

# Maple Leaves

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

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# MAPLE LEAVES

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THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN  
INCORPORATED 1946

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## EDITORIAL

I must start this issue by extending my thanks to those many members who have responded to my plea for articles. After some fruitless years of asking for material on Newfoundland I have now been swamped by several articles so we may even have a ‘Newfie’ issue in the future! This should, I hope, act as a spur to those of you who don’t collect Newfoundland to redress the balance – so please keep the material coming to ensure a nice balance in future issues.

Those members who live in Europe (and that still includes the UK for a few more months!) will no doubt be sick to death of being contacted about the GDPR or General Data Protection Regulations which came into force in May. Although these were primarily aimed at those large organisations who hold our personal data and make use of it for marketing purposes, the regulations do apply to all organisations large and small, ourselves included. The Society does hold some contact information on members, not least to allow us to send you this journal. To ensure compliance with the GDPR we have produced a brief ‘Privacy Policy’ outlining the data we hold, what use we make of it and who, if anyone, we share it with. The policy will be available online at the Society website and we also plan to publish it in the next issue of Maple Leaves. Anyone who is desperate to see it before then can always contact me and I will e mail you a copy.

Our annual Convention is fast approaching as is the deadline for bookings so if you are planning to attend the event in Welwyn please make sure you get your booking form in to our President, Dave Armitage, by 31st July latest. Some updated details on the

Convention programme can be found on page 418 and the full programme and all other details can be found on the website.

The Convention will, as usual, include a room auction and the sale catalogue should hopefully be online at the website by late July. Paper copies of the auction catalogue (without the pictures) will be mailed out to all those members who have requested them in the past so there is no need to ask again. The sale contains the usual eclectic mix of material with strong sections of prestamp and stampless covers, transatlantic mail, squared circle cancels, Newfoundland stamps, Admiral stamps and some nice bulk lots of stamps and covers. Those who seek the unusual will not be disappointed as the sale includes a nice Nova Scotia bisect cover, an early letter from St Pierre & Miquelon to France carried via Halifax and a previously unrecorded rate handstamp on a transatlantic cover from the UK to Canada. With lots estimated from £2 to £1500 there should be something for everyone.

Finally, if any of you have a friend or colleague who is a member and complains that they have not received their copy of this issue you can let them know that this is because they are one of a handful of members who have not yet paid their dues for the current year. The Subscription Manager will be more than happy to exchange their overdue remittance for a copy of the journal.



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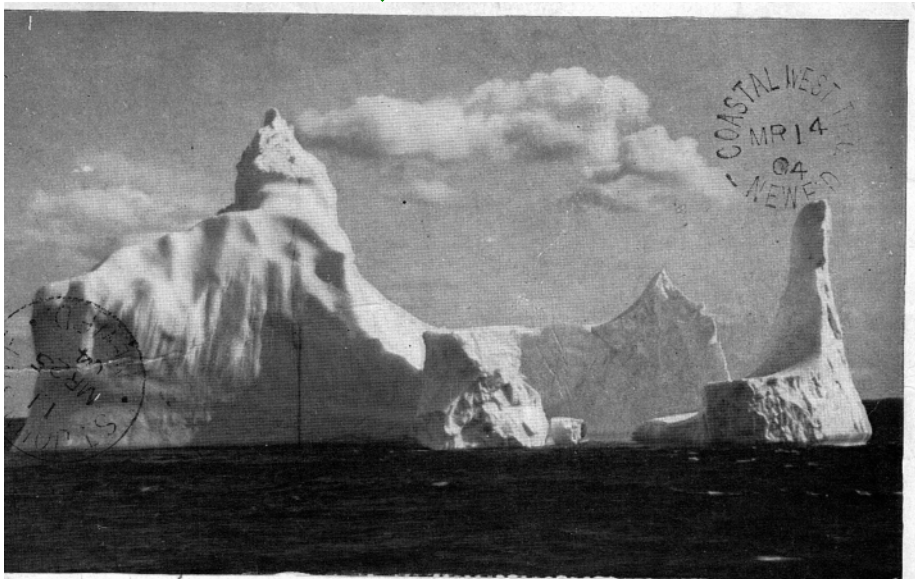
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# 1904: AN ICY WINTER FOR REID'S MAIL STEAMERS (AND TRAINS!)

