



Maple Leaves

**JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
OF GREAT BRITAIN**

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EDITORIAL

As I write this, the UK is gripped in Olympic fever with 24 hour TV coverage and seemingly no escape from the 2012 games. Even Karen and I made the trip down from the wilds of Scotland to London to take in a day at the Olympic Park – experiencing the now famous ‘wall of sound’ in the cycling velodrome (measured at in excess of 125 decibels when we were there with Chris Hoy coming down the finishing straight - a sound level I suspect is probably illegal under several EU regulations!)

It is always interesting to see what the home nation postal authorities make of the games (Canadians will be more aware than most of the excessive costs to collectors of Olympic new issues). One nice touch by our own GPO was the idea to paint a (normally red) post box gold in the home town of every Team GB gold medal winner. The other idea to issue a new stamp with a photo of the athlete(s) on it every time Team GB won gold left me very glad I had stopped collecting GB new issues many years ago – by week two I would probably have been visiting the bank manager to arrange an overdraft! Still we congratulate the athletes of all the participating nations along with the organisers for giving us a great spectacle; well worthy of its ‘greatest show on earth’ tag.

By the time you read this the Olympics will be past and we will also have seen our own Convention come and go. A full report on the 2012 Convention will appear, as usual, in the January issue but I would remind members that our Convention in 2013 will once again take in new sights as we prepare to visit the far South West of the UK in Plymouth. This will be our first visit in over 60 years to this part of the country. If you have never participated in a CPSGB Convention before, 2013 may be a great time to take the plunge

and get yourself a holiday in Devon and Cornwall around the philatelic offerings. More details will appear in future issues but make a note in your diary now for September 2013.

I would remind members that subscriptions for the 2012/13 season are now due. If you have not already paid or do not have a direct debit arrangement please send your cheques in to Dave Armitage or Mike Street or you can pay by PAYPAL via the Society website. If you need a copy of the Subscription Reminder form that was in the July issue of *Maple Leaves* you can download one from the website.

Dick Malott has sent me information from the Canadian Aerophilatelic Society (CAS) on the 2012 Snowbirds covers. The Snowbirds, celebrating their 42nd anniversary of operations, flew these envelopes over Parliament Hill, Ottawa on 1st July (Canada's 145th birthday) to commemorate the Queen's Diamond Jubilee. Fifty envelopes, autographed by each of the 9 pilots were carried on the aircraft as well as 33 sets of envelopes, each autographed by an individual pilot. The envelopes show appropriate logos, cancellations and stamp – see opposite for an example. Anyone interested in the envelopes is invited to contact Dick by e mail at toysoldier@sympatico.ca or by mail at Apt. 610, 1275 Richmond Road, Ottawa K2B 8E3.

Members interested in using the exchange packet will be pleased to hear that Hugh Johnson is planning to restore the packet to operational status over the coming weeks and months. This will include listing packet items on the Society website allowing access to all members (payment will be possible by PAYPAL). However, to make this all work well,

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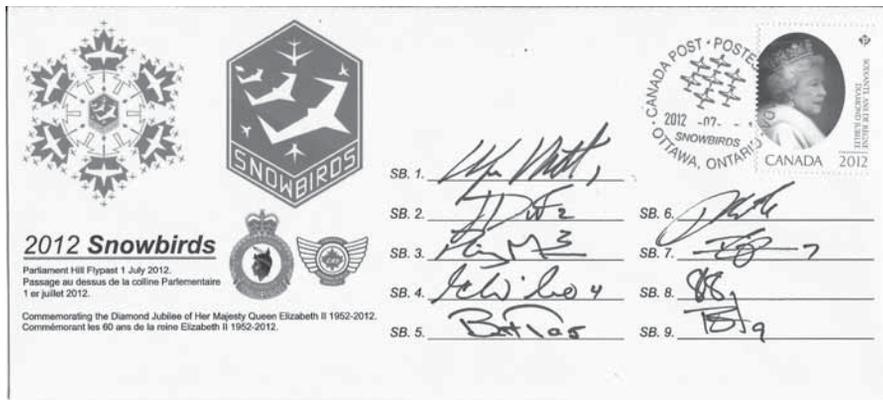
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Hugh urgently needs additional material for the packets so if you have surplus stamps or covers for sale please contact Hugh (see inside back cover for contact details).

Members may recall that earlier this year we asked if you would like to receive *Maple Leaves* electronically in exchange for lower subscriptions. The response was very low with only about a dozen members indicating a preference for the electronic option. This is well below the threshold required to make it worthwhile running two separate subscription admin systems so for the time being *Maple Leaves* will continue to be mailed out to all members in hard copy form. My thanks to those who did respond.

A new feature in *Maple Leaves* will start in January 2013 as an addition to the normal 'Letters to the Editor' where we will publish questions sent in by members alongside answers provided by our own experts amongst the membership. This 'Any Questions' feature has been suggested by member John Watson who has kindly provided the first question. As Editor, I will do my best to find a suitable 'expert' from our membership list who may be able to provide the answer. The feature is very much aimed at the beginner or novice collector in a particular area and no question is too simple or stupid (indeed it will be hard to get answers to obscure and esoteric questions so a few simple ones will be a bonus!) So, if you have a question on any aspect of BNA philately which is bugging you or stopping you from getting started on a particular collecting area try out this new feature. You can e mail or mail your questions into the Editor at any time and I will do my best to find someone who can provide the answers.

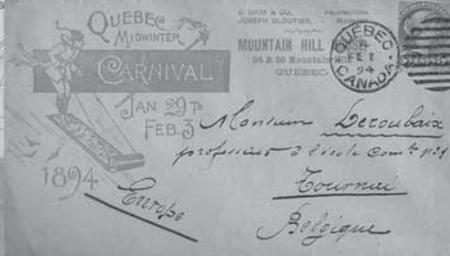
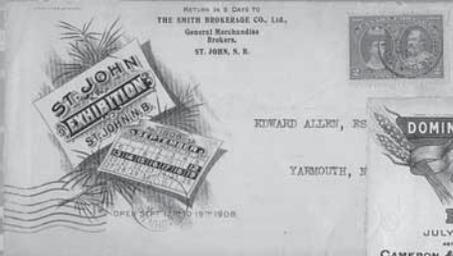
Finally, I include one of my occasional pleas for material for future issues as the Editorial file is becoming rather slim. I am happy to receive articles on any subject, large or small, but would particularly welcome items on Newfoundland and on the more modern stamp issues. If you are sending material in electronically please use either *Word* or *pdf* format and ensure that any pictures are scanned at a resolution of at least 300dpi to ensure good print quality.



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TRANS-ATLANTIC MAIL – BNA MAILS CARRIED BY UNITED STATES PACKETS

Malcolm Montgomery MBE

I prepared a single-frame display for the Convention in Jersey with the aim of illustrating that the ‘Crimean War Rate’, frequently quoted in explanation of the prepayments and charges seen on letters carried by United States packets, in fact never existed but was only a reflection of the increased use of United States packets during 1855. I have offered this summary to the editor and suggested that he might wish to place the remainder of the display with a few extra pages on the Society’s web-site. (*Ed. Members can indeed find the full display on the Society website by following the ‘Displays’ tab*)

Letter Rates After 1849. Following the ‘postal war’ between the United States and the United Kingdom, a convention resolved regulations and rates of postage for letter mail carried across the Atlantic by their contract packets.(1) The rate agreed was one shilling Sterling/twenty-four cents for a half-ounce letter; twopence Sterling was added for letters to the British North American Provinces via the United States.

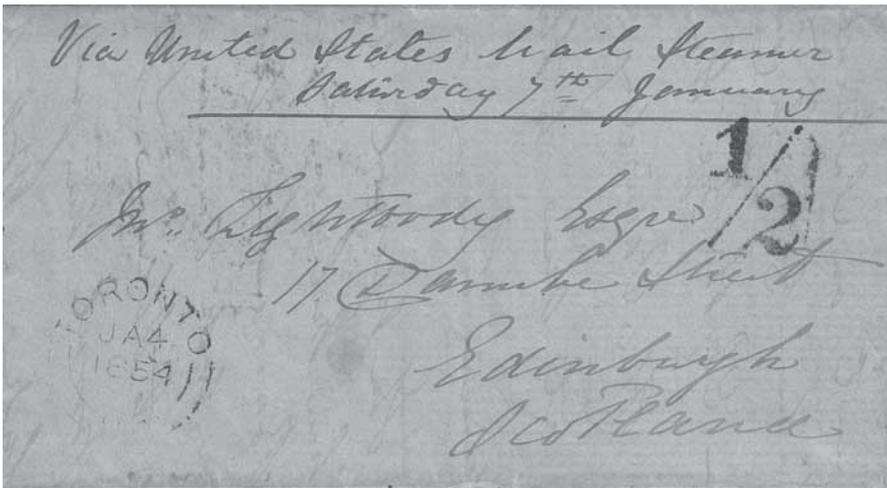


Figure 1: A letter dated 4th January 1854 directed ‘Via United States Mail Steamer’. Posted unpaid it was charged one shilling and twopence (Sterling) the rate established under the 1848/49 Anglo/ United States Postal Convention.

United Kingdom To/From	United States Packet	British Packet (via Halifax)	British Packet (via U.S.)	Canadian Packet (from 1853)
Canada	1s 2d Stg / 1s 4d Cy	1s Stg / 1s 1½d Cy	1s 2d Stg / 1s 4d Cy	1s Stg / 1s 1½d Cy
Newfoundland	None recorded	1s Stg	None recorded	No Direct Service
N.B. & N.S.	1s 2d Stg / 1s 5½d Cy	1s Stg / 1s 3d Cy	1s Stg / 1s 5½d Cy	No Service
P.E.I.	None recorded	1s Stg / 1s 6d Cy	None recorded	No Service

United States Packets. The first United States steam packet service carrying contract mail in this period, the Ocean Line, operated with only two ships and was considered slow and irregular alongside the Cunard Line; its successor, the Collins Line, provided a better service, but letters for British North America were rarely directed to these packets.

Letter Rates From 1854. In 1854 the rates for letters carried by British and Canadian packets were substantially reduced but the rates for United States packets remained unchanged, further reducing the desirability of this option.

