, almost outweighed the philatelic findings in interest!

As no one here could assist me I sent out two letters of inquiry. The first was to the Tristan da Cunha Study Group but, despite my enclosing a self-addressed stamped envelope, there was no reply. The second letter was to the Postmaster in Tristan da Cunha. The PM's reply, postmarked 24 October 1995, was received 17 February, 1996. The postmaster could not find any information why Canadian stamps were used and cancelled with the Tristan postmark. The covers remained in the

Photos by Ann Allan

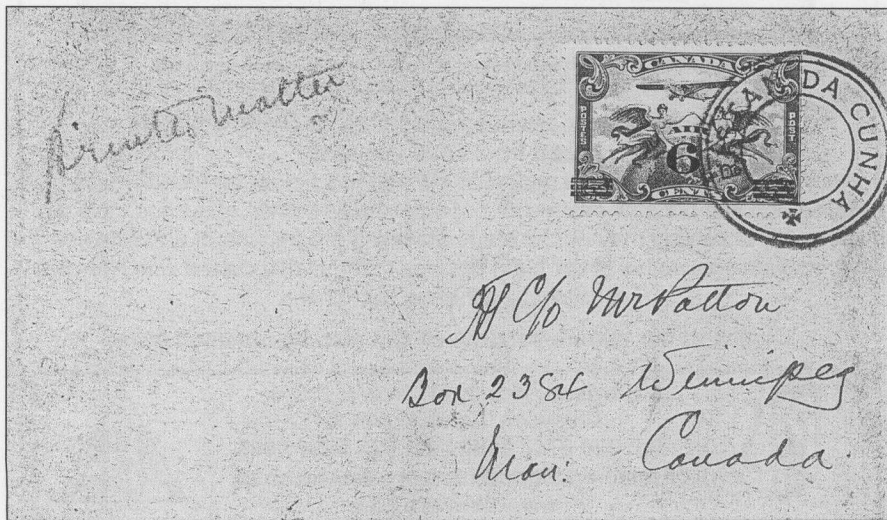
file until the summer of the Millennium year.

The envelopes are a reddish brown, unsealed, annotated 'Printed Matter' and sent to 'AS c/o Mr. Patton' in Winnipeg. The name of the addressee, Mr. Patton, coupled with the airmail frankings, suggests the possibility that the covers were for W.R. Patton of airmail fame.

The Capt. Smye hand stamp was the sender's name and address. The manuscript note 'Recd by Mr. Patton (by Post) 6.8.38' indicates that the letters were posted in the early months of 1938.

The clue as to what the two covers are came in an auction catalogue description (and illustration) of Lot 936 in the 2/3 June, 2000 Brigham Auction. The description reads ½d, 2½d GB, tied, as above (Double Ring Tristan Da Cunha handstamps) 2 in violet, 1 in black, dated by Capetown Paquebot, 16 Feb '38 to GB'.

On 24 July, 2000 a dealer surprised

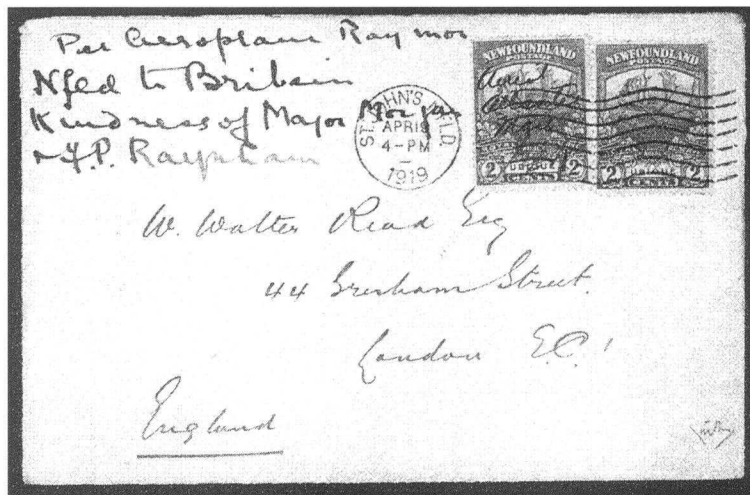


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Fig. 1. (overleaf) & 2: Pair of covers franked with the two 1932 airmail surcharged stamps, cancelled with Tristan da Cunha postmarks, and addressed to Winnipeg.

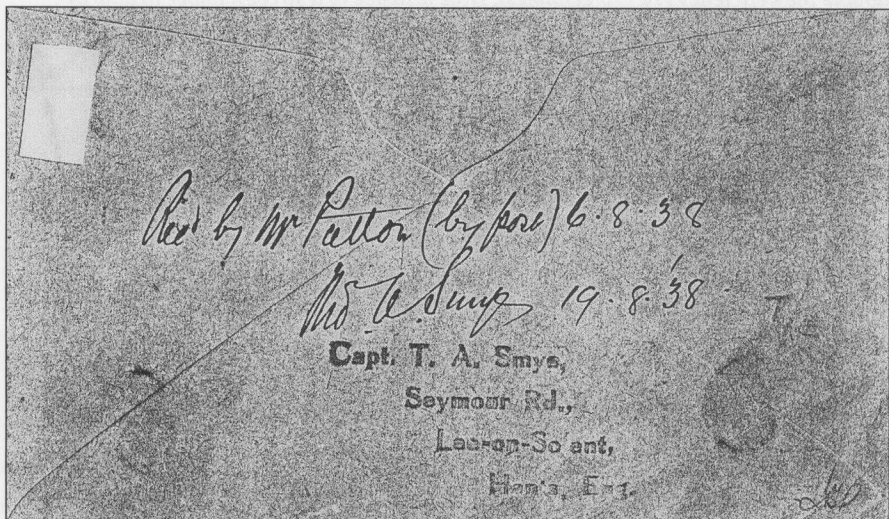


Fig. 3. The back of both covers.

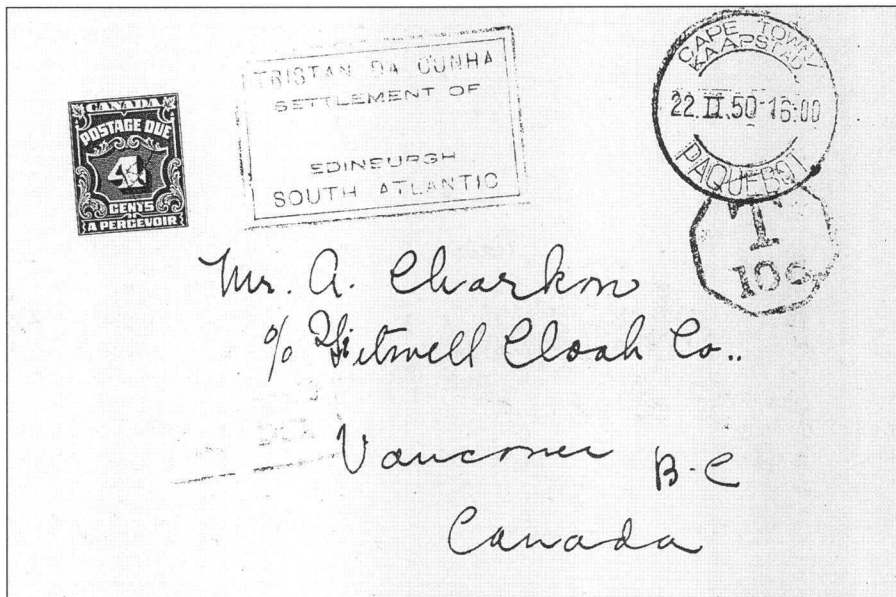
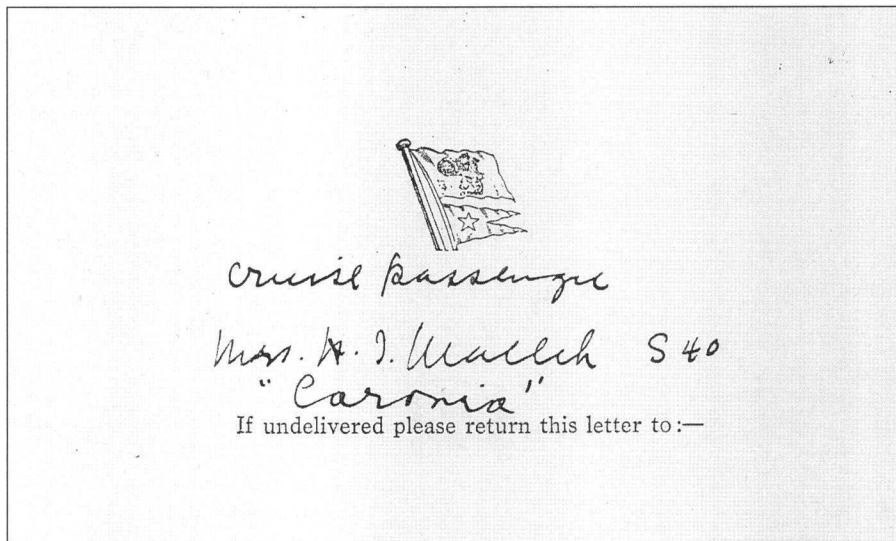


Fig. 4. Cover mailed without postage, stamped 'T/10c' (10 centimes) and taxed 4 cents – double the deficiency (1c = 5 centimes). Note absence of a street/number in address.

Fig. 5. Back of cover indicating that Mrs. Mallek had written the letter while on board the 'Caronia' and mailed it when she went ashore in Tristan da Cunha.



me with this cover (Figs. 4 and 5) confirming that my covers are indeed Paquebot covers even though they bear Canadian airmail stamps and have no Paquebot markings. Date stamping is not required for 'Printed Matter'.

Unfortunately, the sender (Mrs. Mallek) has long since departed to happier hunting grounds and member Abe Charkow (the addressee) could not provide any information other than having to pay the four cents postage due. The Edinburgh rectangle and the year-date of the Cape Town Paquebot hand stamps, however, indicate that Mrs. Mallek must have written the letter on board the Caronia's 'Great African Cruise' which departed from New York on 12 January, 1950. When the ship arrived at Tristan da Cunha the sender posted the letter at the Edinburgh Post Office. Her letter together with other letters were placed in a mail-bag and taken back to the ship. The Caronia's next port-of-call was Cape Town – arriving there on 4 February, 1950 for a five-day stopover. After leaving Cape Town the mail was postmarked 22 February, 1950. When the ship docked at Southampton on 26 March the mail was taken to the Southampton Post Office where it was sorted and forwarded to the various destinations.

Apart from the postal history aspect of the cover in question, Tristan da Cunha turned out to be a very interesting port. When the Caronia departed Rio de Janeiro a passenger who was a dentist asked the Captain if he could go ashore at Tristan da Cunha as he wished to study the islanders' teeth. To oblige, Captain Sorrell called for more speed and on arrival anchored the ship close to shore where kelp was sucked into the condensers. Chief Engineer Horsburgh asked the Captain to take the Caronia further out. There the Caronia's bow

overhung the island shelf and when the anchors were let go they ran away into very deep water but were stopped just in time to prevent the anchor cable stowages from being ripped out.