**Brian Stalker, FRPSL, FCPS, OTB**

A picture post card showing a “Mammoth Iceberg off Coast of Newfoundland” is an appropriate introduction to the southern coastal mail services operated by the Reid Newfoundland Company’s mail steamers during the winter of 1904. The message on the postcard from Channel to Liverpool, England, is date-lined Mar 8 04 but the CHANNEL date-stamp is dated MR 1 04 (probably an incomplete strike of MR 10 or MR 11) and it was routed via the COASTAL WEST TPO / NEWF’D. MR 14 04 and ST. JOHN’S N.F. / NEWF’D MR 25 04. Tom writes to Lily -

*“It is about two months since we last heard from you.  
Are you so busy courting that you are unable to write!”*



Mammoth Iceberg off Coast of Newfoundland.





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R G Reid and his sons had built most of Newfoundland's trans-island railway (547 miles from St. John's to Port aux Basques) in the 1890's and in 1898 Reid signed a contract to operate (inter-alia) the entire railway system, also to provide and operate six mail steamer services around Newfoundland's coastline, another mail steamer service to Labrador, and also one across the Cabot Strait between Port aux Basques (the western terminus of the railway adjacent to the community of Channel) and North Sydney, Nova Scotia, a distance of almost 100 miles, connecting there with Canada's Intercolonial Railway and its connections to other Canadian and American railways. For the first time, Newfoundland was to have an integrated rail and maritime mail, passenger and freight service. Of the mail steamer services, only three were to run all-year-round - the 'Coastal West TPO' along Newfoundland's south coast, the Placentia Bay TPO and the Cabot Strait TPO - ice conditions prevented operation of the northern steamer services between January and April.

The government of the day was delighted to enter into the '1898 Reid Contract' but its monopolistic nature caused much consternation and opposition elsewhere and it precipitated a general election and was a major factor in several more. By 1904, relations between the Reid Newfoundland Company and the government were decidedly icy, if

not hostile, so much so that the government had entered into a contract with Bowring Brothers to operate two mail steamers, effective from 1 May 1904, one of which was in direct competition with Reid's Coastal West service.

Normally this post card would have been carried across the Cabot Strait directly from Port aux Basques to North Sydney, Nova Scotia, by *SS Bruce* (Mail Officer Thomas McGrath) on her three-times weekly service for connection with a transatlantic mail steamer at Halifax or Boston for Liverpool, completing the entire journey in less than two weeks. Not in this case! The postcard was still off the coast of Newfoundland two weeks later and its routing via the Coastal West TPO and St. John's prompts two questions.

- (i) Why was it routed via St. John's?
- (ii) Why did it take around two weeks to get to St. John's?

**Addressing question (i):** Newfoundland's trans-island railway was blocked, initially by snow on 1st February, then by bridges being washed away by ice, and it was mid-May before the line was reopened throughout its length. During that period of fifteen weeks or more *SS Bruce* operated between St. John's or Placentia and North Sydney – a 33 hour trip each way under good conditions and considerably longer under adverse conditions – and conditions were adverse from mid-February to mid-April! As far as can be ascertained from newspaper reports, North Sydney was ice-bound for several weeks so Louisburg, the southern terminus of the Sydney & Louisburg Railway (~35 miles long), was used instead and the Cabot Strait service operated as follows;

Feb 6 – 10	<i>SS Bruce</i>	one return trip between Placentia and North Sydney.
Feb 12 – 18	<i>SS Bruce</i>	one trip Placentia – Louisburg – St. John's; she arrived with ice-torn sheathing and had to go to dry dock for repair.
Feb 17 – Feb 22	<i>SS Glencoe</i>	one trip St. John's – Louisburg – Placentia. "The <i>Glencoe</i> had a hard experience coming from Louisburg to Placentia and occupied over 60 hours in making the passage. Saturday night the thermometer registered 20 below zero and new ice made rapidly. The watch on deck felt the effects of the keen frost and did their work with great difficulty. Two of the men had their ears and hands frost-bitten. The ship was so