United Kingdom To/From	United States Packet	British Packet (via Halifax)	British Packet (via U.S.)	Canadian Packet
Canada	1s 2d Stg / 1s 4d Cy	6d Stg / 7½d Cy	8d Stg / 10d Cy	6d Stg / 7½d Cy
Newfoundland	No Service	6d Stg	8d Stg	No Service
N.B. & N.S.	1s 2d Stg / 1s 5½d Cy	6d Stg / 7½d Cy	8d Stg / 10d Cy	No Service
P.E.I.	1s 2d Stg / 1s 9d Cy	6d Stg / 9d Cy	8d Stg / 1s Cy	No Service

Unpaid letters for Canada by United States packets show a one shilling Sterling (1/-) claim by the British Post Office against Canada, of which twenty-one cents would be credited to the United States. The one shilling and twopence Sterling postage due (not shown) was charged at one shilling and fourpence Currency in Canada.

The Crimean War. In March 1854, after Russia had invaded Turkey and France and the United Kingdom declared war on Russia,(4) the Cunard Line was required to make available ships for British troop movements, and in December 1854 the British packet service to New York was suspended for the entirety of 1855.(5) This favoured the Collins Line and there followed an increase in the quantity of mail carried by United States packets at the higher rate sometimes called, erroneously, the 'Crimean War Rate'. This display demonstrates that the 'United States Packet' rate, although rarely seen, predated the Crimean War and remained in force after the British packet New York service resumed.(6) A secondary objective of the display is the examination of anomalies in currency conversion, illustrated by the many rate handstamps used on letters carried by United States packets, particularly in British North America, several of which are unrecorded or have been mis- represented in the past.

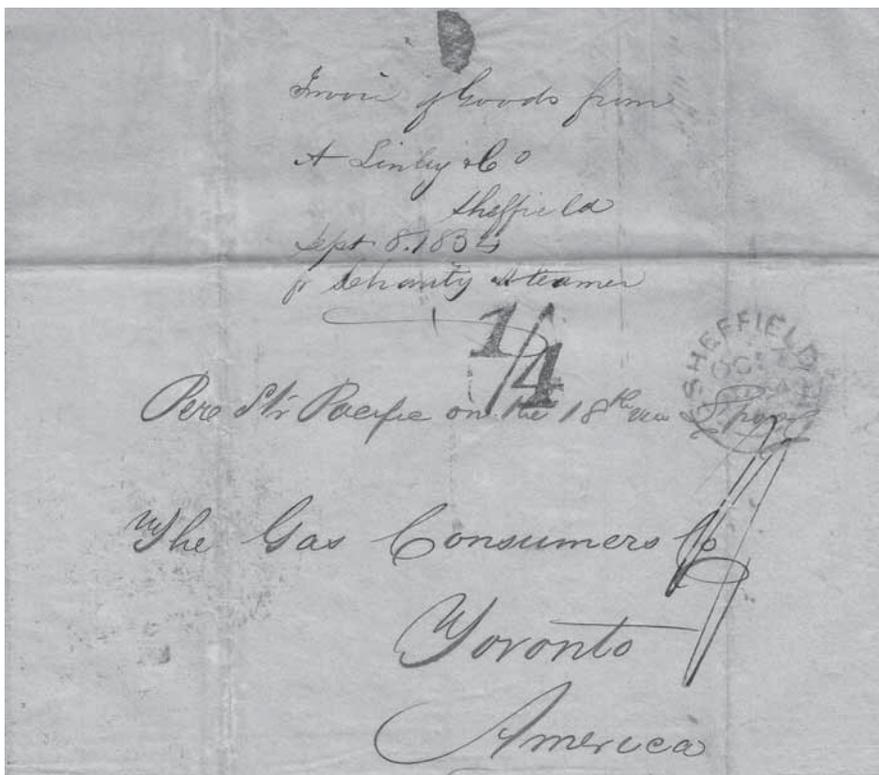


Figure 2: Sheffield, England to Toronto, Canada West, 17th October 1854. An invoice for goods carried by the Canadian Steam Navigation Company's ship 'Charity' directed to the Collins Line 'Pacific'.(2) It was charged one shilling and fourpence Currency at Toronto.(3)

For unpaid letters the Quebec Office reintroduced in 1855 the handstamp which showed the one shilling and twopence (Sterling) postage due;(8) this is the only example recorded in 1855.

Specific References:

- (1) Anglo/United States Postal Convention, 1848/49.
- (2) Hubbard & Winter, p. 124: 'Charity' out of Liverpool 15th September 1854; p. 102: 'Pacific' out of Liverpool 18th October 1854.
- (3) J.C. Arnell (Editor), 'Handbook on Transatlantic Mail', 1987: A.7, Toronto, 1853-54. (4) www.nationalarchives.gov.uk/battles/crimea.



Figure 3: A cover from Peckham, England to Lunenburg, Nova Scotia, 5th April 1855, carried by 'Nashville'(7) to New York, thence to St. Andrews and Halifax. The British Post Office claimed three cents for inland postage; the trans-Atlantic rate of twenty-four cents also included five cents for inland postage to cover the rate to the border, but leaving five cents, twopence halfpenny Currency, to be added for provincial postage.

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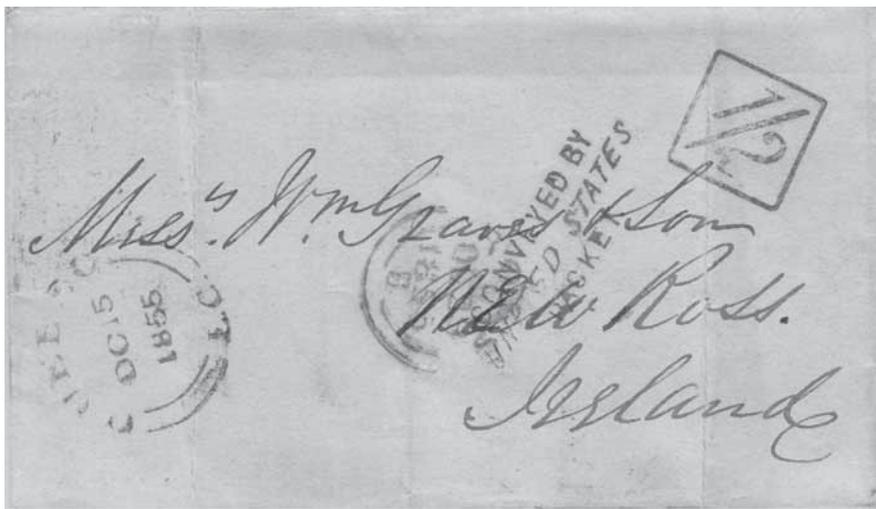


Figure 4: Quebec, Lower Canada, to New Ross, Ireland, 15th October 1855, a letter was sent to New York for the United States packet, the Collins Line 'Pacific'. (9) On arrival at Liverpool it was marked with the 'CONVEYED BY / UNITED STATES / PACKET', on this occasion in black; The handstamp does not appear on all such letters, the New Ross address strengthens the belief that it was used mainly on letters directed to smaller offices.

- (5) N.R.W.P. Bonsor, 'North Atlantic Seaway', Stephenson, 1955; www.oceanlinermuseum.co.uk/cunard/; in all ten ships were involved: *Alps, Andes, Arabia, Cambria, Etna, Europa, Jura, Niagara, Taurus, Teneriffe*.
- (6) W. Hubbard & R.F. Winter, 'North Atlantic Mail Sailings, 1840-1875', U.S. Philatelic Classics Society Inc., 1988: 18th November 1854 Africa last Cunard Line sailing for New York until 9th January 1856. 13th December 1854 Africa last Cunard Line sailing out of New York until 6th February 1856.
- (7) Hubbard & Winter, p.103: 'Nashville' departed Liverpool 7th, made New York on 22nd April 1855; *ibid* p. 103, f. #22.
- (8) J.C. Arnell (Editor), 'Handbook on Transatlantic Mail', p. 59: A.16, attributed to Quebec in 1853 (this example ex Arnell collection; two further examples have now been recorded in 1845-1847).
- (9) Hubbard and Winter, page 105: 'Pacific' sailed from New York on 17th and made Liverpool on 28th October 1855.

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THE KING GEORGE VI CORONATION FLAG CANCELS AND COVERS

Malcolm Newton

Very little has been published in *Maple Leaves* over the last 65 years, relating to the so called 'Flag' cancels of Canada, especially in the King George V and VI periods. Maybe there has not been the interest or, more likely, the means of reproducing images until the age of digital technology and the means of easy scanning, which we now take for granted. With this in mind, I will attempt to provide a little taster of the joys of this aspect of machine cancel collecting.

The 1937 King George VI coronation produced a true flag cancel design (shown in fig 1 below) by which we expect to see a mast and an image of the Union Flag as part of the machine die.

This design replicated in many ways that of the 1927 Diamond Jubilee of Confederation flag cancel, but with different text. Coinciding with the issue of the 4, 5 and 8 cent Mufti definitives and the coronation commemorative stamp on Monday 10th May 1937, dies for the Canadian built 'Perfect' machines were distributed to 22 cities with the intention of allowing use for a limited period of six days (i.e. 10th May to 15th May inclusive).



Fig 1 The King George VI coronation flag cancel design. Note the cancel is timed one hour after midnight. The reverse is a FDC for the three 'mufti' values.



Fig 2 First day cover of the 'Coronation' stamps cancelled with one of the new flag cancels on 10th May 1937.

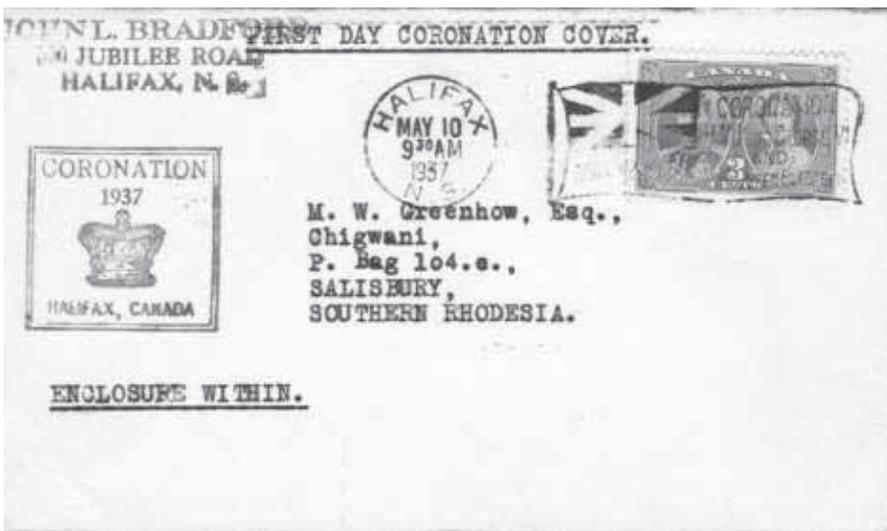


Fig 3 Typical example of a privately produced FDC for the coronation.