In 1993, Dr. Arthur Slutsky, Professor of Medicine at the University of Toronto, headed a Canadian scientific expedition to Tristan da Cunha to study asthma among the inhabitants of the island where they found 30% suffered from the condition – the highest per capita incidence in the world. The island is one of three accessible only by boat and located roughly halfway between South America and the Cape of Good Hope, Africa. Most residents are descended from one English couple. Such isolation and the high degree of inbreeding created an ideal situation for genetic research.

The ship on which Mrs. Mallek was a passenger was the Caronia II – second of two sisters. She was launched by then Princess Elizabeth on 30 October, 1947 at Clydeside, Scotland. Her length was 715 feet; breadth – 91 feet; draught – 30 feet and tonnage, 34,000. She was designed to carry almost no cargo and was built for a relatively small number of wealthy passengers – around 900 in two classes when she was on the Atlantic run and 560 when cruising. Her crew of 682 averaged more than one crew member per passenger.

Because the Caronia was painted in four shades of green an American called her the 'Green Goddess' – a nickname that remained with her for the whole of her career. Her most distinguishing feature was her funnel – the largest for any ship, weighing 15 tons. The funnel was immense in size: 53 feet 9 inches long, 26 feet six inches wide and 46 feet in height. The total weight of the funnel

Continued on page 57

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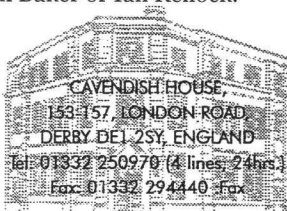
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ONE THING LEADS TO ANOTHER (PART 3)

L.F. Gillam, F.C.P.S.

It has been seen, in Whole No. 285, how in 1889 William Rennie moved from his experimental farm and ornamental gardens in Markham to Toronto. He did not sell this property. He probably left its management to a senior employee, or his eldest son Robert (who was then 27) or possibly one or other of his two younger sons, John or Thomas aged 24 and 22 respectively. These are not unwarrantable assumptions since it is known that all three played an active role in what was essentially a family business. Reference to John and Thomas has already been made, it only remains to add that, in the course of time, Thomas became President of the Company (probably on the death or retirement of his father). He also joined the Board of the Toronto Harbour Commission in 1921, finally serving as its Chairman from 1939 to 1947. John likewise played a prominent part in the business, serving for many years as Vice President. As for Robert he commanded the 3rd Battalion, Toronto Regiment when it went overseas in 1915. It was there that he was given command of the Queen's Own Regiment, serving at Ypres, Festubert and Givenchy. All this points to a highly respected, public-spirited and patriotic family well enough known in Toronto for these aspects, quite apart from the high regard in which William's nationwide reputation as a pre-eminent seed merchant was held. When the company was finally sold to Steele & Briggs and (in 1970) to McKenzie Seeds a century long chapter in the history of Canadian agriculture came to an end and a new one opened. Now since 'King Wheat' succeeded 'King Beaver' as the foundation upon which Canada's wealth and prosperity

was established, who can deny the matchless contribution that 'Rennie's Seeds' made towards that end?

William's transfer of his business to Toronto (in part) could obviously not have been a precipitate one. It can safely be assumed that before his move he had prospected Toronto and its environs in search of suitable administrative headquarters and farm to supplement his property in Markham. At that time Toronto had a population of some 150,000 to 160,000 and, after Montreal, was the second largest urban area in the Dominion. As the seat of government of Ontario and its commercial and financial centre, it acted as a magnet to ambitious and enterprising businessmen, William was certainly one of these. With the finest natural harbour on the Great Lakes and already the hub of an extensive railway system, with connections to the Dominion Capital at Ottawa, Montreal, Halifax, Boston, New York, Buffalo, Chicago, San Francisco and, thanks to the Canadian Pacific Railway, Winnipeg and Vancouver; Toronto, in today's jargon, had everything going for it and that included burgeoning industries ranging from steel rolling mills to brush, broom, soap and candle manufacturers. It was also the home of Timothy Eaton whose mail order catalogues offered everything (excluding foodstuffs) from the proverbial tincture to pre-fabricated farm barns, complete with the necessary cement for the foundations. With four stores in Toronto, agencies in London and Paris and (what was certainly exceptional) a reputation for quality and fair prices, 'Eatons' was already a household name throughout the Dominion.

It is quite feasible that Eaton inspired William Rennie to emulate his example and distribute his vegetable, cereal and flower seed price lists to former or prospective customers. Possibly the enclosure of a pre-addressed envelope (but not yet a pre-stamped one!) together with an order form was innovatory; at least it was not yet common business practice. Both Eatons and Rennie had a wide customer base. For the former, of course, the world was his oyster. In innumerable homes in Canada, be they in bustling cities or backwoods hamlets, what had previously been luxuries, unavailable in local stores, suddenly seemed to become necessities; demand was created where formerly it had not existed. This was not yet called 'consumerism'; but that is what it was, and what it still is, for better or for worse.

Nor was Rennie far behind. With seven out of ten Canadians still living in

rural communities, where farming and its subsidiary enterprises, based on the grist mill and the manufacture of agricultural implements, were still the principal sources of employment, good reliable cereal, root and other vegetable seeds were a necessity. Nor must that maid of all work, the lady in the white clapboard house with its trim little garden be forgotten. Rennie's ornamental gardens were deliberately and precisely that: 'ornamental' with a view to illustrating what could be done with 'silver bells and cockleshells'. Obviously Rennie's flower seed catalogue would seem modest in comparison with those of today. With colour printing still only on the horizon, his ornamental gardens were then possibly a unique venture into the realms of salesmanship; a further example of the imaginative and novel approach he brought to bear in his business. He was truly an entrepreneur,



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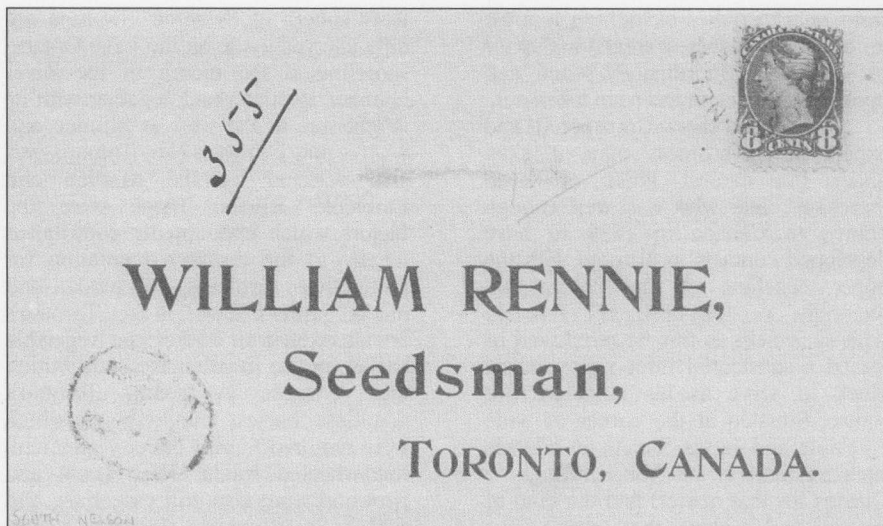


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Rennie's Toronto reply envelopes: 1896 style, earliest noted 25 March.

and there is no evidence that his great rival, the Bruce Company of Hamilton, showed similar initiative. It is a fair conclusion that among the visitors to his ornamental gardens in Markham were a good proportion of Mary Contraries whose role it was to brighten things up in towns and villages which were often dull, dreary and uninspiring. Some of them at least would have been recent immigrants, and 'home' when viewed from a distance is always regarded through rose-coloured spectacles. Those who came to Canada in the later Victorian era were still mainly of British origin and, as Rennie well knew, a flower garden, no matter how modest, halcyon springs and long hot summers were ineradicable memories, or fond hopes and aspirations. The latter were not always fulfilled, of course; but no one ever set foot in Canada without hope. Frequently immigrants were ill-prepared for the long bitter Canadian winters and short hot summers. These

aspects of the Canadian climate played no part in the propaganda of shipping lines or the immigration agency of the Canadian Ministry of the Interior. Canada was not a land flowing with milk and honey; crop failure through drought, poor or unsuitable soil, the visitation of the dreaded grain weevil or rust, and most of all, the sudden stealthy approach of Old Father Frost one night when the corn was still in ear, all these posed problems, or spelt disaster, for new-comers and old-timers alike. That Rennie's experimental farm was designed to alleviate, if not eradicate, these problems is another assumption that can confidently be made. That he brought to his work experience in husbandry, horticulture and a knowledge of botany far removed from the elementary is another bold assertion. Running an experimental farm was not for the dilettante; it also required capital in no small measure. William Rennie, therefore, was not the archetypal poor immigrant who rose

from rags to riches by pulling himself up by his bootlaces, a mixed metaphor of which I am inordinately proud, and upon which a patent has been taken out.

No, he was a shrewd, prosperous and expert farmer-business man, cloaked under the modest guise of 'seed merchant', one who was well enough known in Canada in 1889 to have developed contacts in Toronto with the upper echelons of the commercial hierarchy, or 'big-business'. Possibly with such help as this he purchased or leased a substantial three-storey office block to serve as his administrative centre. Situated at the corner of wide Adelaide and Jarvis Streets an address such as this (or on Yonge, Kings or Queens for that matter) had the kind of prestigious cachet that was once attached to the West End of London. Of greater significance, however, was Rennie's purchase of a five-acre farm on the west bank of Grenadier Pond in the

leafy suburb of Swansea. Swansea not only enjoyed a site on the Lake Ontario shoreline at the mouth of the River Humber, its hinterland, together with its neighbours to the west at Mimico and what is now known as New Toronto, was also watered by the Mimico and Etobicoke Rivers. These were the factors which undoubtedly contributed largely to the district's reputation for productive farmland, orchards and market gardens. It was, in fact, Toronto's breadbasket, fruit basket and vegetable basket, not to mention the contribution that it made to feeding Toronto's countless horses, hundreds of which were required to pull the city's ancient, four-wheeled trams. Hay, straw and firewood were also still essentials, and such bulky, ill-paying freight was little to the liking of the Grand Trunk Railway. Every day, during every daylight hour, hundreds of horse-drawn wagons crowded the 42 miles of Yonge

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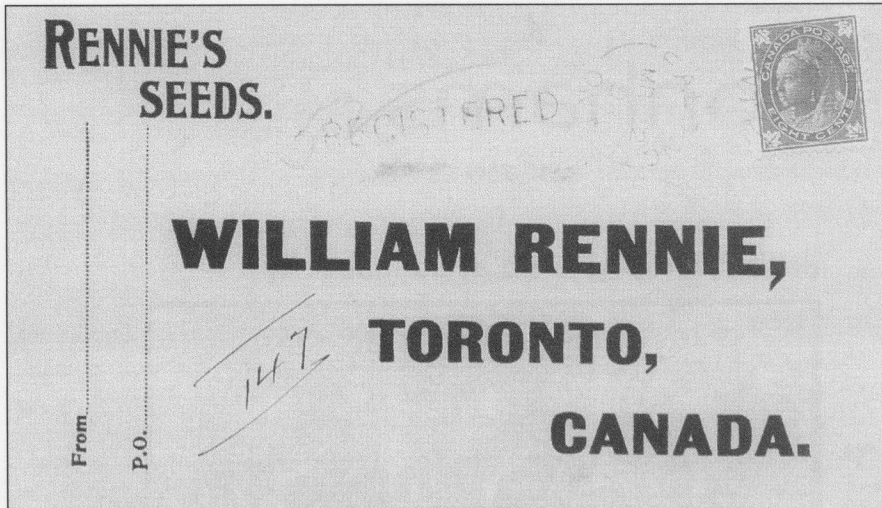
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Rennie's Toronto reply envelopes: style noted 1898 to 1900 (4 March latest).