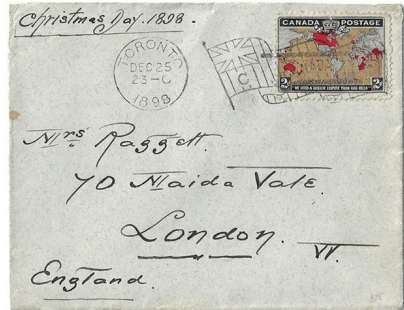


		heavily iced up Sunday morning that the Captain had to run into Burin in order to have the ice beat off the hull and running gear.” ( <i>Evening Telegram</i> )
~Feb 23 – Mar 4	<i>SS Glencoe</i>	Placentia – Louisburg – Placentia: <i>Glencoe</i> spent several days ice-bound in each direction.
Mar 5 - Mar 13	<i>SS Glencoe</i>	Placentia – Louisburg – St. John’s. Going out, <i>Glencoe</i> ’s rudder was badly damaged by ice, necessitating repairs at Sydney. Her return trip to St. John’s took 58 hours, where she docked for more repairs.
Mar 15 – Apr 16	<i>SS Bruce</i>	St. John’s – Louisburg – St. John’s: on her first of six trips, <i>Bruce</i> returned from Louisburg with 200 packages of mail and a large mail. As late as the end of March she was having to fight her way through sixty miles of ice.
Apr 17 – May 22	<i>SS Bruce</i>	St. John’s – North Sydney
May 24 – May 30	<i>SS Glencoe</i>	normal tri-weekly service resumed between Port aux Basques and North Sydney
May 30 – onwards	<i>SS Bruce</i>	Normal tri-weekly service.

After that lengthy discourse we turn to **question (ii)**: why did it take so long to get to St. John’s?

First, some background. Since May 1900, the Reid Newfoundland Company had operated a weekly Coastal West TPO service between St. John’s and Port aux Basques. *SS Home* usually served the route during winter months (she was on the Strait of Belle Isle TPO from May to December) and *SS Glencoe* was the main-stay for the rest of the year. However, with the impending introduction of a rival service to be operated by Bowring Brothers starting in May 1904, Reids decided to pre-empt the situation by reverting to their 1898 Contract terms of operating the ‘South Coast’ service between Placentia and Port aux Basques with effect from 1st January 1904, with their rail service between Placentia and St. John’s completing the route. Thus, during the first week of January 1904 *SS Home* departed Placentia for Port aux Basques, manned by mail officer Michael Aylward, and she operated along the south coast through to 25th March. The

# POSTAL HISTORY, COVERS & POSTCARDS



LAKESHORE STAMP SHOW, March 23-25  
 NATIONAL POSTAGE STAMP SHOW, April 7-8  
 POSTALIA, April 14-15  
 ORAPEX, May 5-6  
 MONTREAL PC/POSTAL HISTORY, June 2  
 ROYAL 2018 ROYALE, June 22-24

PHSC SYMPOSIUM, July 19-22  
 EASTERN ONTARIO PC/POSTAL HISTORY, Sept 8  
 BNAPEX 2018, Sept 21-23  
 CANPEX, Oct 13-14  
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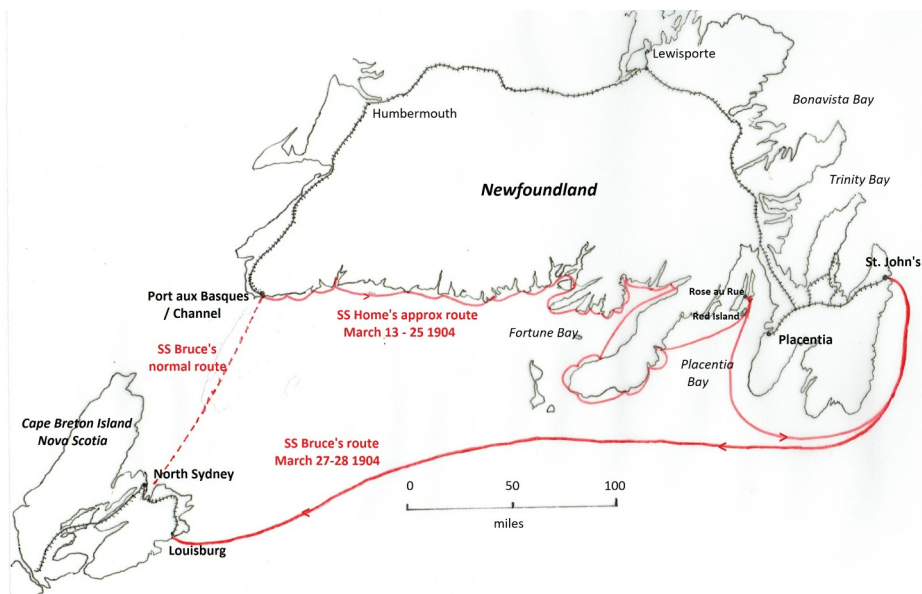
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service was nominally weekly but newspaper reports (mainly the St. John's *Evening Telegram*) of 12th March stated that "SS *Home* could not get into Port aux Basques today owing to ice; this was her third attempt" - hence there was a delay in picking up the post card. *Home's* return trip was even more fraught, as per further newspaper reports:-