However, these obliterators produced some surprises, with covers reported from the 9th May at Hamilton (although apparently the date hub is not conclusive), the 16th May (at four offices), the 17th May at Ottawa and the 18th and 21st of May at Charlottetown P.E.I. In addition there were two different dies issued to Toronto, Montreal and Winnipeg and different dater hubs were used at London, Ottawa and Montreal.

Enterprising collectors and dealers, took the opportunity to celebrate the coronation with various cachets and other forms of decoration. Some illustrations provide a good likeness of their majesties, whilst others can be quite crude, but, either way, a very good and colourful collection may be accumulated at very little cost.

The 10th May is obviously the most frequently seen date, being the first day of issue. Figure 3 shows a privately produced FDC with purple hand stamped cachet sent from Halifax to Salisbury, Southern Rhodesia.

Another privately produced FDC posted at Charlottetown, P.E.I. has been signed by the postmaster, William Brehaut. (see fig 4)

Mr. Brehaut came from a Guernsey family, being appointed on the 21st March 1930. Shortly after the date of this cover, he retired due to ill health to be replaced by his son, Harold.

As noted above, two different dies were used at Toronto. Besides the wider spaced 'ONT' in the dater hub of the example in figure 5 (which shows the first die), the length of the word 'CORONATION' is 21mm and the '12' appears directly under and within the width



Fig 4 Postmaster signed FDC from Charlottetown, PEI



Fig 5 Toronto die I flag cancel

of the upright white bar of the Union Flag. Figure 6 shows a nice FDC of the second die, in which the word 'CORONATION' is 23mm long and the '12' is placed very slightly to the left of the white upright.



Fig 6 Toronto die II flag cancel

Another office issued with two dies was Winnipeg. Again there were some differences in the dater hubs whereby 'MAN' in die I (see fig 7) has a slightly wider lettering and an angled 'A' compared to die II (shown in fig 8). The differences in the flag dies are more pronounced. In fig 7, the '12' falls directly under the white upright of the Union Flag, whereas in die II (fig 8), the '12' is clearly to the left of the upright.



Fig 7 Winnipeg die I flag cancel



Fig 8 Winnipeg die II flag cancel

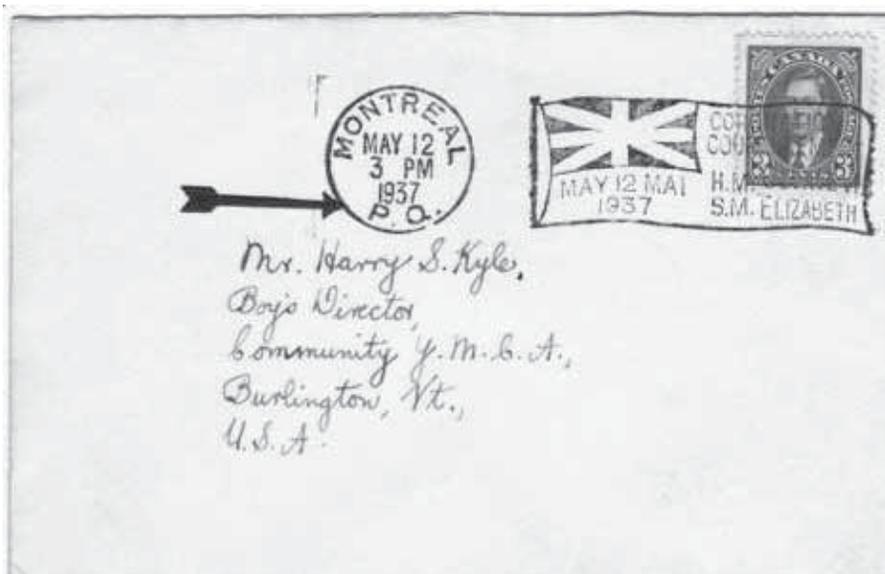


Fig 9 Montreal die I bilingual flag cancel

Bilingual dies were issued to Quebec (one die) and Montreal (two different dies). These latter dies can be easily recognised as they were also used with different dater hubs. The Montreal die I is shown in fig 9 and shows the 'P.Q.' wider spaced and the 'Y' of 'MAY' also wider, especially at the top. The second die shown in fig 10 has a narrower 'P.Q.' and 'Y' in 'MAY'. A third dater hub has also been identified which has a shorter and less curved 'L' in Montreal, than that shown in fig 9.

Regina whilst having only one flag die, used two different dater hubs on the first day of use, the 10th May. Fig 11 (top) shows the hub with 'SASK' at the bottom. This dater was used on the first day until approximately 4pm (see fig 11 bottom), which is the latest time

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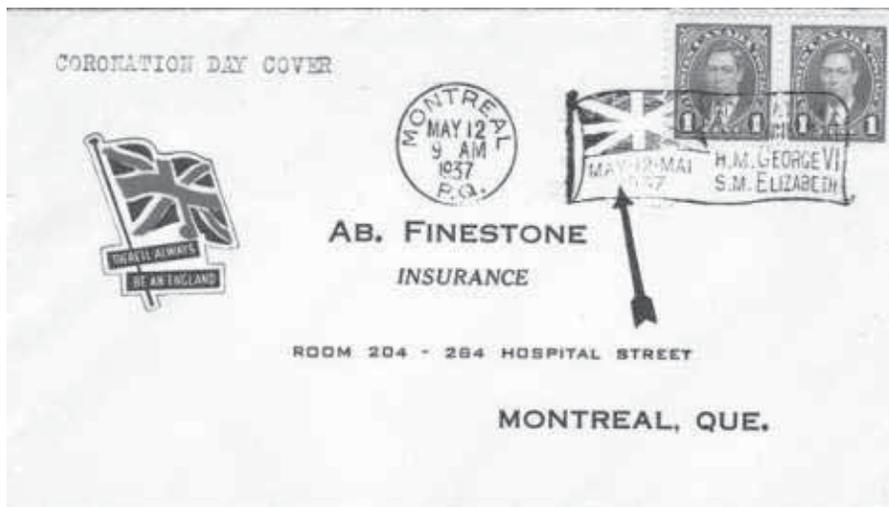


Fig 10 Montreal die II bilingual flag cancel

in my collection, before disappearing. I also have a cover timed at 3.30pm (fig 12) which has a dater hub with 'TERMINAL A' at the bottom. This dater appears to have been used until the flag die was withdrawn from use. It is a mystery to me why the dater hubs were changed over a few times on this first day of use.

London, Ontario also used two different dater hubs. Fig 13 shows the first type which was used throughout the period of the flag cancels use. The second dater type is shown in fig 14 and this one appears to have been used only at 8am on the 10th May. It will be observed that the office name in this second type is more widely spaced and wraps around the inside circle so that it begins and ends just above the time of 8am. If anyone has a later time for this second dater hub type, I would be pleased to receive a scan.

Coronation day itself was Wednesday 12th May and despite being a holiday many post offices were open for business. Therefore, it is not uncommon to see covers dated on what was a public holiday. Fig 15 shows a nice impression of the North Battleford flag, used on Coronation day.

As stated earlier, the official period of use before the dies were to have been withdrawn, was scheduled for the week ending Saturday 15th May. It appears that a few offices did not abide by these instructions and fig 16 illustrates one of a handful of recorded covers from Halifax dated the following Sunday, 16th May. This cover is back stamped on the 17th, and 18th on the front, both at Wallace Bridge.

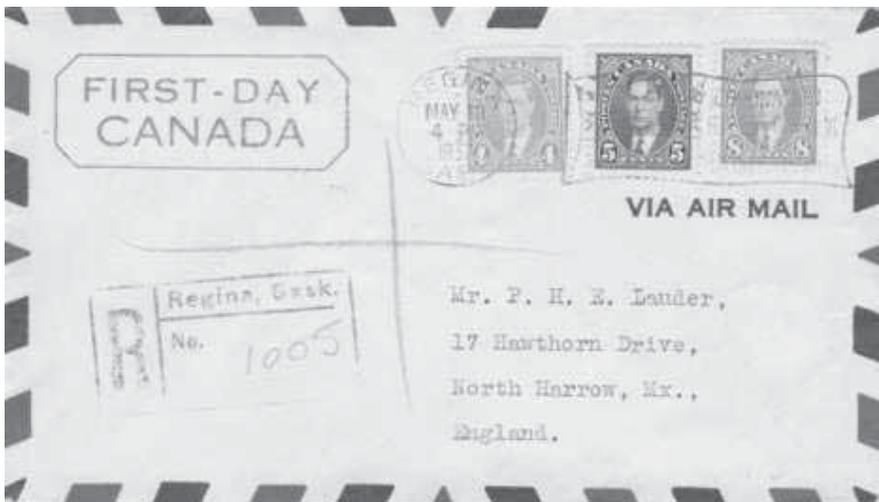


Fig 11 Two examples of the Regina flag cancel showing the first type of dater with 'SASK' at the bottom. The bottom cover shows the latest use known to me of this dater hub – at 4pm on 10th May.

One of the many side lines to collecting postal history, is that of finding covers to unusual overseas destinations (excluding the USA and the UK). I have already shown three such covers, but in fig 17 we have a non-philatelic letter written by 302 Lt. S. Archibold to Rangoon in Burma. It would seem that it was pure coincidence that his letter received the



Fig 12 Second type of Regina dater hub showing 'Terminal A' at the bottom – used half an hour earlier than the example shown in fig 11.



Fig 13 London, Ontario flag cancel showing the normal type of dater hub (type I)

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Fig 14 London, Ontario flag cancel showing the type II dater hub only known used at 8am on 10th May.



Fig 15 North Battleford flag cancel used on Coronation day, 12th May.



Fig 16 The Halifax, N.S. flag cancel used after the official period of use on Sunday 16th May.