Street between Toronto and Lake Simcoe bearing such humble but vital necessities. In winter these were replaced by sleighs driven, or rather pulled, along the hard packed snow. It is said that there were about 50 taverns along Yonge Street at this time; they too provided essential comfort and warmth at a time when that most potent brew, rye whisky, could be got by the bucketful.

This wayward diversion from the path of righteousness on the writer's part is not so irrelevant as it seems. But that is another matter and must wait another day. Here it only remains to say that in addition to his office, farms and ornamental gardens Rennie built for himself and family a brick house, that hallmark of greatness that announced that he had 'arrived'.

Tristan

continued from page 51

and machinery was 125 tons. Another trademark was her tripod mast which held the crow's-nest and the navigation lights. The skyscraping mast was 127 feet 6 inches above deck level.

This report is dedicated to Dr Susan M. Tarlo of the Toronto Western Hospital.

Readers conversant with the routing of Tristan mail to Canada are requested to notify the Editor.

I am grateful to the following:

Michael Gallagher, Corporate Communication Executive – Europe, the

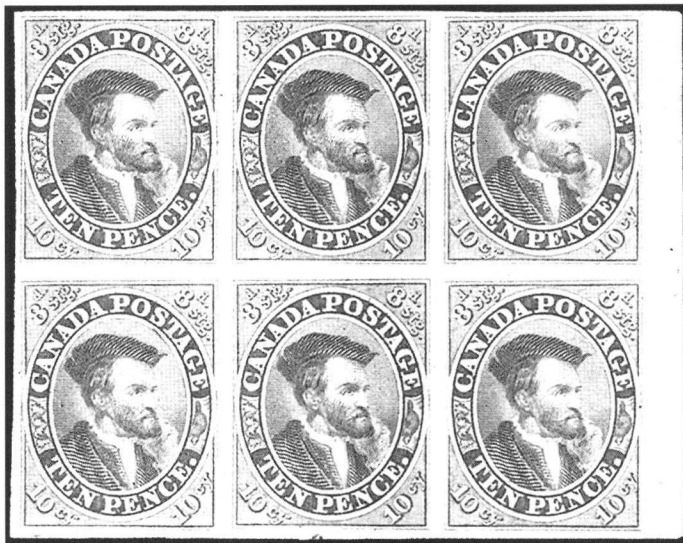
Middle East and Africa – Cunard Seabourn Limited, for drawing my attention to the incident of the runaway anchors and for the gift of the fascinating book, 'Caronia – Legacy of a Pretty Sister' and Ann Allan of the Don Mills Branch, Toronto Public Library, for teaching me how to use the Internet.

Reference:

Take a Breather, Spring, 1994. Published by The Lung Association, Metropolitan Toronto & York Region.

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STRUCK THROUGH CLOTH

L.D. (Mac) McConnell

A letter to the Editor in April 1956 (ML. Vol 6, p86) asked – Why are some postmarks struck through linen? The following issue brought an equally brief response from Hans Reiche who said: “The use of a blanket, as it is called here, for postmarks served the purpose of absorbing excessive ink from the pad to prevent smudging of the postmark.”

Since then there has been no further reference to this absorbing phenomenon.

Ten years later Stanley Cohen, in his series ‘Not so much a postage stamp’ (ML. Vol. 11, p128) illustrated, without comment, a two ring numeral postmark on a 2¢ large queen which had been well struck through cloth.

I may have misunderstood the use of the term ‘blanket’. It suggested to me something placed on the inkpad. I have never been fully convinced by the explanation given in 1956 and feel that sufficient time has elapsed to again raise the question – *Why are some postmarks struck through linen?*

The practice is not confined to Canadian postal officials. It was used occasionally even here in Britain. The explanation passed on to me by folklore

is – *labour saving.*

The struck-through-cloth cancels are readily recognised by the characteristic grille of dots imparted by the weave of the cloth. Fig. 1 shows an example on a 1¢ large queen used at Montreal.

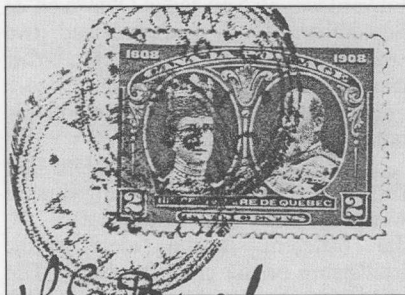
A steel faced cancelling device (hammer or grab handled) should be returned to the inking pad between every application, as each strike tends to expel ink sideways from the impact face. If not the second strike will be ‘dry’ although perhaps less smudged.

Covering the face of the handstamp with a piece of linen cloth will, however, carry over more ink but cushion the impact so creating less splatter. Result: two or more good strikes can be made from each inkpada application.

A glimpse at the workings of the Ottawa head post office in 1908 shows how it was applied. Two cards (Fig. 2)



Fig. 1 Struck through cloth.



Figs. 2a & 2b Through cloth; above is indicium 22, below 17.

had passed through this office, one on 15 August and the other on 25 September. Each was franked with Quebec stamps and each was cancelled through cloth. The card with the pair of ½¢ stamps had two strikes, one for each stamp. A good example. The other card had only one 2¢ and this had the double treatment also. The two hand stamps had different indicia, 22 in the August strike and 17 in the September one. Compare number 22 with a single bare strike of 22 from 10 February 1906, (Fig. 3).

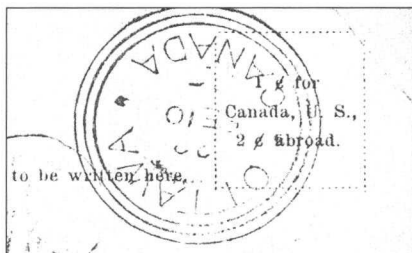


Fig. 3 Naked strike.

Another card with a single 2¢ Edward was also posted at Ottawa on 23 September, 1907, and received two strikes of a cloth covered three-ring cancel with indicium 22. This time a crease in the covering cloth is evident in both strikes. (Fig. 4).

This leads to further questions. We know that ten of these three ring cancels were supplied to the Ottawa office. Do the different indicia identify the handstamp or the clerk on duty? * Did just one handstamp have a cloth covering with indicium changed according to the clerk on duty? Over what period of time did the practice of striking through linen by covering the handstamp take place? But we digress into a study of two and three ring orb handstamps.

Perhaps some enthusiastic member will convene a Struck Through Cloth Study Circle.



Fig. 4 Used in 1907.

**Editor's note: to an idle thinker who had not queried a long-held belief that the indicium above the day/month was a 24 hour time mark this is an interesting proposition.*

KIPIEGUN

With reference to the article on the Kipiegun Post Office in the last issue, Colin Campbell's researches bore further fruit. He has sent us a photocopy of the Post Office Inspector's report on the application to establish the Kipiegun office.

The report, dated 29 February 1896, does not reproduce well but there are one or two useful snippets for postal historians. Only 18 to 20 families were to be accommodated by the office. There were no stores or places of business and the probable revenue was \$20p.a. This might account for the relative scarcity of the postmark! Also of passing interest: the name 'Wakefield' was originally chosen for the proposed office but post offices bearing that name already existed within the Dominion, so George Sutherland, the proposed postmaster, chose 'Kipiegun'.

THE MAIL SERVICE DURING THE KLONDIKE GOLD RUSH (1)

Neil Prior

Although moderate amounts of gold had been found on the Yukon River and its tributaries from around 1885, the first very large amounts were discovered on Rabbit Creek (soon to be renamed Bonanza Creek) on 16 August 1896 by three amateur prospectors, George Carmack and his Siwash Indian brothers-in-law, 'Skookum' Jim and 'Tagish' Charlie.

In June 1897, prospectors who had struck it rich left the Klondike, sailed down the Yukon River and at St Michael, at the mouth of the river, boarded two ships, the *Excelsior* and the *Portland*. The *Excelsior* docked in San Francisco on 15 July 1897; the newspaper headline 'A TON OF GOLD' was very conservative in describing the amount of gold being carried. The *Portland* arrived in Seattle two days later with over two tons of gold aboard, two items of news that started the rush.

When news of this big strike reached 'civilisation', many thousands of people, men and women, around the world started planning their trips to the Yukon. The vast majority knew little of the location, or of the hazards that would

face them on this journey into the unknown.

The main routes to the Yukon were:

1. By ship to Skagway, overland to the headwaters of the Yukon River, and downstream to Dawson.
2. By ship to St Michael, and then upstream by paddle steamer to Dawson, but this route was iced-up for many months during the Arctic winter.
3. Overland from Edmonton, and by various routes over the Rocky Mountains. These routes were very difficult, as they averaged over 2500 miles, and there were no transportation systems for most of the way.
4. The Ashcroft Trail, via the Fraser and Skeena Rivers to Telegraph Creek and Teslin Lake in northern British Columbia, and then downstream to Dawson.

This article concentrates on the first of these routes, the most used, and sometimes called the 'Poor Man's Route'.

Prospectors reached Skagway by ship, primarily from San Francisco,

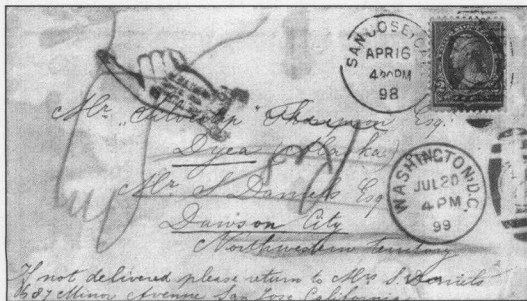


Figure 1. Envelope from San Jose, California, on 16 April 1898 to either Dyea or Dawson City. Undelivered and returned to sender in July 1899. Amongst other postmarks is, on the reverse, a DYEA datestamp of May 13 (1898). The letter does not appear to have been sent as far as Dawson.