March 18            *SS Home* could not get to Placentia today because of ice in the Bay.  
 March 23            *SS Argyle* sailed from St John's for Placentia to try to locate *Home*,  
                                  supposed jammed in ice in Placentia Bay.  
 March 25            "*SS Home*, jammed for five days near Red Island, arrived at  
                                  St..John's at 10.30am. She got clear of the ice last Tuesday but be  
                                  ing short of coal went to Rose au Rue where she took 15 tons of  
                                  coal and water. She started again the next day, met *SS Argyle* in the  
                                  middle of Placentia Bay yesterday at 11am and took food supplies  
                                  and an additional 20 tons of coal. Captain Taylor of the *Argyle*  
                                  handed Captain Parsons his orders to come on to St. John's. The  
                                  *Home* brought 12 passengers in saloon and 10 in steerage ... they  
                                  spent a good deal of the time kicking football and making excu  
                                  sions on foot over the ice. The ship got out of the ice twice but  
                                  drifted into it again." (*Evening Telegram*, 25th March 1904).

Thus, Tom's postcard admonishing Lily for her tardy letter writing took from 8th March to 25th March to reach St. John's from where it would have been carried to Louisburg, Nova Scotia, by *SS Bruce* departing on 27th March. The Newfoundland south coast and Cabot Strait legs of the journey amounted to well over 1,000 miles instead of 100



miles – Reid Newfoundland Company’s coastal mail steamers certainly went more than the proverbial mile! It probably took a full month for the postcard to reach Miss Lily in Liverpool – no doubt she shook her head in disbelief and wondered why it had taken so long!

### References;

St. John’s *Evening Telegram* – accessible via Newfoundland’s Memorial University Digital Archive (<http://collections.mun.ca>)

“Travelling Post Office Postmarks of Newfoundland & Labrador – Compendium of Related Information” compiled by Brian T Stalker, edited by Ross Grey, published by BNAPS Nov 2016. ISBN:978-1-927119-75-4.

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# CANADIAN JAPANESE INTELLIGENCE CORPS

Colin Lewis, *FCPS*

## Background

After the Japanese attack on Pearl Harbour in December 1941 the Canadian Federal Government quickly passed the War Measures Act to brand Japanese Canadians as enemy aliens and categorized them as security threats. As early as January 1942 out of a population of 40,000 plus ethnic Japanese living in British Columbia, 50% in the age bracket 18 to 45, were placed in internment camps or road camps in Ontario, whilst many families were sent as forced labour to farms throughout the prairies. In October 1942 all persons of Japanese origin west of the Cascade Mountains in BC were ordered to move inland by April 1943. Three-quarters of them were Canadian born and bred [technically British subjects, as were all Canadians, since Canadian citizenship did not exist prior to 1947].

The majority of these Japanese Canadians were second generation, being descendants of immigrants and were known as Nisei in Japanese. The property and homes of the Japanese Canadians living in the province of British Columbia were seized and sold off without consent in 1943. The funds were used to pay for their internment. They also had to "pay rent" for living in the internment shacks they were assigned. In 1945, after the war, as part of the continued effort to remove all Japanese Canadians from British Columbia, Prime Minister Mackenzie King's cabinet used Orders-in-Council to extend the powers of the War Measures Act and Japanese Canadians were given two options: to either be relocated to another province, i.e. "East of the Rockies", or to go back to Japan (though most having been born in Canada had never been to Japan). It was not until 1949, after organized protests, that these mobility restrictions were lifted.