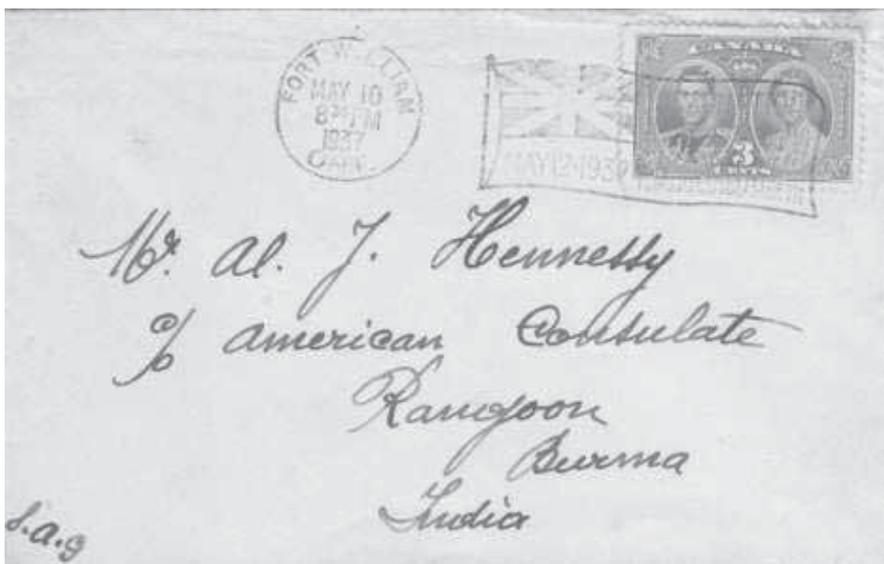


Fig 17 Fort William, Ont, flag cancel used on a letter to Burma on 10th May.

first day of use of the Coronation Flag cancel. A nice destination from one of the less common offices.

At the beginning of this article, I mentioned the quality of the facsimiles of the King etc.

In the last two scans, we have a nice family portrait of the Royal family followed by a hand drawn portrait of His Majesty printed in carmine red. It appears that Mr. Campbell posted a number of these covers dated on Coronation day, 12th May, to himself, from many, if not all of the 22 offices with the special Flag cancel.

To conclude this short article, I list below the 22 offices who participated in this celebration.

Flag cancels can be found from:-

Calgary, Charlottetown, Edmonton, Fort William, Fredericton, Halifax, Hamilton, London, New Westminster, North Battleford, Ottawa, Port Arthur, Regina, Saint John N.B., Saskatoon, Toronto, Vancouver, Victoria, Windsor and Winnipeg with bilingual dies at Montreal and Quebec City.



Fig 18 Example of one of the Royal Family portraits used on special Coronation day covers.



Fig 19 A hand drawn 'portrait' of the King on a similar Coronation day cover.

EXCHANGE PACKET

Our packet manager, Hugh Johnson, is endeavouring to reinvigorate the exchange packets. However, he needs your help to make this work in the form of new material to sell in the packets.

Members having such material should mount it on A4 or A5 sheets with a price and clear description in ink below each item. The description must include the SG number and a note of any defects which would not be apparent from a photocopy or scan. Each sheet sent to the Packet Manager should be accompanied by a photocopy in black and white or colour at the vendors preference. If you require an acknowledgement please enclose a S.A.E.

Note that only the photocopy sheets are circulated. Material will be insured by the Society once it is in the Societies possession.

Several members have expressed interest in the packet so please do try to help getting it moving again by having a clear out of your spare material.

Contact details for the Packet Manager can be found on the inside back cover.

A slightly shorter version of this article was originally published in Gibbons Stamp Monthly and it is reproduced here with the kind permission of their Editor as we felt it would be of interest to all of our members.

CANADA – THE OFFICIAL PITFALLS

John Hillson F.C.P.S.

Some years ago, I warned in an article in Gibbons Stamp Monthly (1) of the dangers of perfin O.H.M.S. Canadian stamps and how the vast majority of 5 hole perfins are believed to be fakes. I also noted how, as far as 4 hole officials are concerned, an official die fell into the hands of an unscrupulous individual who has never been apprehended. Luckily, the die was recovered by the Canadian police, together with several thousand dollars worth of his merchandise. It is not known how much passed into the hands of collectors before his activities were brought to a close, but with mint, you can never be sure whether it was the Government, or that individual, who was responsible for perforating any particular piece!

However, this article is not concerned with perfins, but with the official O.H.M.S. and G overprints and we are indebted to Mr Kenneth Pugh's reference manual of fakes and forgeries (2) for much of the information known about them. Indeed it was due to that work that I was able to spot my first fake, in a now defunct Edinburgh stamp shop. The stamp in question was the \$1 Ferry value from the 1946 Peace and Reconstruction issue. When I pointed it out to the dealer, he naturally asked how I knew – I could hardly say that it was because the serif on the 'S' sloped and it should not; not very convincing, though true – but I was able to point out that the overprint was on top of the postmark. One cannot argue with that and my new prize was secured for £2. Such are the vagaries of stamp collecting – and collectors – that

it would now cost many times that to acquire a fake, judging by what one has to fork out more recently.



Fig 1 My first fake – Pugh's type 4. The sloping serif on the S may be hard for the novice to spot but the overprint should definitely be under not over the postmark!

The matter of fakes was brought back to my attention about a year ago when a specialist dealer sent me a block of six of the 1949 5 cent Civilian stamp, which purported to have a missing stop, possibly after one of the 'S's, possibly after one of the other letters, which he thought looked a bit suspect. The block had originally been sold by a dealer in the south of England at quite a price as 'one of only three known'. The original owner had died and his widow was looking for some good news. Unfortunately the block was a typical Pugh's type 3 fake – probably the commonest of all four types recorded. Even more unfortunately, another dealer to whom it was sent in the West Country promptly issued it with a certificate of

genuineness, although after I got in touch with them I trust it was withdrawn. The information on all the fakes I know about was then sent to the Chairman of the B.P.A. Expertisation Committee, so hopefully there will never be a repetition of such folly.

The postscript to this was that when I checked my own 'genuine' copy (fig 2) for which I had paid a few pence, it turned out to be a fake as well, and without disparaging the expertise of British dealers, I felt it necessary to send to Canada for a genuine replacement. Luckily it is not a dear stamp. It may be asked why bother to fake such low value officials? Simple – to make up 'sets'.



Fig 2. A fake that I had in my collection as genuine for years.

So how does one distinguish the genuine article from the dodgy? The Gibbons catalogue mentions that faked overprints are not shiny but dull. Also there will be no sign of the slight embossing effect one sometimes gets on the back of the genuine article. However, some faked overprints can be shiny too. Now I only collect these stamps used, so a second test, mentioned above, is to determine, if possible, if the stamp went through the post before or after overprinting. If before, it can be nothing

other than faked. However, if the postmark is clear of the overprint, it is then necessary to examine the characteristics of the overprint, and for this a straight edge, steel if possible (or for example the Gibbons Instanta perforation gauge), will be useful. The characteristics to look for in the genuine O.H.M.S. overprint, apart from the shiny ink and slight embossing on the reverse, are firstly, that the tops of all letters are in line but the bottoms of the middle two letters, 'H' and 'M' are slightly above the bottoms of the outer letters. Secondly, the stops are all in a straight line. Thirdly, the serifs are well defined and in the case of the 'S' they are vertical. Fourthly, the 'O' and the 'S' are thinner at the top and bottom than the sides or, with the 'S', the middle. Finally, the crossbar on the 'H' is slightly above centre. Fig 3 shows an example of a genuine overprint showing these characteristics.



Fig 3 The genuine article

Pugh (2) lists four different types of forgeries or fakes of this overprint.

The one of these I cannot show from my own collection is his 'Type 1' fake, but it is probably the easiest to spot. Firstly, it is lithographed and will therefore have a matt appearance. Secondly, the overprint is longer than the genuine. Thirdly, the letters

are the wrong shape; the 'O' is a bit squashed, the serifs on the 'H' and 'M' are too long, are shorter than the other two letters so that their tops are below, and their bottom above the outer letters, and the thin parts of these two middle letters are too thin. The 'S' on the other hand is too thick where it should narrow. Finally, the stop after the 'H' is out of line; it is too high.

The first 50 cent Oilwell overprinted O.H.M.S. that I acquired – out of a CPSGB packet – for all of 30/- (which will give you some idea of how long ago it was) turned out to be an example of Pugh's type 2 fake. This is probably the most dangerous of the types and is shown in fig 4.



Fig 4 Pugh's type 2 fake

What is curious is that no mention is made in Pugh's work of the fact that there are two versions of this type 2 fake; a normal size used for pictorials, and a much smaller one used for the low values. In his work he gives sizes in mm for all the fakes of officials listed but there is no mention of the small size variety. The letters of this type 2 fake are basically all too thick. As with the genuine overprint, the tops of all four letters are in line, but only the bottom of the 'O' is slightly below the others and the row of dots. Its narrow parts, top and bottom are too thick, the serifs on the relevant letters are thick and roundish, and

the 'S' is too thick altogether. Also, occasionally the dots do not seem to be of a consistent size. My collection was recently added to by two of the 20 cent Peace & Reconstruction value; one being the fake and the other, supposedly, a genuine one for comparison. In the event, both were fakes and had come out of a collection specialising in fakes. It not often one gets a 'buy one, get one free' offer from a dealer – but it does show how deceptive this particular nasty is (see fig 5).



Fig 5 Half of a 'b.o.g.o.f.' pair of type 2 fakes.

The type 3 fake is a much easier proposition. The letters are the wrong shape. Both the 'O' and the 'S' are too narrow and too thick; the other two are just too thick. The top of the 'H' is below that of the other letters and its crossbar is centred. The serifs are stubby on both this and the 'M'. It can also be seen from the illustration in fig 6 that the overprint is way off centre. Whilst minor variations on the genuine overprints do occur, it is doubtful that any such would show such a wide variation from the norm; indeed any such should be immediately viewed with suspicion, until it has been thoroughly examined.

It may turn out to be all right as a genuine shift but just take care.



Fig 6 The type 3 fake overprint.

Because it is the first one I actually spotted for what it was, the type 4 fake, illustrated at the beginning of this article (fig 1), is perhaps my favourite. As with the type 3, the bottom of the 'O' is slightly below that of the other letters and all of the stops. The serifs of the middle letters are narrow, and those of the 'S' are slightly, but noticeably, slanted. The crossbar of the 'H' and the narrow parts of the 'M' are both too thin.

Which brings us to missing stops. On the low values of the 1942 War Issue and on the 5 cent value of the 1949 King George VI in Civilian Clothes issue, the missing stop after 'S' variety occurs on the lower left pane R6/2. On the pictorial values of the 1946 Peace & Reconstruction issue, including the airmail stamp, it is found on R10/2 of the lower left pane. The 1949 5 cent stamp additionally has the variety on R8/8 of the upper left pane. A genuine example on one of the pictorials is shown in fig 7. Killing two birds with one stone, it also shows again what the letters look like on a genuine overprint.