Seattle, Vancouver and Victoria. Until the first of these ships arrived on 26 July 1897, Skagway had consisted of one cabin, with its nearest neighbour being a trading post on Dyea Inlet three miles away.

From Skagway (derived from an Indian word, 'Skagus', the home of the North Wind), prospectors hiked inland by way of Dyea and the Chilcoot Trail, or along the White Pass Trail to Lake Bennett at the headwaters of the Yukon River system, then downstream to Dawson, via White Horse, a distance of around 500 miles.

Dyea soon became a tented city and, due to the urgent need for postal facilities en route to the interior, had previously been selected by the U.S. Postal Department as a distribution post office (Figure 1), opening on 6 July 1896. Dyea was declared an official U.S. Port of Entry on 26 July 1897, but was superseded by Skagway a year later. The Post Office closed on 19 May 1902.

From Dyea, it was a twelve mile trek to Sheep Camp at the foot of the Chilcoot Pass. For many people, the Klondike Gold Rush is encapsulated by a single scene, that of a solid line of men, a human chain, trudging up the white face of a mountain. It took an average man over three months to carry his year's supply of food and equipment to the top of the Pass, a distance of around four miles, with an incline of almost 35 degrees near the top. It took six hours to climb, encumbered by a 50lb pack, which was as much as could be handled in one trip. This was left at the top, in caches, whilst the owner returned for another load (Figure 2).

From the summit, it was a few miles downhill to Lake Lindeman and the adjoining Lake Bennett. It was here that another tented city grew up, where prospectors built boats and rafts to take them down the Yukon River to Dawson. Before they could continue their journey, however, they had to wait for

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Figure 2. Caches of provisions and equipment at the top of the Chilcoot Pass 1898.



the frozen lakes and river to thaw. A Post Office was opened at Lake Bennett on 1 May 1898, and closed on 1 November 1901 (Figures 3 and 4).

Alerted by the enormous influx of prospectors, the Royal Canadian Mounted Police took over the border control at the top of the Chilcoot Pass, and turned back anyone who did not have at least a year's supply of provisions and equipment. The 'Mounties' had a great bearing on what occurred in the region for several years, being the only 'authority' present. They also took charge of the mail service, operating as postmasters in Dawson and other places.

Part of the Canadian Postmaster General's report in 1899 makes interesting reading:

'On the opening of navigation (after the ice had melted) in the spring of 1899, the Department wholly dispensed with the services of the North West Mounted Police, placing the carriage of the mails under contract ... with the Canadian Development Company. ... the contractors are during the winter season to perform a service once a week between Bennett and Dawson, and between Dawson and Bennett, and twice a week between Bennett and Atlin (in northern British Columbia), and Atlin and Bennett, for \$64,000 a year, and a service of at least semi-weekly frequency between Bennett and Dawson, Bennett and Atlin, and Atlin and Bennett during the period of navigation for \$11,000 a year.'

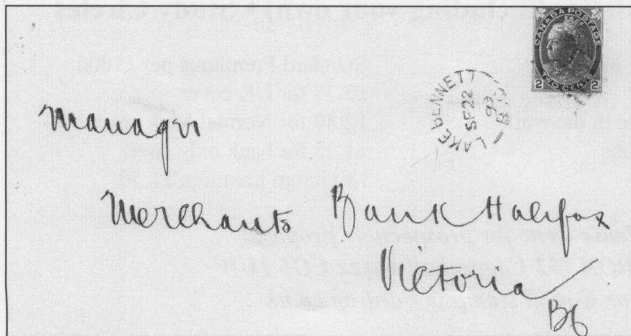


Figure 3. Envelope posted at Lake Bennett on 22 September 1898. The VICTORIA B.C. receiving stamp is dated 29 September.



Figure 4. Postcard showing the tented city at Lake Bennett, and prospectors preparing their boats to sail down to Dawson City.

From Lake Bennett, the prospectors went downstream, through Lake Lebarge (Figure 5), immortalised by Robert Service in his 15-verse poem 'The Cremation of Sam McGee' 'There are strange things done in the midnight sun By the men who toil for gold;

*The Arctic trails have their secret tales
That would make your blood run cold;
The Northern Lights have seen queer sights,
But the queerest they ever did see
Was the night on the marge of Lake
Lebarge
I cremated Sam McGee'*

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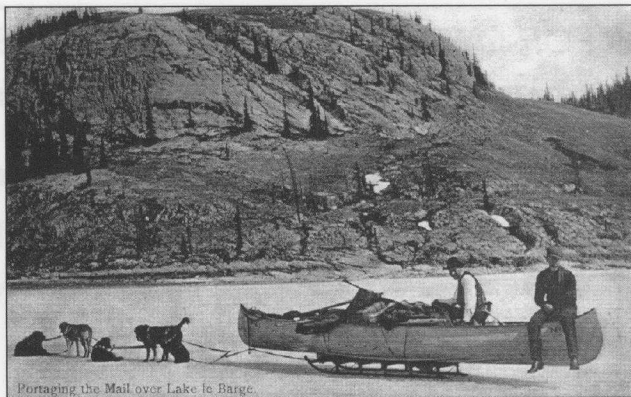
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Figure 5. Postcard showing mail being portaged across Lake Lebarge. The two gentlemen portrayed are apparently a Mr Kastner and a Mr Wheller.



Following Lake Lebarge, the prospectors had to navigate through Miles Canyon, over five miles in length, where the water was forced to a crest some five feet higher than at the banks, with a whirlpool in the centre. Over 150 craft were wrecked here in the first few days. Emerging from the Canyon, the survivors came upon a series of rapids which became known as the White Horse Rapids. It was here that the town of White Horse was established, conveniently at the head of the navigable waters of the Yukon River, and later the terminus of the White Pass and Yukon Railway, built from Skagway. A Post

Office (Figure 6) was opened in White Horse on 1 July 1900, shortly after the arrival of the railway.

From White Horse, it was a 400+ mile race downstream to their objective, Dawson City, which was situated on the east bank of the Klondike River, where it joined the Yukon River. On the opposite bank was Klondike City, also known as 'Lousetown'.

To be continued.

Footnote

This article first appeared in the Postal History Society Journal, no 302 (June 2002).

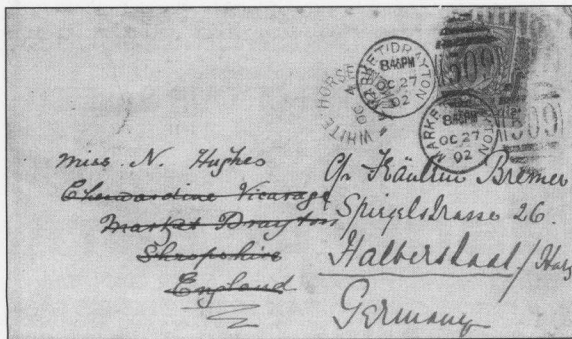


Figure 6. Envelope posted at White Horse on 4 October 1902 to Market Drayton, where an Edward VII 2½d stamp was added on top of the Canadian 2¢ stamp for redirection to Germany, where it was received on 29 October.

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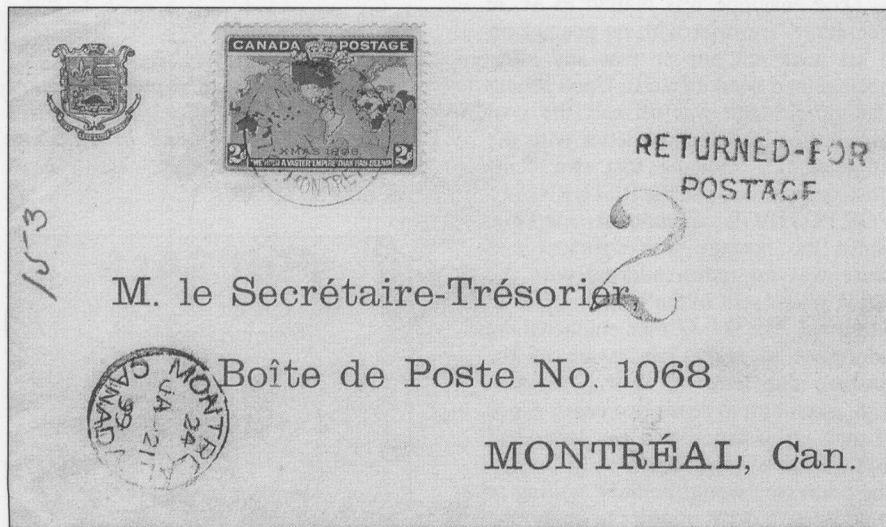
Rob Lunn

I had the great pleasure to attend the annual CPSGB convention in Dumfries this past October. To anyone who has not yet attended one of these conventions you are missing some wonderful camaraderie, some spectacular displays of Canadian philately and some very good meals and drink. It was nice to be able to put a face to the names I have read about over the years in the journal. Seeing the various displays, even a small presentation of my beloved Map Stamp, and the informative talks, got my collecting juices going again. In addition to the aforementioned features, there was also the convention auction – an excellent source to acquire stamps/ covers at below market prices.

The Yellow Peril's presentation on Postage Dues made me think about one particular cover that I had acquired a little while back. It also helped to answer some of the questions I had about the piece. Our editor reminded me that he

would like some more articles so I decided to pull out the cover and have another look at it. Closer examination of the cover shows just how interesting it is. In fact it is far more 'pretty' than many of the beautiful cachets that I have.

The cover is addressed to M. le Secrétaire-Trésorier, Boîte de Poste No. 1068, Montréal, Can. This is interesting in its own right in that you rarely see a Map cover addressed entirely in French. The really interesting things though are the postal markings that can be found on this piece. They tell an interesting story. There is a RETURNED – FOR POSTAGE directional marking, a postage due numeral '2' and two Montreal Branch Dead Letter Office (D.L.O.) cancels, one on the back and the other tying the Map stamp on the front, as well as a Montreal CDS cancel dated Jan 21, 1899. The D.L.O. cancels are dated Jan 25, 1899.





Boggs states that if a letter is undelivered and is not picked up during a three month period and after it has been advertised for six weeks then it is sent to the dead letter office.

As can be seen overleaf, the only stamp on it is the map stamp (Scott #85) and it has been tied to the envelope with the D.L.O. steel hammer (above). No other stamp appears on the cover. Therefore I suggest that the following events may have transpired.