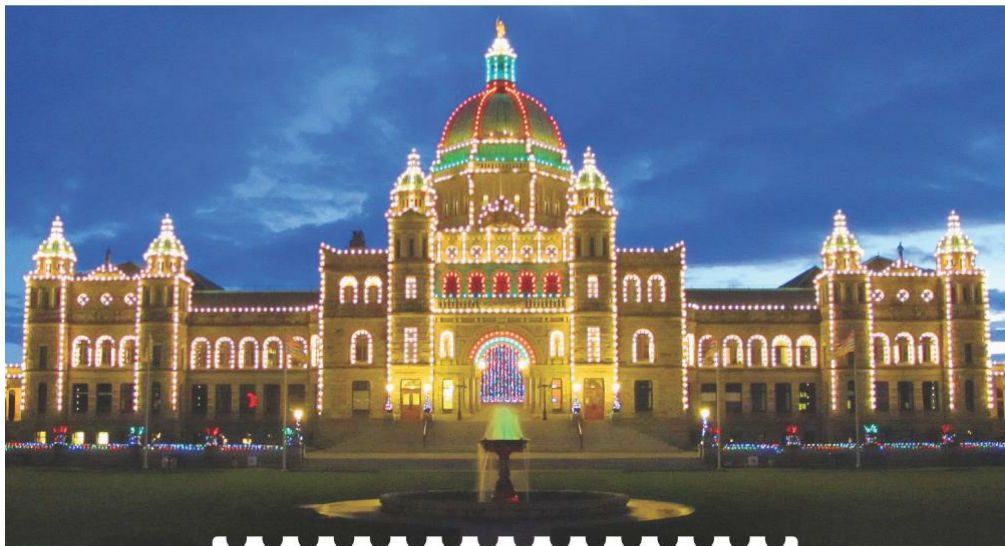
After the attack on Pearl Harbour, to show their loyalty and patriotism to Canada, many of these Japanese tried to volunteer to join the Canadian Armed Forces, but due to the earlier parliamentary act they were prohibited from enlisting.

As the war progressed in Asia the United Kingdom recognised it had very few personnel that could speak and read the Japanese language and as such requested Canadian Premier Mackenzie King for assistance in finding recruits for the British Army Intelligence Corps. This was contrary to the War Measures Act that forbade Canadians of Japanese descent joining the armed forces and Mackenzie King ignored the request. A second plea was made to Mackenzie King for Nisei to be recruited by Britain and agreement was reached in late 1943 when about 30 volunteers were recruited by the UK. Eventually, those Japanese Canadians who joined the British Army Intelligence Corps were transferred to the Canadian Army Intelligence Corps and many served their country with distinction.



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Whilst the war was nearing its conclusion, but still in progress, the Nisei were used to spread propaganda via radio messages aimed at Japanese troops. They were also engaged in listening to Japanese military broadcasts that proved critical in defeating the enemy in Asia as well as the interrogation of captured Japanese prisoners. The majority of the Japanese Canadians who were recruited to the Army Intelligence Corps were quickly promoted to at least the rank of Sergeant whilst those with academic qualifications were usually given commissions.

At the end of the war against Japan there was a requirement for the United Kingdom, along with other allied nations, to conduct war trials against Japanese perpetrators who had committed atrocities and contravened the Geneva Convention on the treatment of prisoners. Such trials were to take place in a number of Asian countries that included Hong Kong, India, Malaya, Singapore, Thailand, etc., as well as in Tokyo. The Japanese Canadian's services were required to assist at these war trials in such roles as translators, investigators, interrogators and censors.

Whilst serving in various theatres where war trials were conducted they wrote letters back to Canada. Many of these letters were written to colleagues who worked on the "The New Canadian", a newspaper published for Japanese Canadians. This newspaper was based in Kaslo BC from November 1942, having moved from Vancouver, whilst at the end of the war it relocated to Winnipeg. It was a weekly publication in English and Japanese and was the only newspaper allowed to be published using the Japanese language. Before publication it was heavily censored by the Canadian authorities.