What the 1949 5 cent value did not have was missing stops after any other letter. I mentioned that Pugh did not describe the fake(s) on the low values. This 5 cent stamp seems to have attracted most attention or at least appears to be the commonest of all the low value fakes. I

have four examples of this one stamp and illustrated below (fig 8) is a delightful pair with the stop missing after the 'M' on the right hand stamp.



Fig 7. Genuine missing stop error



Fig 8 Pair of the 1949 5 cent value with a missing stop after the 'M' on the right hand stamp. No genuine example of this variety exists.

Another thing I noticed when examining the mint block of six of this value referred to above was that the 'H' on the lower left hand stamp was distorted, one leg being a trifle shorter than the other, something I have never seen on the genuine article.

To finish off the section on the O.H.M.S. overprints, I show in fig 9 a strip of three of the Wartime issue 2 cent stamp with the missing dot error on the middle stamp.

Since the lettering appears thicker than usual, for a time I thought this strip was a 'wrong 'un'. As it happens it is perfectly genuine, because it was overprinted before it went through the post. So over-inking of the overprint can occur, and how useful it is to collect only used copies!



Fig 9 Strip of three of the 2 cent War issue stamp showing the missing stop error on the centre stamp.

In 1949, the old overprint was superseded by the single letter 'G', of which a second streamlined type was introduced in 1961. Probably the most common attempt at faking was the missing 'G' error on the 1950 10 cent 'Drying Furs' design. The example shown in fig 10 is genuine with a clean certificate, but one can see how tempting a pair of ordinary stamps would be to the faker. One only had to slam a 'G' on to one of them and bingo! No example should be purchased without a certificate from a recognised expert committee, American, Canadian or British such as the Vincent Graves Greene Philatelic Foundation of Toronto, the B.P.A. or the R.P.S.L. (*Editors note: this same comment applies to a similar error to be found on the 2 cent value of the 1963 Cameo issue and also to the double overprint error on the 1 cent Cameo stamp, both of which are valuable enough to attract forgers.*)

An example of the streamlined 'G' is also shown in fig 11 below, but I have seen no reports of forgeries of this type as none of



Fig 10 Genuine example of the famous 'missing G' error on the 10 cent stamp of 1950.



Fig 11 Streamlined or 'flying' G type from 1961.

the stamps so overprinted command much of a price.

I have seen a fake of the 'G' overprint done with a typewriter, but it was not very

convincing. However, rather more dangerous are the two types executed by Andre Frodel. In both cases the fake was executed by lithography, not the typography of the genuine so the letter in both cases is very flat in appearance; the fake of the 1949 'G' is also a bit fuzzy round the edges.

A third fake is also known of very real appearance and described by Pugh as very dangerous. My example is shown in fig 12. Not only is the overprint on top of the roller cancellation but the back is stamped 'FORGERY/ ANDRE FRODEL' which is a bit of a giveaway. All of these Frodel fakes are known with this backstamp but apparently not always.

To conclude, all one can say is caveat emptor and, meaning no disrespect, do not put your trust in dealer's certificates; in this case anyway!



Fig 12 Frodel forgery of the 'G' overprint.

References:-

- 1) Hillson N.J.A. Article of the same title, Gibbons Stamp Monthly, August 2011, Vol 42, no 3, pp86-87
- 2) Pugh K. Reference Manual of B.N.A. Fakes, Forgeries and Counterfeits, release R5, third edition 2010.

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The short article below is the latest in an occasional series on modern stamps and opportunities for forming interesting and challenging collections involving them.

SOUVENIR CARDS

Graham Searle F.C.P.S.

If, like me, you are a fan of the ‘back of the book’ sections of stamp catalogues and if you are willing to go right into the dusty corners of the ‘back of the book’ you will come across Canada Post Souvenir Cards.

Over the years most postal administrations have come up with devious ways to part collectors from their money and these Souvenir Cards are an interesting and quite early example of this. First issued in 1959, these cards made an annual appearance until the last one hit the philatelic bureau in 1972. 1972 was the first year that Canada Post issued an Annual Collection pack so one can view these cards as forerunners of the more familiar (and increasingly expensive) annual packs.

In reality they are rather different to annual packs. For a start they do not contain all the stamps issued in the year in question. Indeed, in some cases, the stamps contained have little to do with the year (the first card issued in 1959 contained no stamps issued in that year and the 1967 card contains not a single stamp issued in that year; containing rather a collection of the Provincial Flowers and Coats of Arms stamps issued between 1964 and 1966.) Several stamps appear in more than one year card and some stamps never appear at all. Cards contained a seemingly random mixture of commemorative and regular issues.

The early cards (see fig 1 for the first type from 1959) were retailed at 50 cents and



Fig 1 The first Souvenir Card from 1959.

contained stamps to that value (for the most part this explains the rather odd inventory of stamps). Up to 1968, the cards followed this type of format although the face value increased in 1967 to a heady 70 cents. The stamps were stuck down to the card (how times change!) and the cards were enclosed in a fancy envelope (see fig 2) allowing the purchaser to mail them out to friends or relatives as gifts. Over time the presentation and explanatory notes improved (see fig 3 for the 1963 card).



Fig 2 Souvenir card envelope – this one from Centennial year, 1967.

From 1968 onward, the stamps were provided loose within the card packaging and the style of the cards tended towards the later Annual Collections. The last of these cards, from 1972, is shown in fig 4. The face value of these later types also varied greatly; 60

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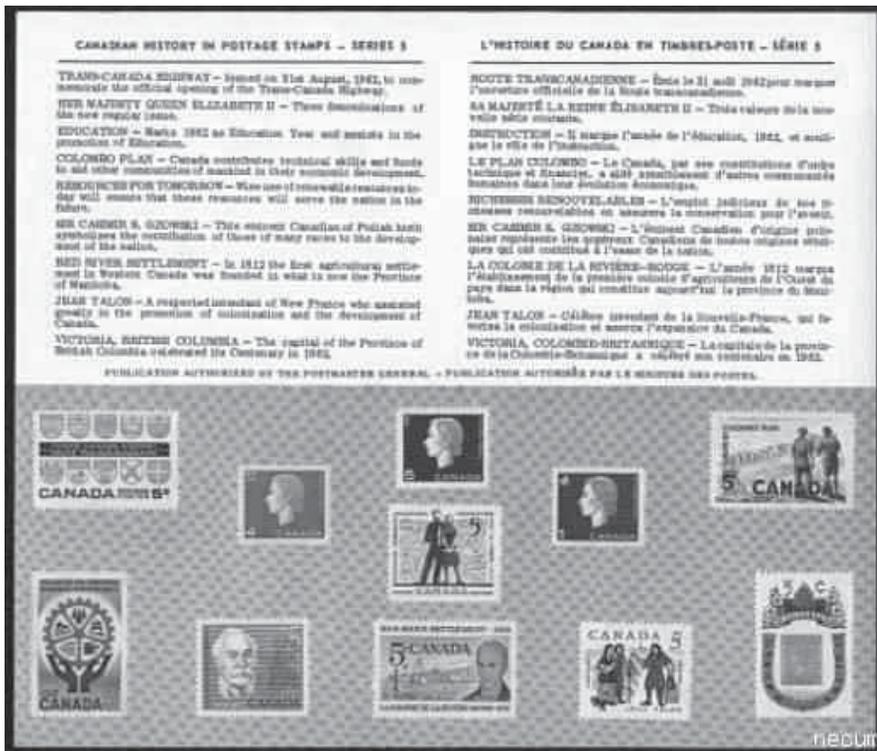


Fig 3 Card from 1963 showing enhanced presentation. Note that this card contained only one stamp issued in 1963. The others are commemoratives from 1961 and 1962 and some of the 1962 regular issue.

cents in 1968, 65 cents in 1969, \$1.65 in 1970 but back down to 79 cents in 1971 then up again to \$1.36 in 1972.

These cards make for an interesting and relatively inexpensive side line collection and one that has the added attraction of being time limited. Those from the 1963 – 1968 period are relatively easy to find. The early ones (with low print numbers) and the later ones (many, one suspects, broken down to use the stamps) are a bit harder to find but by no means rare. Hunting on e-bay or with your favourite dealer will offer a good chance of forming a complete collection. Mounting and displaying them is more of a problem as many are larger than the standard album pages!

In addition to the 14 basic year types there are two varieties. The 1961 card exists in two types from different printings. One shows the words 'over/ verso' in the lower margin, the



Fig 4 The Souvenir Card from 1972 – the last in the series.

other does not. In addition, the 1963 card exists with 'SPECIMEN' hand stamps across all the stamps. This last item is the only rarity in the bunch. If you find one of these, hang on to it!

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THE ALL CANADIAN OR ATHABASCA ROUTE FROM EDMONTON AND ATHABASCA LANDING TO THE KLONDIKE

David H. Whiteley

My earlier Maple Leaves article on the Klondike Gold Rush (1) contained the following quote from the Klondike News of April 1898...

'The Edmonton route is out of the question at present for anyone taking in an outfit, as it involves long portages between rivers and lakes and hundreds of miles of travel through an unknown country. It would take fully six months to reach Dawson this way.'

Notwithstanding this statement, the Canadian Government actively promoted Edmonton and Athabasca Landing as gateways to the Klondike as the poster below demonstrates.