The envelope was mailed to M. le Secrétaire-Trésorier with no postage on it (it does not appear that any other postage had been affixed). Upon seeing that no postage was affixed, the post office then stamped the letter with the numeral '2', showing that two cents postage was due, and the RETURNED - FOR POSTAGE directional marking. Since the postage was deficient and there was no return address with the letter, it was sent to the D.L.O. office in Montreal. The D.L.O. then contacted the addressee to make him aware of the postage due letter in their possession and asked him to remit two cents. Since it may be assumed that the letter had some form of payment in it; obviously, the addressee would be most willing to send the two cents in order to obtain the

letter and its contents. In fact it appears that the recipient provided payment only four days after the envelope was received at the Montreal Post Office. Upon payment of the deficient postage (two cents), the D.L.O. clerk affixed the map stamp, cancelled it with the Montreal Branch D.L.O. Canada hammer and forwarded the letter on, a pretty efficient operation.*

Attending this conference opened my eyes to many other areas of Canadian philately. It was rewarding not only for seeing the wonderful displays but also the interaction with many of the fine philatelists in our society. I am grateful to the Y.P. for exposing me to this social side of philately. If I may add to the late Geoffrey Manton's toast to the ladies at the convention, where he spoke of being 'introduced to two good looking chicks', I am also thankful to Y.P. for arranging for the two good looking 'chicks' as travelling companions to my first formal stamp conference. However, after having my wife review this article, it was pointed out that there had better be another good looking 'chick' accompanying me the next time!

**Editor's note: One wonders whether the Montreal Post Office, the P.O. Boxes and the D.L.O. were all in the same building/complex, this may have speeded things up.*

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PRINCE EDWARD ISLAND POSTMARKS, NUMERALS IN BARRED OVALS

Michael J. Salmon

James Lehr¹ identified two numerals in barred oval postmarks P114 and P118 and a similar forgery P166.



Genuine P114

P114 is a genuine mark used at Charlottetown from 1864 to at least 1872. It is very common to see all or part of the '13' in a barred oval mark on cover or stamp. It has been suggested that the '13' was due to Charlottetown being the 13th post office in the alphabetical list of post offices open in 1863/4. This, indeed, is true but it is surprising then that a whole family of instruments were not created and we would expect at least to see similar instruments for Summerside (which would have been number 83) and Georgetown (which would have been number 28).



P118 suspect

Forgery P166

No evidence for any other similar instrument to the Charlottetown '13' exists except the '165' of P118. There were only 91 post offices in total when the Charlottetown '13' was created so it is difficult to reconcile '165' with the alphabetical list theory. Recently two items have come to light. The first is an

example of the 10cent bogus stamp, created by S. Allan Taylor² and issued at the same time as the genuine cents issue, apparently cancelled with P118 (fig. 1). The other is a genuine Prince Edward Island 6 cent stamp (fig. 2) cancelled with a barred oval containing '651' (the name digits but in a different order as P118).



Fig. 1. (L) P118 on bogus 10 cent stamp.

Fig. 2. (R) 651 in barred oval (the top of the 6 is over the Queen's eye)

These two items suggest that P118 may well also be a forged postmark, possibly created by S. Alan Taylor, and that any combination of the numerals 1, 5 and 6 in a barred oval should be viewed with suspicion. It is important to note that James Lehr had never seen P118 and only repeated Tomlinson's listing.

References

1. Lehr, James C. *The Postage Stamps and Cancellations of Prince Edward Island 1814 - 1873*, BNAPS, The Unitrade Press, Toronto, 1987
2. Eckhardt, William J. *The Mystery of the Prince Edward 'Queen'*, reprinted from the *Collectors Club Philatelist* volume 27, 1949 by The Unitrade Press, Toronto 1985.



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Frank Daems is a new member and was moved by the Editor's invitation to address queries to the membership at large. The result was a long letter that raised a number of general questions; some of them provocative. The Editor has views but will refrain from airing them at this early stage. Readers need not feel so inhibited!

MORE Q's THAN A's

Frank Daems

Introduction

I'd like, at the start of my membership, to introduce myself and ask some questions (and perhaps start some debate). Hence the title of this letter: more Q(uestion)'s than A(nswer)'s. The specific questions are in italics.

Points raised here are nothing more than my personal opinion on a number of stamp/cover collecting issues. I realise that other people will have other ideas about some of the subjects that I've raised. I'd like to hear yours!

I am a stamp collector from Belgium, born 1955. I am now working for an international software house where I am the application manager for the accounting part of a software solution for the travel industry.

Collections

Ignoring my teenage years, when I was 'collecting' the new Belgian issues, which my father bought for me at the local post office, I started collecting stamps around 1990. I have been building a number of country (and postal administration) collections since then by occasionally adding new collecting areas. Currently, I am working on the following collections, all unmounted mint:

- Belgium, Luxembourg, Germany, Switzerland, Liechtenstein, Austria
- Alderney, Guernsey, Jersey, Isle of Man
- UNO Geneva, UNO Vienna, UNO New York
- Australia, New Zealand, Canada

- A thematic collection, 'Transport on Rails' for European countries only.

Understandably, most of these collections are far from complete. I prefer not to add items to my collections, which are not up to my defined standards, i.e. I prefer to have an empty space in the collection rather than fill it with a stamp of poor quality.

I have been buying stamps for my collections from shops, dealers at stamp fairs, and via stamp auctions (both postal and via the Internet). Adding stamps to the collections was a pretty straightforward thing: get a catalogue and flag the stamps already in the collections. Purchase decisions were based upon the comparison of the catalogue value and of the seller's price.

Collecting covers

A few years ago I became interested in collecting covers. This, however, is where problems began (for me). I lost the guidance of a catalogue (whether general or specialised) and felt quite uncomfortable without one.

My first steps into postal history collecting concerned postage due covers. Between 2000 and early 2001 I bought a number of covers, containing postage due stamps and/or markings, whatever the country of origin or destination. I have not added one cover to this collection since early 2001 for a number of reasons. *Q: How does one define the value of a cover? What factors might be of influence (route, destination, special markings, normal stamps on cover,*

presence of postage due stamps, other)? How do you define the price? On what basis do you decide to buy a cover? When do you consider a cover to be similar to one that already is part of your collection? Where does it stop?

At the end of the year 2001, I began collecting first flight covers. However, this time I first went looking for reference books and catalogues (back to the old habit). I bought myself the Eustis catalogue for Australian FFC's, the AAMS catalogue for Canadian FFC's, and the three-volume handbook from the New Zealand Airmail Society. With the latter, again, I'm facing one of the problems that are mentioned above. I now know the New Zealand FFC covers that exist, but there's no indication of value.

Sellers

Why am I focusing on value ... because of the attitude of (most) dealers at stamp shows. I feel that they primarily focus on getting as much immediate profit as they possibly can. They do not consider enough the relationship that they can build with their buyers. If I'm happy about a purchase I made at a given dealer, then I'll visit that dealer again afterwards (and if I'm not, then I will not do so). *Q: What's your opinion? Have you built a good relationship with one or more dealers? Do you trust them?*

I have built a very good relationship with a local Belgian dealer. We have reached the point where I don't even ask for the price of an item that I want to purchase. I'm sure that whatever the dealer will ask me to pay for it will be the right price (and will usually be less than what he will be asking for that same item to a less frequent customer than I am). The same trust applies in reverse, as I can go home with one of his stock books (of recent stamps) and pick

the stamps I can use for my collections. Prepare a simple list of the items that I took from the stock book is all I need to do (and pay for the items, of course). I'm convinced that the dealer will not regret the seller/buyer relationship that we have, as I've been a pretty regular customer for the past 12 years.

Thinking back to the time when I was looking for postage due related covers, when I was going through the stock of some dealers at stamp shows (and I don't mean the 50p or £1 boxes here) or when looking at covers being offered in Internet auctions, I could not get rid of the idea that the covers were offered at a (seriously) inflated price. I do realise that stamp dealers need to make their living out of selling the material they bought.

I still remember something a potential buyer was saying to a stamp dealer during the Stamp Show 2000 held at Earl's Court. The words must have been close to "I don't care what you are asking for this and how scarce you say it is as what is important here is what it is worth to me". Perhaps I should have asked that (female) collector how she valued a cover. It would have helped me very much afterwards.

Another thing I still remember happened during my visit to the Autumn Stampex 2000 show. I realised – too late however – that a dealer, from whom I bought a number of postage due covers, apparently seemed to expect me to try to bargain on the total price. I did not do so, so surely I must have paid too much for them. *Q: Do you try to bargain on the cover prices at stamp shows? Should one always try to bargain?*

No catalogue

Another issue that I'd like to mention, is the fact that market prices usually tend to be higher whenever a catalogue is

missing for a given collecting area, compared to when such a catalogue exists. As an example I can offer the plate proofs for Belgian railways stamps (which I collect). Previously, buyers could easily pay some 12 to 16 thousand (old) Belgian Francs (1 GBP is approx. 64 BEF) for such a proof. In 2001 however a catalogue of Belgian proofs was issued, and those same railway proofs (now with catalogue values between 100 and 200 euro – 1 GBP is approx. 1.6 EUR) nowadays get sold at auctions for their starting prices. The last proof I bought cost me a 'mere' 80 euro + auction costs (catalogue value of 200 euro). *Q: Do you see any way to prevent such high prices to be asked for collecting areas for which no catalogue exists? Should I conclude that the absence of a stamp catalogue is not to the advantage of the collector (buyer)?*

Stamp shows

Not so long ago, I read a posting on the 'rec.collecting.stamps.discuss' newsgroup on the Internet, in which the poster made a statement concerning stamp shows. The conclusion was, more or less, that they should be considered a get together of stamp dealers showing off (and showing the other dealers) the treasures they have for sale.

When walking past some of the stands at a stamp show (e.g. The Stamp Show 2000 or Spring/Autumn Stampex), I can see stands where a limited number of covers are spread – one next to the other – over the full surface of the display area and all covered by glass. I also noticed that these stands hardly get any visitors (with the exception of the 'next door' dealer perhaps, who's as bored because of not having anything else to do either). *Q: Do such dealers really expect to sell their 'gems' at a stamp show? If not, why are they there?*

Is it because the other dealers are there, so they are expected to be there also?

On other occasions I've noticed that stamp dealers simply chase possible visitors away! I've had that experience, again at the latest Autumn Stampex. One dealer clearly did not want me to take a look at the items he had for sale, stuffed a business card into my hand and told me to visit his Internet web site for things that perhaps might interest me. Oh yes, that dealer asked me what I was interested in, but if you've read this piece so far then you'll easily understand that I'm not able to tell that to someone in just a few words. *Q: Did it happen to you? Does one's face need to be known to a dealer before one is considered a serious buyer?*

When going to a stamp show I like to look at what's offered – whatever the collecting area is – and decide whether it would be useful for one of my collections.