## **The Covers**

Cover number one (Fig.1 overleaf) was mailed by Sergeant Roy Ito Canadian Army Intelligence Corps (previously serving in the British Army Intelligence Corps) and addressed to T(akaichi) Umezuki who was the Japanese Editor of "The New Canadian". The headquarters of the "The New Canadian" was now located at 504 Talbot Avenue, Winnipeg having relocated from Kaslo. Roy Ito was recruited as an interpreter, translator and mail censor. He was initially stationed in England and drafted to New Delhi, India in early 1946 before being posted to Hong Kong. A collection relating to the life of Roy Ito is held at The Japanese Canadian National Museum, Burnaby BC Canada. The cover was mailed on 3 February 1946 from New Delhi G.H.Q. A.P.O. The group photograph (Fig.2 overleaf) shows Japanese members of the Canadian Army Intelligence Corps.

Cover number two (Fig.3 overleaf) was mailed by Sergeant Roy Ito who was now based at Hong Kong and operating as a translator, censor and interpreter at the trials of Japanese war criminals at Number 5 War Crimes Court, the South East Asia Translation and Interrogation Centre at Hong Kong. Unusually, the cover is not addressed to the editor but simply the newspaper. Ito was accommodated in Murray Barracks with the third Royal Marine Commando Brigade. This cover was mailed from FPO 222 on 21 May 1946 the HQ Land Forces, Victoria, Hong Kong, that was an Indian FPO only

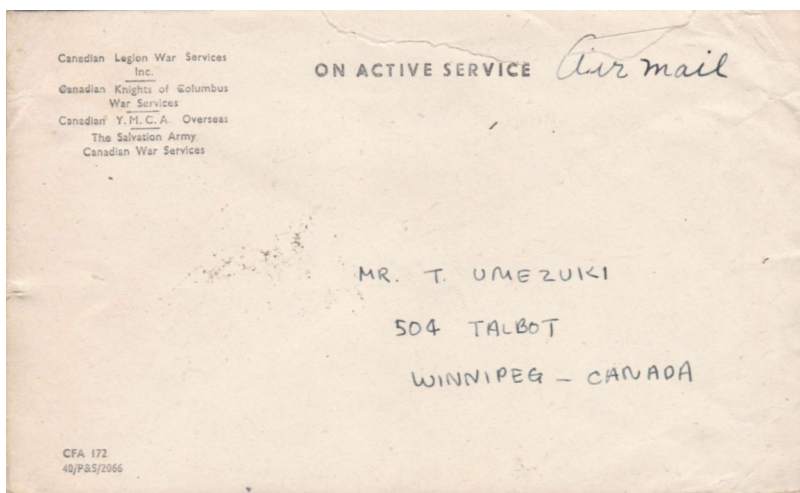


Fig 1

recorded by Proud from 7 April 1946 to 31 December 1946. The photograph (Fig.4 opposite) is that of a sitting war crimes court in Hong Kong.

Cover number three (Fig.5 on page 378) was again from the Sergeant Roy Ito correspondence. This letter was mailed from FPO 366, located at Murray Barracks on 30 May 1946 and addressed to T(akaichi) Umezuki. The accompanying photograph (Fig.6 on page 378) shows Roy Ito alongside Major General Ryosaburo Tanaka who



Fig 2



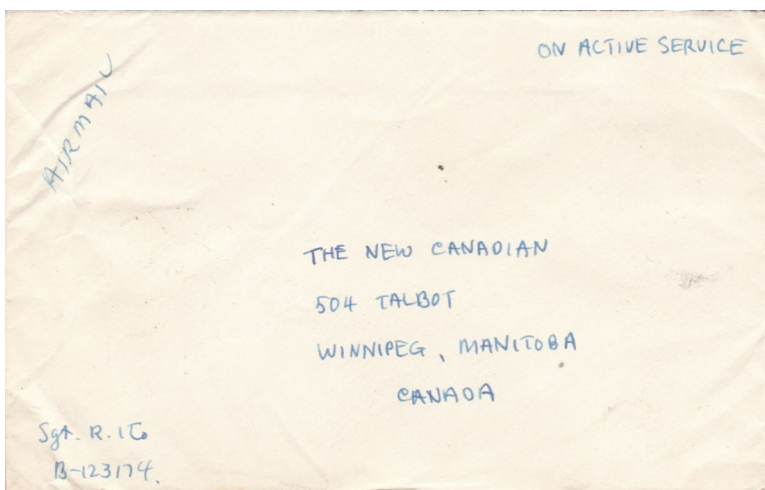


Fig 3



Fig 4

commanded three battalions of Japanese Infantry during the Japanese invasion of Hong Kong in 1941. Many atrocities were committed against Canadian soldiers by the infantry regiments and Tanaka was found guilty of war crimes and sentenced to 20 years in prison.