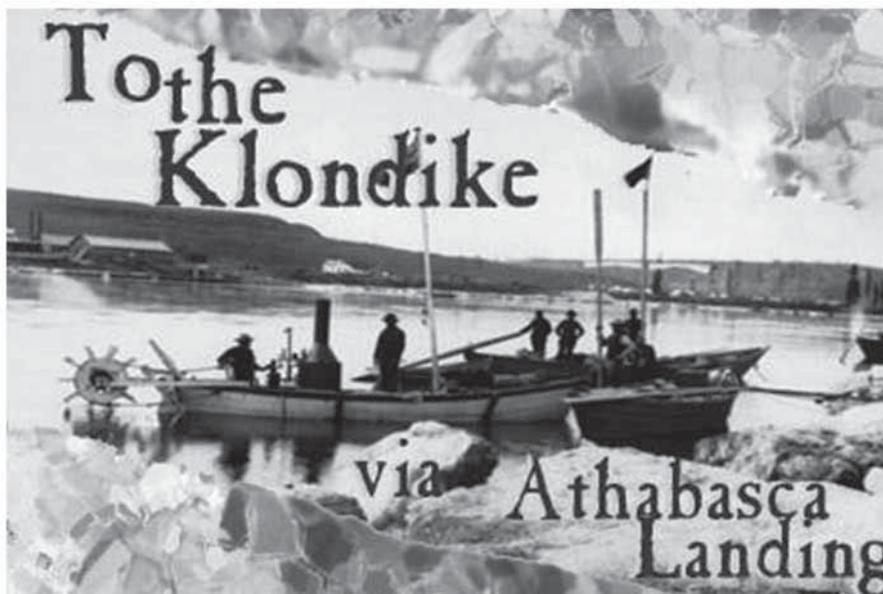
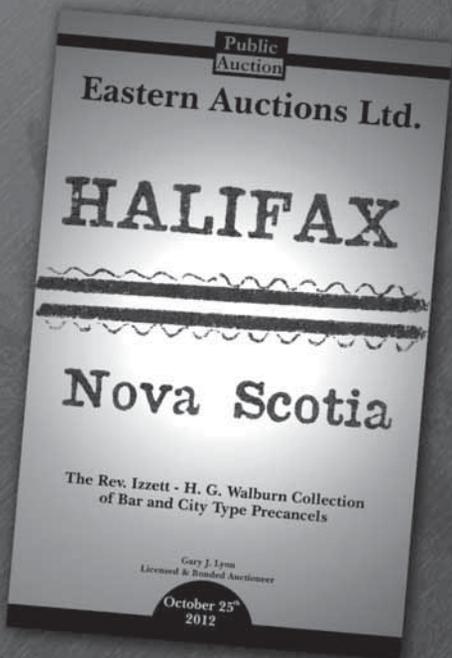


Fig 1 Klondikers preparing to leave for the Yukon gold fields (courtesy the Provincial Archives of Alberta)

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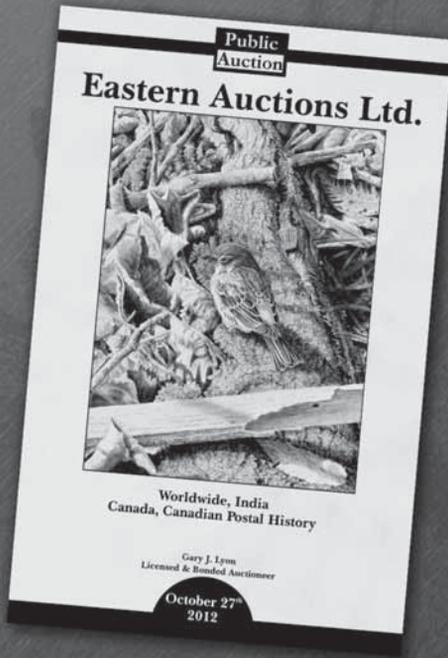
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In the book *Athabasca Landing: An Illustrated History*, the Athabasca Historical Society asks ‘why did nearly 800 prospectors choose the Athabasca River as their road to riches in 1897-98?’ They tell us how, in the summer of 1897, John Segers, captain of the S.S. Athabasca, declined to renew his contract with the HBC and began making preparations to lead a ten man party of prospectors to Dawson City in the Yukon. Segers’ decision, motivated by desire for adventure as much as the lure of gold, was the first of many changes that Athabasca Landing would witness during 1897 and 1898 as it became caught up in the fever and frenzy of the Klondike gold rush.

In fact, the residents at Athabasca Landing received word of the gold strike in Alaska a full two months before major American newspapers made ‘Klondyke’ a household word. Segers and some thirty other groups of prospectors grabbed a head start on the main stampede from California and on the 700 – 800 or so that chose to pass through Athabasca Landing in the next twelve months via the ‘poor man’s’ or ‘overland’ route to the Klondike. At this time, Athabasca Landing was a small village settlement used as a jumping off point for the Hudson Bay Company supply ships serving their various forts in the interior of North Western Canada.



Fig 2. Hudson Bay Company supply boats being loaded at Athabasca Landing.

Milvain, reported in the Athabasca Historical Society (2), provides a good idea of how these early prospectors came to follow this route.....

‘The papers were full of the news and a lot of lies, which we were to find out later; but at the time it appeared that all we had to do was to go to Dawson City and pick up as much

gold as we wanted.... The first thing to do was to determine which way to go, for there are three ways of getting into the Klondyke. We consulted our friend... and he told us he had heard very bad accounts of the Skagway Trail, so we went off to Edmonton and from what we heard there we decided to go in by the Mackenzie River route. We built a big fine boat, bought sufficient provisions to last a couple of years, put the lot in two wagons and started off for Athabasca Landing. The wagon road to the landing was good and we made the 100 miles in four days. After a couple of days to put things right and land the boat, we started out down the Athabasca River on 2nd September 1897. The weather was lovely, the mosquitoes all gone, the sun shining warm and bright. We were off on our 4000 mile journey, carried along by a good four knot current.'

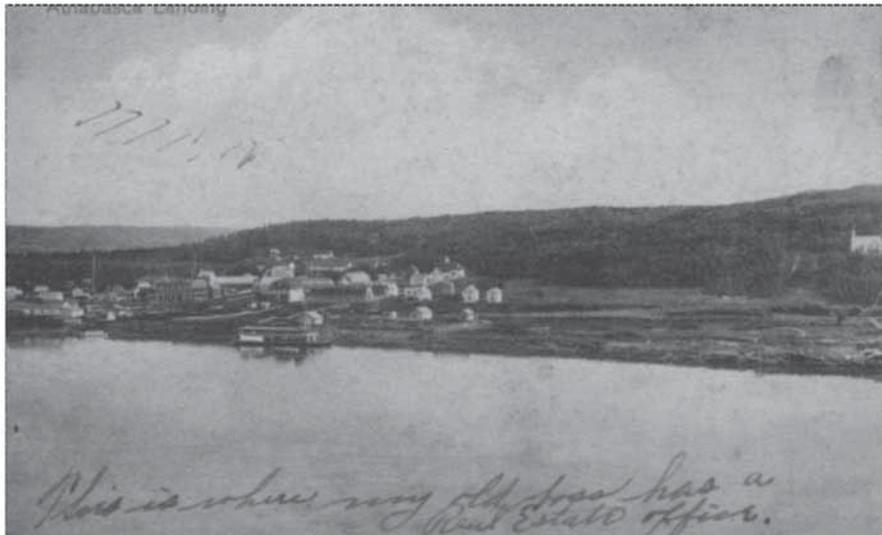


Fig 3. Athabasca Landing

One of the attractions (on paper at least) of this all Canadian water route to the Yukon was that it was half the length of the American route. Most of the Klondikers passing on this route stayed at Athabasca Landing only long enough to get supplies and build a scow (a kind of river boat – see fig 5 below). A second wave of gold seekers reached the settlement in the winter of 1897 and 1898 transforming it from a ‘tiny settlement with a transient population of 40 to 50 white people and a couple of hundred Indians’ into a cosmopolitan tent city of ‘at least a thousand strangers’. They were lucky that it was a mild winter for living under canvas. The following is a description of Athabasca Landing in April 1898 as the third wave of Klondikers arrived (3):-

‘Less than three months ago the ‘Klondiker’ upon descending the winding slope leading to the river bottom which constitutes the location of the village, saw only the Hudson Bay fort, warehouse and outbuildings, the Athabasca saw mill and English church, the police barracks, two houses, a few shacks and train dogs galore; high hills, snow two feet deep

and all is told. Today the scene is changed. The scores of white tents that dot the hillside and the river bottom almost succeed in sustaining the snow impression of two months back..... East and West Chicago are places or camping grounds east and west of the village proper and so-called because of the Chicago men there who outnumber their fellow campers by four to one.'

The Athabasca Historical Society estimates that at its height the transient population probably reached 1000. Some decided to go no further and settled at Athabasca Landing because 'good money could be made at the Landing during the spring by merchants, carpenters and experienced boatmen'. During this time period, a commercial sawmill was opened by Alex Fraser and a boatyard by J.H. Woods and S.B. Neill. In addition several men who would become well-known figures first came to the settlement in 1897-98: 'Peace River Jim' Cornwall who worked as a river pilot; Joseph Daigeau who began his career in Athabasca as a carpenter; C.B. Major, a French-Canadian freighter who subsequently homesteaded north of Baptiste Lake; fur trader Peachy Pruden who ran one of the general stores; and jack-of-all-trades William Rennison who was originally employed by Pruden in his store and a few years later became Athabasca Landing's first Postmaster. (4)

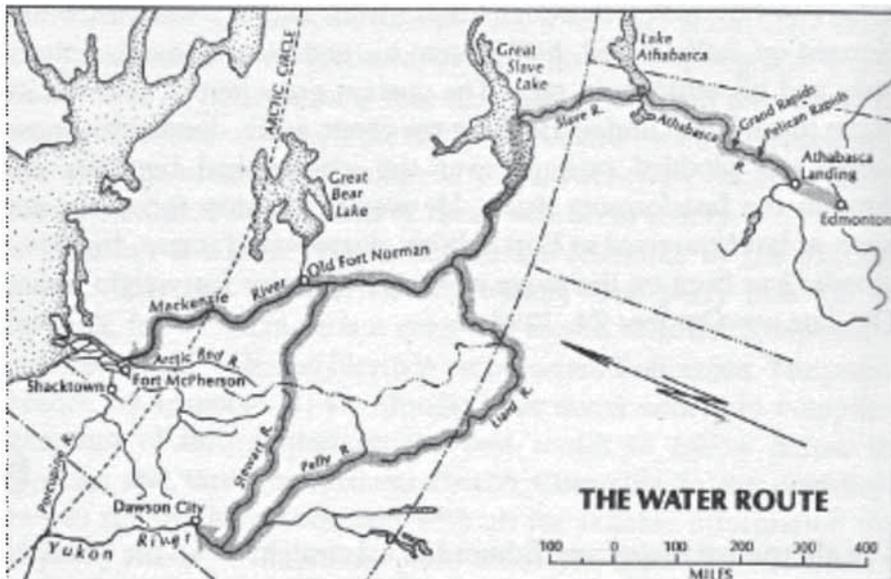


Fig 4. The Water Route from Athabasca Landing to the Klondike (from Pierre Berton, Klondike, page 226)

Of those Klondikers who forged ahead, at least 35 perished along the way (mainly from drowning or scurvy), perhaps 160 eventually reached Dawson (mainly in 1899) and all the rest either turned back or were rescued by relief expeditions. One prospector, R.H. Milvain, recorded his yearlong trip (2). He started up the Athabasca River to Fort

McMurray and Lake Athabasca, northwards from Fort Chipewyan along the Slave River to Fort Resolution on Great Slave Lake, westwards across the Lake to Fort Providence at the head of the great Mackenzie valley and then down the Mackenzie River through Fort Simpson, Fort Norman and Fort Good Hope to the Arctic Red River and Fort McPherson at the southern end of the Mackenzie Delta. The most difficult part of the route was a fifty mile toil up the Rat River to the heights between the Mackenzie Valley and the Porcupine River Basin, but once going through the Richardson Mountains, it was downstream again on the Bell and Porcupine rivers to Fort Yukon. The last stage, 300 miles south east to Dawson, was a steamboat ride or a wearisome but not dangerous pull against the current of the broad Yukon River to its confluence with the Klondike.