On the other hand, I also remember a Canadian stamp dealer saying to one of his colleagues, during Stamp Show 2000, that visitor attendance at that time was very low, nothing's happening and they're not selling (enough). Bottom line: chasing visitors away but on the other hand complaining that there's not very much going on at a given show sounds like quite contrary conduct to me. *Q: Any thoughts on this?*

One more collection

Very recently, I started collecting Canadian RPO's, but not prior to the purchase of the Ludlow catalogue (including the two supplements). Though rarity factors already have a certain meaning, I am again stuck with the same question. *Q: How do you translate the rarity factor into a currency value, e.g. a factor between 0 and 50 should not cost more than x GBP?*

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Having started a number of 'new' collections (postage dues, ffc's, rpo's), I am also questioning whether there's any chance of getting a decent collection together. What I mean is that most 'collectable' items that were on the market, will surely have made it into someone's collection by now. *Q: Do you consider it still possible to build a new collection from scratch? In your opinion, should one try to acquire an existing collection and expand it? Are such collections regularly available on the market, and at what price, as obviously I don't have the funds to buy myself a 'Gold Medal' collection?*

Related to this, I'd like to mention the following. During Stamp Show 2000 I attended the meeting, which was held back then by the New Zealand Society of Great Britain. One of the speakers at the meeting was the late Mr. Samuel, President of the RPSNZ. When giving a display he mentioned that an item was known to exist only twice: once in his own collection and once in another collection which was on display during the show.

If I were a seller and held a scarce item in my stock, on encountering an interested collector, would I sell it cheap or ask for a higher price ... Have a guess on this one. *Q: Notwithstanding the fact that we're not all creating collections containing super-scarce material, do you consider it still possible to create a collection which would easily find its place in the Court of Honour of a stamp show (either regional, national or international)? Or have the scarce(r) items all found their way into existing collections?*

Information

Why did I join (mostly overseas) stamp societies? Because I am constantly in search of information that would help

me to build my collections. This certainly has become the case, since I started collecting covers. I am a member of the following societies: American Philatelic Society (APS), American Topical Association (ATA), Royal Philatelic Society of New Zealand (RPSNZ), Royal Philatelic Society of Canada (RPSC), British Society of Australian Philately (BSAP), and now also of the CPSGB. I'm a member of some local Belgian stamp clubs also, but the information which is contained in their periodicals is in no way comparable with the information from the (for me) overseas periodicals.

I must admit that I have been a non-active member for all above Societies for years now (with the exception of a few information emails sent to the RPSNZ), and am convinced that I'm not the only one. However, I'd like to gain additional expertise in the areas for which I'm building a collection, and therefore intend to regularly (or at least occasionally) send in a number of questions concerning my Canada related collections (FFC and RPO; I think I'll forget about postage dues for now). I do realise that most (probably all) these questions will seem to concern basics to the advanced collector. I'm sure that specialists like Mr. Winthrop Boggs and Mr. Lewis Ludlow didn't know it all from the very beginning either (and please note that I am not expecting or even seeking to reach the same level of expertise as these persons have).

I'll be glad to hear/read your comments on the issues which I have raised here. I can be contacted by email at frank@frankdaems.com but obviously I think it would be better to send your reactions to the Editor for inclusion in 'Maple Leaves'. Interested parties are invited to log on to my web site at <http://www.frankdaems.com>

BOOK REVIEW

B.N.A.P.S. Series

'The Half Cent Small Queen Issue of 1882-1897'

164 pages, approx A4 size. Price £24.50 + p&p

The gold medal exhibit by Herb McNaught is the 27th in the series of volumes recording exhibits shown at the annual BNAPS conventions to be published, but is the first to be produced by Auxano Philatelic Services Inc. The only previous volume seen by your reviewer is that of the 'Registration Markings & Registered Letter Stamps' of the 'Lussey' exhibit. This new book is a much more expensively produced item, which is reflected in the price, all the pages being in full colour. Auxano are to be commended on the step that has been taken, ably assisted by Mike Street who provided the scans and, in particular, to Richard Wagner who did the colour matching. Shades of this black stamp are actually distinguishable in the publication.

I do, however, have one or two reservations about the production. Spiral bound, the front cover is a quality laminate; the back cover is just ordinary paper – a case of spoiling the ship for a ha'porth of tar. In view of its price, surely a few coppers extra could have been spent on using the same material for the back as for the front. Second, on pages 14 and 15, complete right and left panes are illustrated. To my mind it would have had even more impact if the right hand pane had been shown on the right, i.e. page 15, instead of page 14 on which the left hand pane should have been shown. One would have thus got a proper impression of how the full sheet looked after printing and before separation. It is a fact that on the plate

'1' was incised on the left and '2' on the right; when printed the numbers and panes are reversed. I know the editors thought about this but decided to leave the pages as shown in the exhibit which in my view is a pity. A little editor's discretion would have enhanced the pages. The exhibitor also has the habit of referring to 'Plate 1 right pane' or 'Plate 2 left pane'. It is even more confusing when 'left pane Plate 1' is mentioned, and 'right pane Plate 2'. There was only ONE plate printed, the right hand pane had a reversed '1' above the top imprint, and the left a reversed '2'. That's it.

As to the general content itself, the exhibit, as one might expect, is very full, commencing with a small die proof (it would have been nice to see the only known large die proof in this collection, but one can't have everything), and a range of plate proofs and imperforates. Then an impressive though somewhat duplicated array of the printed stamps, offsets, misperfs, and imperfs between vertically, though here I am afraid the exhibitor's explanation for how the latter occurred is mistaken. However it is made up for by having the only known copy of a half-cent with a stitch watermark with a correct explanation of how that phenomenon arose. This is followed by examples of the various cancellations to be found on it, and then over 100 pages of the stamp on cover by itself and in combination.

Surprisingly what is missing is any reference to the major re-entry from the right hand pane, row 5/10, nor is there any attempt to show the progress of the plate before and after repair, and there is no example of a vertical pair, horizontally imperf between. The

Continued on page 88

LETTERS TO THE EDITOR

Michael Sefi*,

THE ROYAL COLLECTION

With reference to Richard Thompson's enquiry (ML 284) concerning Canadian proofs, as described by Sir John Wilson in his book on the Royal Collection, I would comment as follows:

A number of the proofs described in the orange/orange yellow shade are speculated in Sir John Wilson's book as being from 1864; for what purpose they were done might you know? After all it was five years after the currency change. Be that as it may, see later on the colour/shade question.

It is difficult to tell the difference between a very thin wove paper and Indian paper; I tend to distinguish on the roughness or otherwise of the surface, the Indian being somewhat rougher to take up recess printing better, and the individual value comments flow from that observation:

3d USC 1TC vi

I agree Sir John Wilson's view that the proof in the Collection is on a very thin wove paper.

6d USC 2TC v

Ditto.

7½d USC 9TC iii

This proof is stuck on card, and could just possibly be Indian paper, though I tend to prefer wove.

½d USC 8TC i

As for 6d above.

All of these are much the same shade; all appear to be on the same paper which is thin wove paper in my opinion (except in the case of the 7½d which I can't determine on thickness as it is stuck on card) and marginally thicker in contrast, say, to the ½d plate proof in black, which is said by Wilson to be on Indian paper and which indeed has a slightly rougher surface feel to it.

As to shade, apart from the 3d, which Wilson describes as orange yellow, with which I agree, all the others he describes as orange, with which in a number of cases I do not agree! All four of the pence values listed above I would describe as orange yellow and all much of a muchness, with minor variations which one would expect from separate printings.

Turning to the cents issues, I comment as follows:

17 cts M&P 19TC 2

I think this is on Indian paper – it has a slightly rougher surface feel, and is very thin.

1 ct M&P 14P3 S

Although Wilson lists a plate proof o/p Specimen, I don't quite understand the reference which appears to be non-standard. I suspect it is a printing error. Anyway, there is no proof such as is suggested in the Collection that I can identify.

Reverting to the shades question, as I mention, apart from the 3d, described as orange yellow, all the values for which a proof exists in or around that shade are described as orange. However, there are variations in the Collection and I list them as follows:

3d orange yellow

6d not orange, a bit yellower than 3d

10d bit more orange than 6d, more like 3d

7½d similar to 6d

½d ditto

1ct orange

5cts as for ½d

10cts between 1¢ & ½d

12½cts ditto

17cts as for 1ct

Obviously I cannot comment of Mr Thompson's suspicions, I can only go on what I see!



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**Editor's note:*

Mr Sefi, as Deputy Keeper of the Royal Collection, kindly responded to Richard's enquiry and we felt his comments would be of interest to a number of members.

Lionel Gillam,

CANADA'S FIRST STAMP

Unitrade, Scott and Stanley Gibbons can relax. Canada's first stamp was Sandford Fleming's threepenny Beaver, issued on laid paper on 23 April, 1851. Mr. Kelly's stamp (sic) of New Carlisle, P.Q. was a 'filatelic' folly printed straight on to an envelope. No one living has ever seen it, no one knows who has it, no one would now even guarantee that it still exists.

Mr. Verge's 'stamp' is a railway postmark, used on the Quebec & Richmond Railway which was incorporated in 1850 and opened for traffic in November, 1854. The line was built by Messrs Peto, Brassey, Betts & Jackson, the famous railway contractors who also built the Grand Trunk Railway and the Victoria Bridge over the St. Lawrence. The line was 96 miles long and ran from Point Levi (Levis) to Richmond, P.Q. or Lower Canada as it then was. Mail from the Quebec P.O. was ferried across because the Quebec Bridge was not opened (after collapsing twice) until 3 December, 1917.

The postmark illustrated on page 33 of ML 287 first made its appearance in Mekeel's in 1892 (allegedly as a 'stamp') and made what I hoped would be its final appearance (as a 'stamp') in an issue of the STAMP MAGAZINE back in the 1950s.

The postmark was ordered by Gilbert Griffin (Secretary to the PMG), early in 1854, from John Francis of Clerkenwell, London. Francis was then the official contractor to the British P.O.

for the manufacture of handstamps. For some reason or other (probably a question of finance) he lost the contract to D.G. Berri in 1855 who made his 'stamps' smaller and therefore cheaper. The early 'split ring' postmarks are typical of his work.

Boggs published an appendix to his chef d'oeuvre. This is invaluable for postal historians, since it reproduces many of the requisitions for postmarking equipment and obliterators, which Griffin wrote out in his own fair hand.

Mr. Verge's 'stamp' was probably used by a Mr. Degaspe, the P.O. guard or conductor (later called 'mail clerk') in 1855 since immediately after the line was opened in November, 1854 it closed down. There was snow on the line! That is a phenomenon all too familiar to Canadians. They measure their snow in feet and still manage to keep their trains running. There is a subliminal message here to the twenty-odd privatised British Railways. I don't suppose they will get the message (subliminal or not).