Cover number four is the final cover (Fig.7 on page 378) of the Roy Ito correspondence and was again addressed to the editor of "The New Canadian" and mailed from Indian FPO 222 on 11 July 1946.

# Auction Announcement

November 2018 — Halifax, Nova Scotia

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Fig 5 above and Fig 6 at right

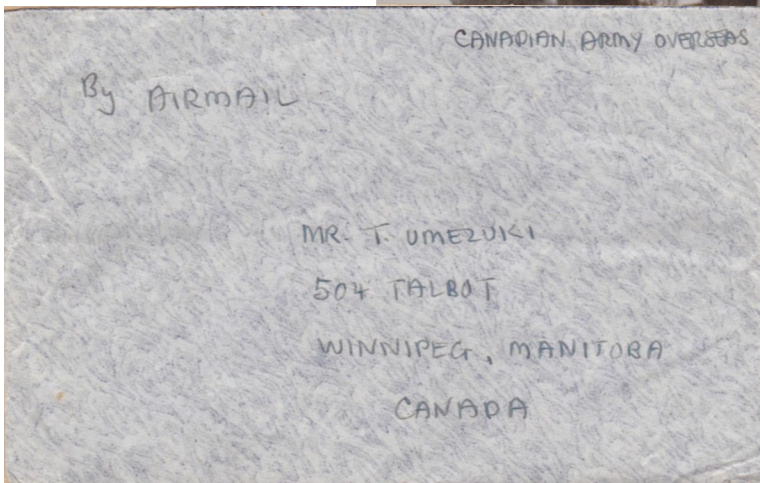


Fig 7

Cover number five (Fig.8) was written by Company Sergeant Major Tatsuro “Buck” Suzuki of the Canadian Army Intelligence Corps and was mailed from FPO 594 in Singapore on 19 June 1946. The cover is addressed to T(akaichi) Umezuki who was the Japanese language editor of “The New Canadian”. The private receiver on the front shows a receiving date of 2 July 1946. Suzuki was from Ladner BC and a record of an interview with him is held at the Royal BC Museum Victoria. There is extensive web information about Suzuki who appears to have been quite a remarkable person. He was born in 1915 on a float house on Don Island in the Fraser River. He was a fisherman who had his boat and property confiscated and was interned at Brandon, Ontario. He was active in trade unionism and a keen environmentalist. After the war it was largely through his efforts that Japanese fishermen returned to their profession and joined the United Fisherman and Allied Workers Union that had previously rejected them.

Suzuki volunteered to join the British Army Intelligence Corps even though he had been transported to Kaslo and then Brandon, Ontario after the Japanese attack on Pearl Harbour. He left for England on 4th March 1945 from Halifax aboard the vessel "Louis Pasteur" landing at Liverpool. He then sailed from Plymouth on the "Strathmore" for Bombay, India where he arrived on April 21st. From there he went to Poona, India for basic training with Force 136. Upon completion of training he was posted to SEAC HQ in Ceylon where he eventually joined the Radio Broadcasting Unit that beamed propaganda at Japanese troops. After the Japanese surrender Suzuki Joined No.2 Mobile Section in Rangoon, Burma and from there went to Malaya for war crimes investigation work. Suzuki died in 1977.

Cover number six (Fig.9 overleaf) was mailed at New Delhi GHQ APO 24 July 1945 was written by Private Akira Harold Hirose, who at this time was a recent recruit in the British Army Intelligence Corps. It was initially addressed to Kaslo BC but “The New Canadian” having recently relocated to Winnipeg it was redirected on 6 August 1945.