By 1898, the merchants of Edmonton were doing their best to persuade would be prospectors heading for the Klondike to take the much shorter overland route from Edmonton. In fact they went so far as to proclaim that Edmonton was the gateway to the Klondike and the only practicable route. Many of the trails were, however, most impracticable. Sam Steele of the NWMP declared that *'he thought it incomprehensible that sane men would pick any of the overland routes from Edmonton'*

Persuasive advertisements influenced many Canadians, Brits and even Americans that this 'back door' route was the shortest and easiest way of reaching the gold fields. Many of the maps and pamphlets proclaimed a good trail all the way and that a properly equipped outfit would have no trouble in reaching Dawson City in ninety days. Actually there were no marked or surveyed trails and those few who attempted these routes and actually reached the Klondike took between twelve and eighteen months to get there having suffered terribly on the way.



Fig 5. Loading a scow at Athabasca Landing (courtesy of the Hudson Bay Company archives).

Many turned back, many had to be rescued and many died on the way. It is estimated that of the 2000 or so prospectors who attempted the use of all these trails, only one in five actually reached the Klondike.

So what were these so-called trails. Fig 6 below shows the various options open to the prospectors.

The first was the water route described by Milvern above and shown in fig 4. Another route went overland through the Peace River country via Fort Nelson to the Liard River and then north to the Mackenzie River and thence on to the Yukon. Some followed the Peace River to Lake Athabasca to join up with the main water route.

Yet another route went via Grand Prairie overland to the Pelly River then the Yukon River and on to Dawson City.

All of these routes looked easy on paper but were fraught with difficulties; many portages to avoid fast flowing rapids, un-marked trails, lengthy climbs from one watershed to another, inclement weather and lack of food for the horses many of which either died or were killed en route.

To date I have not seen any mail in the public domain that can be definitely linked to or from prospectors who attempted the journey over these trails. The Archives of the University of Athabasca (5) do, however, contain some original letters relating to one of the intrepid prospectors, a Fred Smith.

Smith had been a long time member of the North West Mounted Police and had resigned in 1898 to seek his fortune in the Klondike. He was grubstaked by a syndicate from Yorkshire headed by his nephew David Burlison, a stockbroker. His other nephew, Bertie, had left the force also and was homesteading in Manitoba. He also put some money into Fred's undertaking.

Several letters relating to his venture have survived in the archives and have been deciphered. I have placed a few of them in order below. I found them interesting and hope that others will also.

1. Letter from Fred Smith to his nephew A.W. Soare:-

Regina
19th Feb 1898

..... I shall leave here for Edmonton about the 24th inst.

2. Letter to A.W. Soare:-

Regina
21st March 1898

Dear Bert,

I start definitely on the 23rd inst. We are taking oxen and ponies – they have been shipped already.

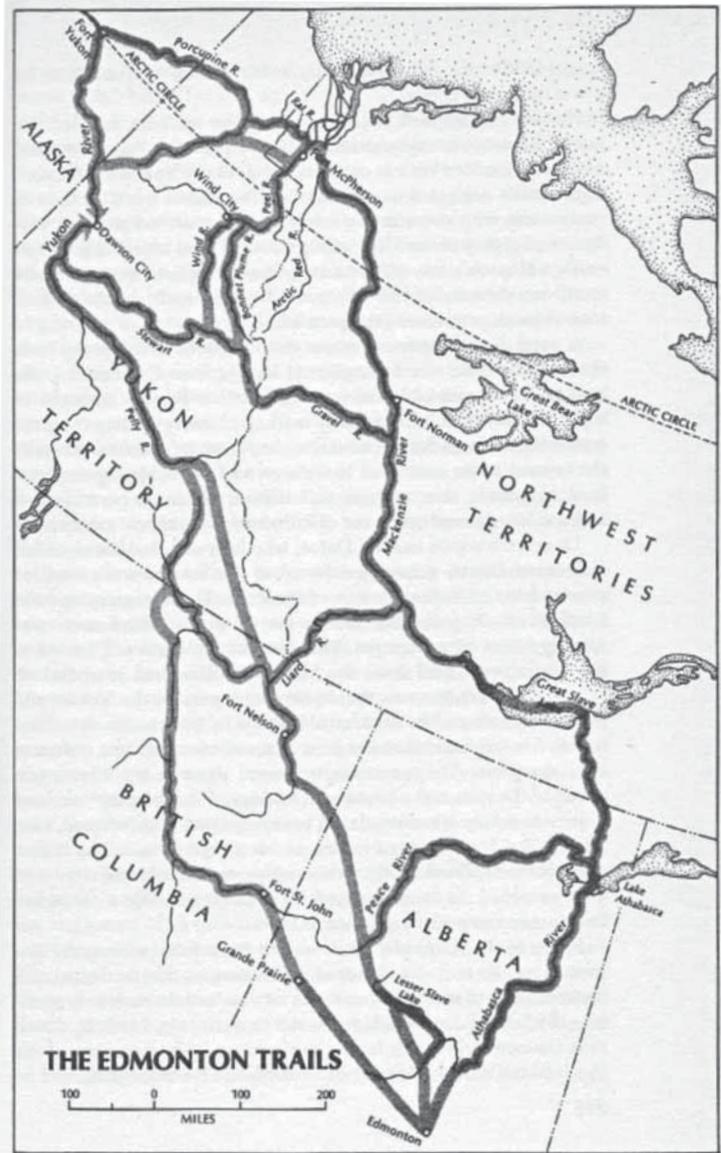


Fig 6. The various routes advertised from Edmonton to the Klondike (taken from Pierre Berton 'Klondike' page 217)

3. Letter to A.W. Soare:-

Athabaska (sic) Landing
23rd April 1898

Dear Bert,

I came up to Edmonton some three weeks ago with 3 yoke of oxen and 2 ponies intending to go overland but we soon found out that it would be almost impossible to get through on account of deep snow and poor feed and we could not carry any feed. A number of parties are stuck along the trail and most of them have lost about two thirds of their ponies. Some managed to get back to Edmonton. I have come on here preparing for the water route. I have joined forces with a party who own a small steam launch, a portable saw mill carpenters, blacksmith and shoe making tools – also an assay outfit. I have secured an interest in the above outfit. They have also 3 double tents, 4 stoves and all sorts of useful

articles. I am taking two years provisions, am well supplied with clothing and have every hope of success. We go down the Athabaska (sic) through the lake to the MacKenzie (sic) and Fort Simpson, thence up the Liard River as far as possible then portage across to the

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Pelly. We expect to get gold on the Liard. The launch will be used to tow two, 5 ton scows which we are now building. The ice has been running for two days and we shall be able to start any time after the 5th May – and shall make the Liard just as quick as if we had succeeded in getting through overland. There are about 600 people camped here now, all busy building boats – more men are coming in daily. I sent you a few lines a few days ago, asking you to forward in envelope any letters for me, also in bundle any papers.

4. Letter written in hand on plain paper:-

N.W. M. Police

Athabasca Landing
June 9th 1898

Mr A.W. Soare

Marringhurst, Manitoba

Dear Sir,

I am sorry to have to tell you that Mr. Fred Smith whom I am informed you are his nephew, died here on the 4th inst. He had been drinking very heavily for some time and was attended by Dr. McCullough. Mr Boake, who's party he was in will be writing to you also he will give you all the information as to how he was fixed in his party. Mr Boake gave me his gold watch, chain and gold ring to take care of until we should hear from you. I also have a few other small things which he had but they do not amount to anything. We gave him as nice a funeral as we could in such an out of the way place as this. I shall be very glad to hear from you and will give you any further information that you may require as far as I know of.

Your truly

V.J. MacGillycuddy

Constable N.W.M. Police

One suspects that the sad story of Fred Smith may be typical of many who tried to venture into the Yukon by this route.

References:-

1. The Klondike Gold Rush – Mail Service to the Klondike 1896 – 1905 (Part 1) – Maple Leaves, October 2011, pp171 – 190. (Part 2 of this same article appeared in the January 2012 issue).
2. Athabasca Historical Society 1986, 58-59
3. Quote from the Edmonton Bulletin reprinted in the Athabasca Historical Society, 1986, 61
4. Athabasca Historical Society, 1986, 62
5. Alice B. Donahue, Library & Archives, University of Athabasca. Accession number 04.30

CANADA PAYS ITS DUES (5)

David F. Sessions FRPSL, FRPSC, FCPS

Canadian collectors do not often come across the practice of paying for postage due by means of a postage meter even though the practice had been sanctioned since 1930. Such use of meters was extremely limited, particularly in the 1930's and 1940's.

In 1930 a letter from the Director of Financial Services to all postmasters stated: '...As regards the collection of postage on short paid mail matter addressed to the director of the local branch of the Income Tax division, Department of National Revenue, the under-mentioned procedure should be followed:

1. Either Postage Due stamps or Postage Meter or Register stickers marked 'Postage Due' will be affixed to all short paid mail matter before the mail is delivered to the Income Tax Division....' (*ref 1*)

Is it possible that some of the populace felt no need to put stamps on its letters to the Income Tax authorities?!