The Yellow Peril,

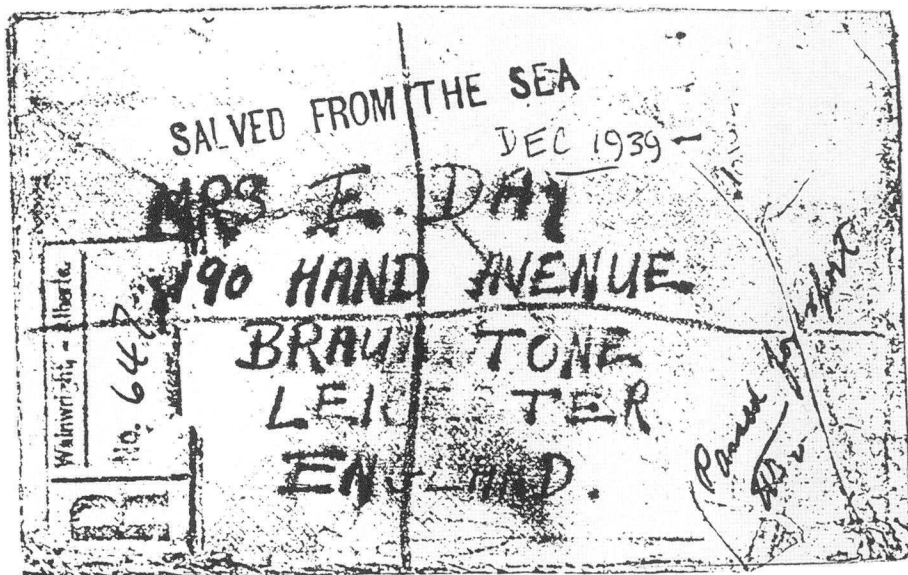
WHAT SHIP?

The timing of the editorial in the October 2002 issue of Maple Leaves couldn't be better. My copy arrived at precisely the moment I had exhausted all my leads to finding the answer to the cover illustrated overleaf.

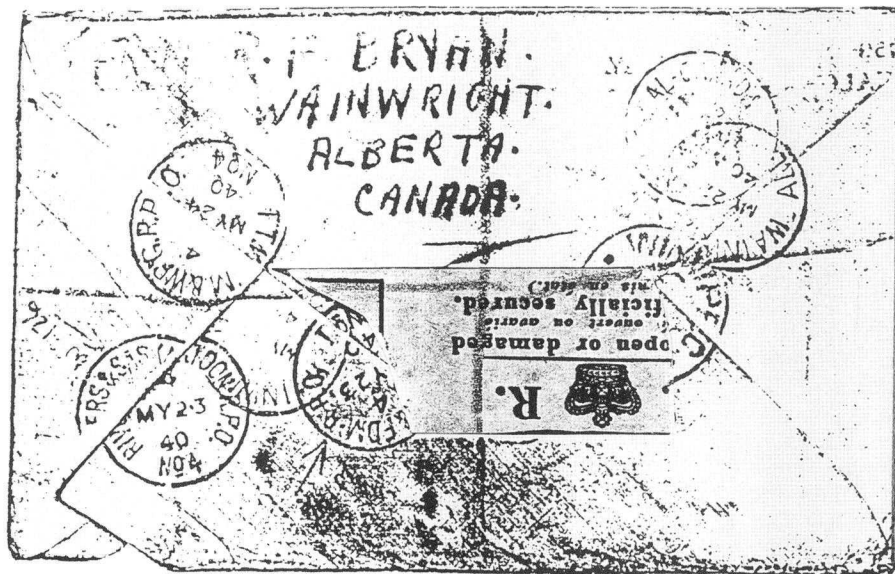
The cover originated at Wainwright, Alberta on 22 May, 1940.

The following day, it was transferred to the Saskatoon, Wainwright & Edmonton R.P.O. car on eastbound C.N.R. train #4 and received a transit backstamp, W-146 (Hammer 1), SASK. WAIN. & EDM. R.P.O. / No. 1, 4, MY 23, 40.

When the letter reached Saskatoon, Saskatchewan, it was transferred to the Rivers & Saskatoon R.P.O. car, still



Registered Letter No. 647 was posted at Wainwright, AB on 22 May, 1940.



Back of cover with British 'FOUND DAMAGED AND OFFICIALLY SEALED' PO tape.

travelling on eastbound C.N.R. train #4 and received a second transit backstamp, W-126 (Hammer 4), RIVERS & SASKATOON R.P.O. / No. 4, 4, MY 23, 40. The R.P.O. clerk placed the letter in a sealed bag for Winnipeg.

Upon arrival at Winnipeg, it received another transit backstamp and was transferred to the Fort William & Winnipeg R.P.O. car on eastbound C.P.R. train #4 and received another transit backstamp, O-76 (Hammer 4) FT. WM. & WPG. R.P.O. / No. 4, 4, MY 24, 40. The R.P.O. clerk placed the letter in a sealed bag for Montreal.

The sealed bag was probably transferred at North Bay, to an eastbound C.P.R. train for Montreal. Upon arrival in Montreal on May 25, the cover received its final Canadian transit marking and was transferred to a sealed bag for England. Given the time of year, the sealed bag was placed on a ship at Montreal or possibly Quebec.

The big question is, 'What was the name of the ship from which this letter was salvaged?' Once this information is given, the rest of the story could be told.

I hope that in the not too distant future I shall have the pleasure of

thanking someone for responding to this letter – just as I am, here and now, thanking Ross Gray of Lindsay, Ontario for providing details of the salvaged registered letter's train trip from Wainwright to the port of embarkation and Susan So for the illustrations.

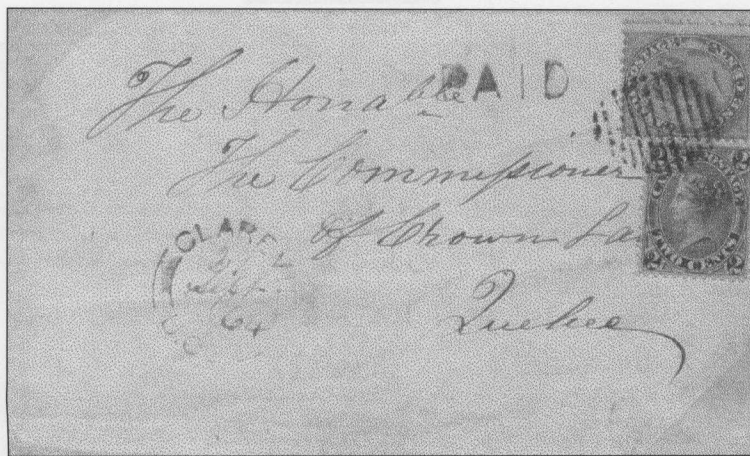
Jim Bissett,

RATING PROBLEM

Can any member help me to understand the rating on the cover illustrated below? It is from Clareville/UC to Quebec, dated 29 September 1864 and has an 1859 1¢ and 1864 2¢ stamp neatly tied to the cover. It is obviously not an overpayment for the 1¢ or 2¢ rates current at that time; nor an underpayment for the normal domestic rate of 5¢ since there is a red 'PAID' stamped alongside. Also there is no space on the cover for a stamp to have been removed or fallen off.

The fact that the post master thought it necessary to stamp 'PAID' alongside the stamps perhaps indicated that it was a legitimate but unusual rate.

The cover is addressed to 'The Honorable the Commissioner of Crown Lands'* and it has been suggested that



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the cover is registered with free postage. However this does not seem to be correct since the domestic registration rate at that time was 2 cents.

The cover has a BPA certificate stating that it is genuine.

I should be grateful for any explanation.

**Editor's Note:*

Letters to the Commissioner of Crown Lands were carried free of charge by the P.O. at the time. This does not help us, as implied above, and there is no guarantee that the sender was aware of the concession.

Bill Pekonen,

'M' FOR MORNING?

Can anyone confirm the 'M' initial at the bottom of the FREE frank marking (18 JA 18/1837) illustrated below? Manuscript date is '1837 / January Seventeen.' The left leg of the letter is weakly inked as is the left downward sloping angle. It is definitely an 'M' and

not an 'N' as shown in a number of other illustrations.

Both George Brummel, in his 1936 book on FREE cancels, and J.W. Lovegrove in *Herewith My Frank* list a cross, the letters 'E', 'N' and 'O', but no mention is made of the letter 'M'.

The letter 'O' did not mean 'official', as one might believe. Instead, it was assigned to the secret office of the posts. (Lovegrove, Second edition, pg. 101.)

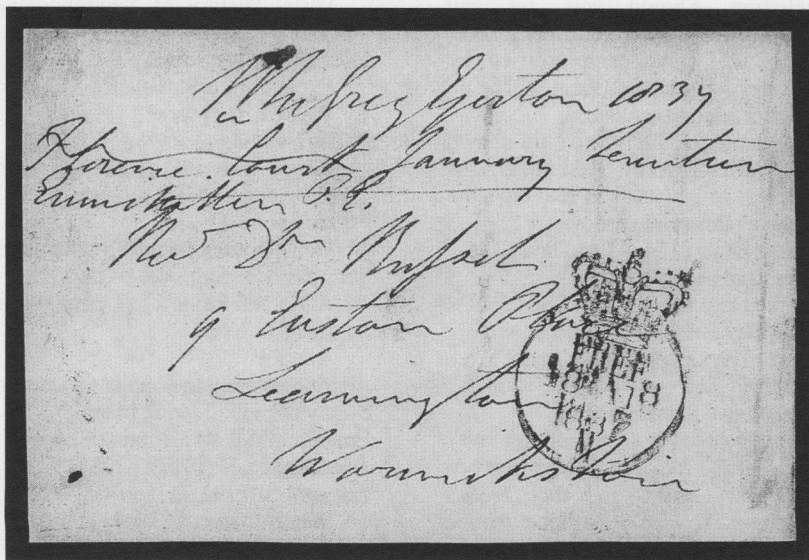
Lovegrove speculates that the letters were used as a time code with 'E' meaning evening and 'N' night. If that is the case, does 'M' mean morning? Do other examples exist elsewhere?

Lionel Gillam,

COL. THOMAS TALBOT

This letter is by way of a warning to members. I have been taken to task for wishing a large family (ML283, pp218/9) upon Colonel Talbot when, in fact, he was a bachelor. When you write naughty

Continued on page 87



SOCIETY NEWS

From the President

You are all aware now that the 2003 Convention will be at Porthcawl, South Wales from 10 to 13 September. Accompanying this issue of 'Maple Leaves' you will find a booking form and those who are planning to attend are encouraged to complete the necessary paperwork at an early date. Even if you have already informed me of your intention to attend it is necessary to forward the written confirmation. I have a block booking at the 'Seabank' that will be held until 31 July, thereafter if a late booking is received I shall endeavour to accommodate the request but this will depend on room availability.

It will be necessary to supply your credit card details on the booking form, as a notional deposit of £40 per person will be required. Payment will not be processed in advance of your attendance at Convention, it will only be debited if you fail to give due notice of any cancellation. Should you, for any reason, need to cancel your attendance, as long as I have been notified by Wednesday 3 September there will be no penalty for such cancellation.

The rates for attendance are shown on the booking form. Additionally, if your stay is to be less than four days the applicable rates are as follows:

1. Three Days £184 Two Days £126
 One Day £89
- *2. Three Days £164 Two Days £116
 One Day £69
- *3. Three Days £164 Two Days £116
 One Day £69

*Based on two people sharing.