Financial Branch Directive no 62 of 3rd March 1951 provided a wider scope for use of meters. Section 4 stated:

'In the case of short paid mail matter addressed to government departments or agencies

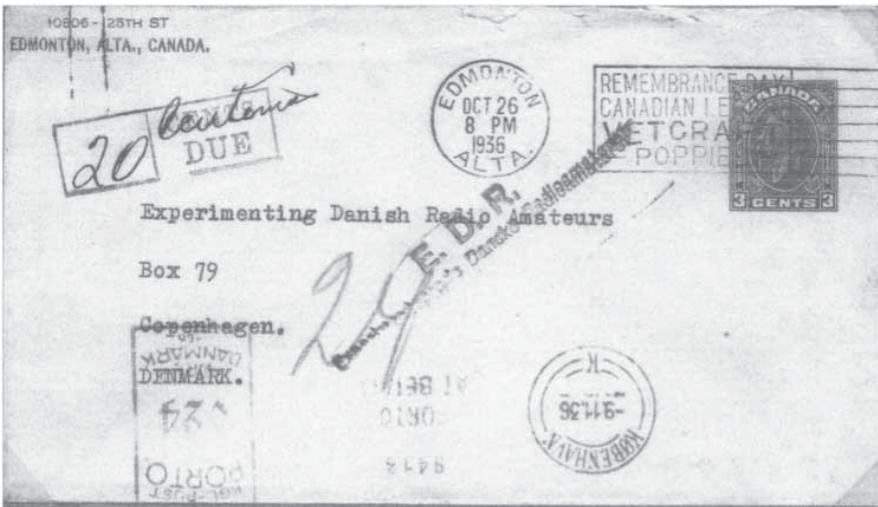


Fig 1. Short paid 1936 letter from Edmonton to Denmark. The postage due was paid by means of a meter mark.

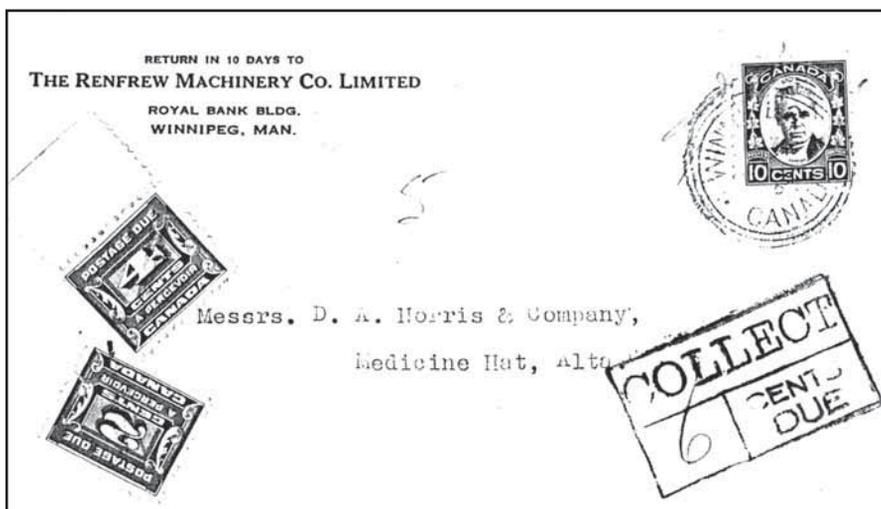
and where special arrangements are made with business organisations, postage meter impressions and postage register stickers may be accepted in payment of the deficiency' (*ref 1*)

Denmark, and no doubt many other countries, apparently sanctioned the use of postage meters back in the thirties to a greater or lesser degree, as demonstrated on the cover addressed to 'Experimenting Danish Radio Amateurs' in Copenhagen in 1936 (see fig 1). The 3 cent Canadian postal stationery envelope fell 2 cents short of the postage required, thus raising a charge of 4 cents Canadian (20 centimes). This converted to 24 Ore, as seen in the inverted meter mark at the foot of the cover.

References:-

(1) *The Canadian Postage Due Stamps, Chung & Reiche, Unitrade Press 1985*

ODD ODE



**Registration Fee paid, but not postage too.
Postage not paid becomes postage due!!**

BOOK REVIEWS

The following titles have been published by BNAPS. All BNAPS books are available from: Ian Kimmerly Stamps, 62 Sparks Street, Ottawa, ON K1P 5A8, Canada. Phone: (613) 235-9119. Internet orders can be placed at www.iankimmerly.com/books/

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As usual, review copies of these books, where received, can be found in the Society Library so if you wish to sample before you buy, please contact Mike Slamo.

CANADIAN FIRST DAY AND OTHER PHILATELIC COVERS BY JOSEPH C. ROSENBAUM; by Gary Dickinson. 2012, 88 pages, 8.5 x 11, spiral bound, colour. ISBN: 978-1-927119-06-8. Published by the British North America Philatelic Society. Stock # B4h055.1; \$C43.95

A POSTAL HISTORY OF MARKS STAMP COMPANY; by Gary Dickinson. 2012, 54 pages, 8.5 x 11, spiral bound. ISBN: 978-1-927119-08-2. Published by the British North America Philatelic Society. Stock # B4h056.1; \$C35.95

Following up on 2011's A.C. Roessler's *Canadiana*, Gary Dickinson has documented the history and output of two more Canadian dealers, Joseph C Rosenbaum and the Marks Stamp Company. Both volumes provide an inside look at how each contributed to BNA philately.

Canadian First Day and other Philatelic Covers by Joseph C. Rosenbaum is a collaborative effort by six long-time collectors of his covers who have joined together to present as nearly as possible a full catalogue of his work. Led by Gary Dickinson, each member of the group has contributed scans of his Rosenbaum covers beginning with early uncacheted envelopes, then proceeding through the JCR and Rosecraft cachets as well as his attempts to introduce new product lines. Joseph Rosenbaum was a stamp dealer in Montreal for three decades beginning in the mid-1930s. His cacheted first day covers were published continuously under the JCR label from 1947 to 1957, then as Rosecraft from 1957 until he sold the business in 1967. His FDCs set the standard for quality and acceptability for two decades, even to the point that they were used as replacement covers by the Canada Post Office. The handbook presents scans of all of Rosenbaum's cacheted and uncacheted covers as well as a narrative describing and assessing them.

A Postal History of Marks Stamp Company presents the story of Canada's preeminent philatelic business during the first half of the twentieth century through a study of its key personnel, led by founder Ely Marks through most of that period, and its publications,

along with a detailed analysis of its use of the mails and of its own stationery, which over the years featured some 50 different corner cards. Gary is the author of more than 100 articles and monographs about first day and other philatelic covers in BNA Topics, First Days, PHSC Journal, and other periodicals and is the editor of First Impressions, the newsletter of the BNAPS First Day Cover Study Group.

VICTORIA'S SECRET SLIPS – PLATES 2 AND 3 OF THE CANADA FIVE CENT 1898 NUMERAL ISSUE; by Peter Spencer, 2012, 134 pages, 8.5 x 11, spiral bound, colour. ISBN: 978-1-927119-07-5. Published by the British North America Philatelic Society. Stock # B4h057.1; C\$60.00

In *Victoria's Secret Slips*, the sixth volume in Peter Spencer's series on plating Canada's Queen Victoria era Numeral Issue, he returns to the Five Cent value. Plate 1 of this value was covered in an earlier book. Again using today's technology to produce scans of vivid clarity, the author has closely examined the varieties to be found in the stamps printed from Plates 2 and 3 of the Five Cent value to advise readers how to determine the plate position of individual copies of this popular stamp. The author's previous Numeral volumes plated the Two Cent (2005), the One Cent (2006), the Five Cent Plate 1 (2007), the Ten Cent (2008) and the Twenty Cent (2010).

As with these earlier volumes, it must be stressed that the scans used are high magnification and many of the features described will not be readily obvious to the naked eye. Look out your magnifying glass when using this book which will be a valuable addition to the bookshelf of all members who collect this popular issue.

GS.

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CELLOPAQS – SOME CORRECTIONS AND ADDITIONS

The article on Cellopaqs in the July 2012 issue of *Maple Leaves* (1) resulted in a flurry of e mails and letters to the Editors desk. My thanks go to Leo Beaudet and John Cramner in particular for the following important corrections and additions to the listings in the previous article:-

Additional Cellopaq type:- John reports that the 5 cent Cameo pane with Winnipeg tagging can also be found in packaging with a blue imprint; not just the red as reported. (He sent me a nice scan of this item but the impact will be rather lost in black and white!)

Centennial panes, paper types:- please note that the previous article is incorrect in referring to coated and uncoated papers on the 4 cent panes. These panes are normally found on so called 'dull fluorescent' paper. They can apparently also be found on paper which has no fluorescence (appearing extremely dull or dead under UV light). The differences are not great and, of course, only visible under UV light. Neither of these papers is strictly speaking 'coated' (as were the OPAL booklet panes for example).

Cameo stamps with straight edges:- the most important error in the original article concerns the Cameo stamps with straight edges. For the 4 cent and 5 cent (untagged) values of this issue, only stamps with a straight edge at the top or with a single straight edge at the bottom definitely come from the cellopaqs. Other combinations may be from the booklet panes (see picture below). For the tagged 5 cent stamps, all examples with straight edges come from cellopaqs.



References:-

(1) A Very Canadian Experiment, *Maple Leaves* July 2012, Vol 32, No 7, pp 379 – 391.

AMENDMENTS TO MEMBERSHIP to 15th SEPTEMBER 2012

New Members:-

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Lichfield, WS13 6NT; e mail cliff.ricketts@gmail.com **CL to CGC Uo,**
CGE-CGC

Change of Address:-

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2725 FABIAN, George; new e mail address gfabian2@sbcqloqal.net
2747 ROSSITER, John; e mail address jrossiter@bell.net

Corrections to interests in Members Handbook:-

2992 BARLOW, Allan, should read C

Resigned:-

2344 WHITE, William
2496 KILLINGLEY, Joyce (due to ill health)
2830 McMAHON, Richard

Deceased:-

2392 LOHMAN, Garvin

Revised Total:- 325

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Exhibition, Perth

Oct 20 – 22 Philatelic Congress of GB,
Queens Hotel, Perth

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**Nov 19 London Group Meeting,
Bishop's Stortford**

**Dec 17 London Group Meeting,
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2013

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May 10 – 15 Australia 2013 –
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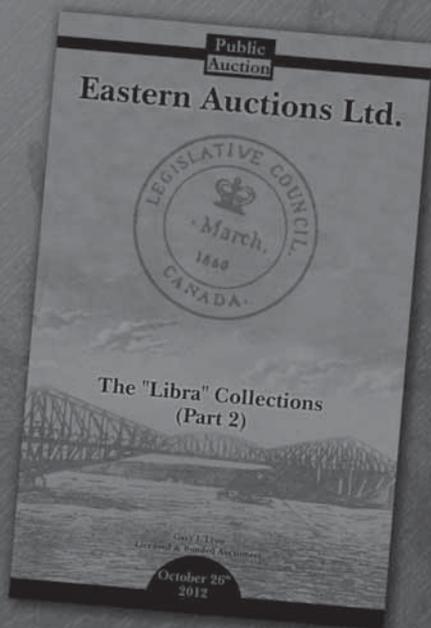
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