Also enclosed is a competition entry form. Please make every effort to submit an entry to this year's competition. It would be nice to see some new faces running away with the

silverware but equally it is always a pleasure to see entries from our stalwart members. Sixteen pages are all that is required; give it some thought.

The programme is taking shape and provisionally can be outlined as follows:

Wednesday Evening

Special Delivery and Express Mail of Canada – John Gatecliff

Thursday Morning

Members up to 16 sheets display and talk. Would everyone try and bring something along.

Thursday Afternoon

Excursion to Tredegar House Newport.

Thursday Evening

Yukon – The Klondike Goldrush – Neil Prior

Thursday Evening

The History of Porthcawl. Talk and slides. Ladies

Friday Morning

Postal History of Newfoundland – John Croker

Friday Afternoon

Excursion to St. Fagan's Museum of Welsh Life

Friday Evening

Prince Edward Island – Martyn Cusworth & Mike Salmon

Friday Evening

Dolls Houses – Freda Stalker. Ladies

Saturday Morning

AGM and Review of Competitions

Saturday 12 Noon

Auction

Anyone wishing to contact me can do so by any of the following means:

Email: colindlewis@hotmail.com

Telephone: x44 (0)1792 206518

Fax: x44 (0)1792 537569

Wendy and I look forward to welcoming you all to Porthcawl.

From the Secretary

Please note that my address is now: Flat 12 Milchester House, Staveley Road, Meads, Eastbourne, East Sussex BN20 7JX. Telephone: 01323 438964. Mail is being forwarded from the Bexhill address, so should reach me.

In listing the trophy winners at Convention 2002 reference to the Aikens Trophy was omitted. Apologies to the joint winners Martyn Cusworth and Mike Salmon.

I have been asked to remind all members, when writing to another member for specialist or other assistance (which is usually generously given) to enclose, wherever possible, the postage for the desired reply.

I have some 2003 A.B.P.S. membership cards. If any U.K. member would like one, please let me know.

Annual General Meeting

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting to be held at the Seabank Hotel, Porthcawl, on Saturday 13 September 2003, commencing 0900. In accordance with Rule 18, nominations are sought for the President, Vice President, Secretary, Treasurer.

Nominations, and any proposed amendments to the Rules, should be sent to the Secretary before 13 May 2003.

Fellowship

Members of the Society are eligible for election as Fellows for:

Outstanding research in the Postal History and/or Philately of British North America; or

Outstanding service in the advancement of the interests of the Society.

Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship Rule no. 2. Such nominations must be on a prescribed form, which is available from

the Secretary, and must be submitted to the Secretary by 13 July 2003.

Founder's Trophy

The Trophy, which shall be awarded only to members of the Society, is awarded for work considered by the Judging Committee to be the best subject of ORIGINAL or INTENSIVE RESEARCH in any branch of British North American Philately.

A nomination for the Award, which must be proposed and seconded, may be submitted in writing to the Secretary by 13 July 2003.

Exchange Packet – important

As indicated in the last issue, another loss of a Packet in the post has resulted in a massive rise in insurance cost. Apparently other societies have suffered as we have so the rise is applicable throughout the insurance industry and affects all societies using the Post Office for 'passing the Packet'.

In the light of the success of 'Covermart', and for a trial period, it is proposed to run the Exchange Packet on the same lines as Covermart whereby photocopies of stamps for sale are circulated. The new arrangement is effective from 1 April and the following procedure will operate on an experimental basis:

Vendors to mount stamps on A4 sheets.

Each stamp/block on the sheet to be numbered from one upwards, priced and identified by SG number (and shade/colour if necessary), together with description of any points not apparent from the photocopy e.g. thins, unmounted etc.

Each sheet should carry the vendor's name on the back.

Sheet(s) should then be sent to the packet Secretary in the usual way, together with a photocopy of each sheet.

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April 2003

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Squared Circle Cancellations, 5th edn.	BNAPS	£24.50
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Slogan Postal Markings 1912-1953		£6.00
Yukon Airways	Topping	£9.00
Major Toop Canadian Military Postal History	Narbonne	£20.00
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The packet Secretary will circulate the photocopies, having given each sheet in the Packet an identifying letter.

Recipients should order required items from the Packet Secretary by quoting sheet letter and stamp number and enclosing the total cost, including postage.

Having placed the order, the purchaser should mark such items as 'sold' on the photocopy and pass the Packet on to the next member as quickly as possible.

It is hoped that, generally speaking, the cost of photocopying will be offset by the saving in postage on forwarding the Packet to the next circuit member. Instead of members having to accumulate enough material to fill a booklet it will be possible to send in as little as one sheet.

Forthcoming Events

2003

April 12 Scottish Group, Annandale Arms Hotel, Moffat

May 3/4 ORAPEX 2003, RA Centre, 2451 Riverside Drive, Ottawa

May 30-Jun 1 ROYAL 2003 ROYALE, Hanover, Ottawa

Jun 28 MIDPEX, Coventry

Aug 10 Wales & SW Group, Portishead*
Sep 10-13 CPS Convention, Porthcawl
Sep 17-21 Autumn Stampex, Islington, London

Sep 25-27 BNAPEX, London Hilton, London, Ontario

Oct 4-13 Bangkok 03, Thailand

Oct 30-Nov 1 Philatex, Horticultural Hall, London

2004

Feb 25-29 Stampex, Islington, London

May 21-30 Barcelona 04, Spain

May 28-30 ROYAL 2004 ROYALE, Halifax N.S.

Sep 3-5 BNAPEX, Hunt Club, Baltimore, MD, USA

Sep 15-19 Stampex, Islington, London

Sep 22-25 CPS Convention, George Hotel, Crawley

2005

May 27-29 ROYAL 2005 ROYALE, London, Ontario

Sep 2-4 BNAPEX, Fantasyland Hotel, Edmonton, AB, Canada

Sep 21-24 CPS Convention, Renfrew

*For details contact Neil Prior on 01656 740520.

Letters continued from page 83

things like that in ML you may be sure that your sins will find you out!

Bachelors, whether confirmed or not, even if they are rather eccentric (which Thomas certainly was), are not necessarily celibate.

I don't know how long people have to be dead before you can safely draw attention to the fact that they had feet of clay. Judging by what is written today of fallen idols I should say that, like Scrooge's partner, Marley, they just have to be dead, preferably 'dead as a doornail'.

When the Great and the Good are alive and aspersions are cast upon their characters (in print), editors (mark the word!) can be accused of publishing obscene libels. Ignorant hacks are not

expected to be able to distinguish the finer points of the law. Today they are not even expected to check their facts first before they put their pens to paper.

It is a well known fact that Thomas had an extensive family of brothers, sisters, nephews and nieces. Granted (by Governor Simcoe) large tracts of land between the Niagara and Detroit Rivers, allegedly for service during the late Napoleonic War, he duly parcelled it out to his male relatives. This, of course, would not be politically correct today. And I was certainly not correct when, knowing that he had a large family, I assumed he was responsible for it in a manner that I will not dilate upon.

Even Homer (not to mention Shakespeare) nodded at times.

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 2002/03

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J.M. Wright, 2 Normandale House, Normandale, Bexhill-on-Sea, E. Sussex TN39 3NZ

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N.J.A. Hillson, F.C.P.S., Westerlea, 5 Annanhill, Annan, Dumfriesshire, DG12 6TN

Editor:

AMENDMENTS TO MEMBERSHIP to 21 February, 2003

New members

- 2852 Atkinson, John 20 Sedbergh Drive, Kendal, Cumbria, LA9 6BJ. C
2853 Tremblay, Dr Michael Springfield, Maltman's Hill, Smarden,
Kent, TN27 8RF B, CR-CS, CG, Per, O, RLS, PD
2854 Glaze, David E. 45 Bottrell's Lane, Chalfont St Giles,
Bucks, HP8 4EY BS, FF, RPO, C
2855 Spencer, Peter, T. 2030 Brock Fourth Line, RR4, Sunderland,
ON, Canada, L0C 1H0 B, C

Deceased

- 1453 Peatman, A.N.

Resigned

- 2552 Kettlewood, B. 2671 Hulland, R.J. 2744 Davis, J.
2754 Sendbuehler, J. 2820 Steele, D.

Removed for non-payment of dues

- 2686 Anderson-Brown, M.A.

Change of Address

- 2301 Felton, J. Box 128, Tiffin, Ohio 44883, USA
2601 Michel, S.C. PO Box 11115, Station H, Ottawa, ON, Canada, K2H 7T8
2488 Kaye, D.B. 17131 Coral Beach Rd., Winfield, BC, Canada, V4V 1B9
2106 Parama, R. 5511 Grosvenor Square, Houston, Texas 77069, USA
1999 Wright, J.M. 12 Milchester House, Staveley Rd., Meads, Eastbourne, E. Sussex,
BN20 7JX
1281 Maresch, W.H.P. 5th Floor, 6075 Yonge St., Toronto, ON, Canada, M2M 3W2

Amendment to Handbook

- 1135 Charkow, A. amend postcode to V6B 3E4

Address required

- 2696 Loney, W.D. formerly 51 Merrylee Park Ave., Glasgow.

Revised total 402

Book Review

continued from page 76

reviewer's awful sense of humour was also tickled by the attractive block of six on page 60 directly under the legend 'The Ottawa Crown ... the legend of forgeries of this popular cancellation'. Yes indeed, four of them on the block; but the cover underneath has genuine examples.

Should you buy it? If you want an excellent illustration of what can be done with one stamp, which includes many rare items, yes. But if you want to study the stamp, remember, it is the record of an exhibit, it is not a handbook.

J.H.

99

April 2003

Maple Leaves

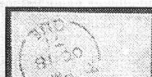
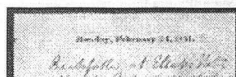
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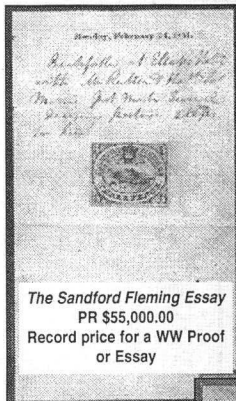
cv \$225.00
 PR \$1,265.00



cv \$10.00
 PR \$460.00



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



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



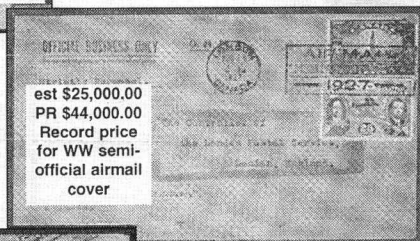
est \$7,500.00
 PR \$20,700.00



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



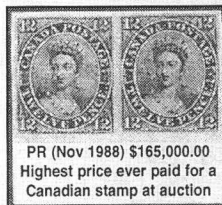
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 PR \$230.00



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 PR \$44,000.00
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