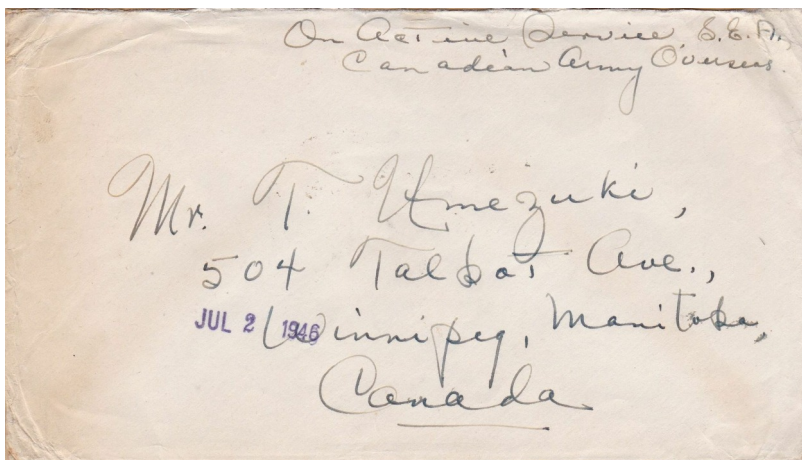


Fig 8

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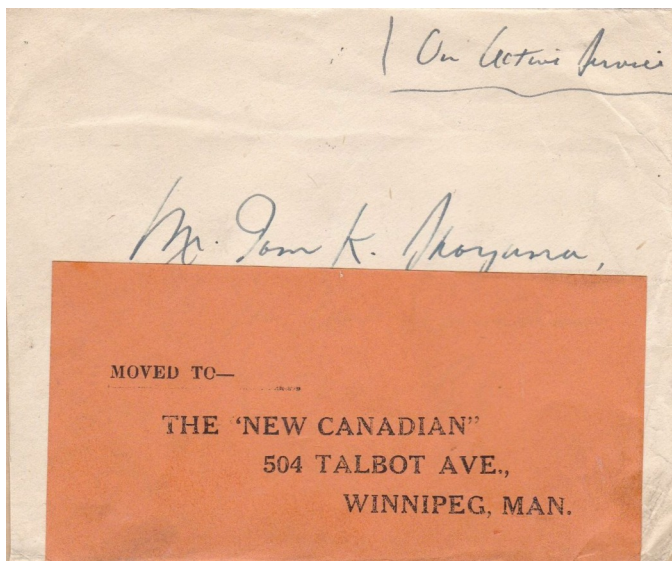
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*Fig 9*

On the reverse is an incomplete censor handstamp. Hirose joined the Indian Field Broadcasting Unit for training in readiness for the allied invasion of Malaya. The unit worked with the Royal Marine Commandos and were to rush in under live fire and set up a front line broadcasting unit in a foxhole. The invasion troops were instructed to cease fire so the broadcasting unit could go into action. They were instructed not to shoot any Japanese who chose to surrender. Hirose waded ashore at Port Dickson, Negri Sembilan, Malaya on 11 September 1945 and moved inland to Kuala Lumpur where he acted as interpreter for the Japanese surrender. Later Hirose was attached to the 34th Indian Division where he produced a news-sheet for surrendered Japanese troops called "The Black Panther".

Cover number seven (Fig.10 overleaf) was mailed from FPO 594 at Singapore on 11 September 1946 by Sergeant Sadao Nikaido of the Canadian Army Intelligence Corps. Again addressed to "The New Canadian" but without an individual addressee's name. Nikaido carried out screening work on surrendered Japanese in Bangkok together with translation and interrogation for the three war crimes investigation teams in Thailand. In early September 1946 work in Bangkok came to an end and the last group of 170 Japanese in Thailand were sent to Singapore by train, escorted by five Canadians that included Sadao Nikaido and Jack Oki (see air-letter next). The 500 mile journey down the Malay Peninsular was time consuming due to delays caused by the damage and destruction of many bridges during the war. Shortly after arriving at Changi Jail, Singapore the Canadians left for home on the troop-ship "RMS Otranto" bound for Southampton and finally by the "Aquitania" to Canada on her last Atlantic voyage.

Cover number eight (Fig.11 overleaf) is a forces air-letter written by Sergeant Jack T Oki and addressed to Kasey Oyama the overall editor of "The New Canadian". Mailed

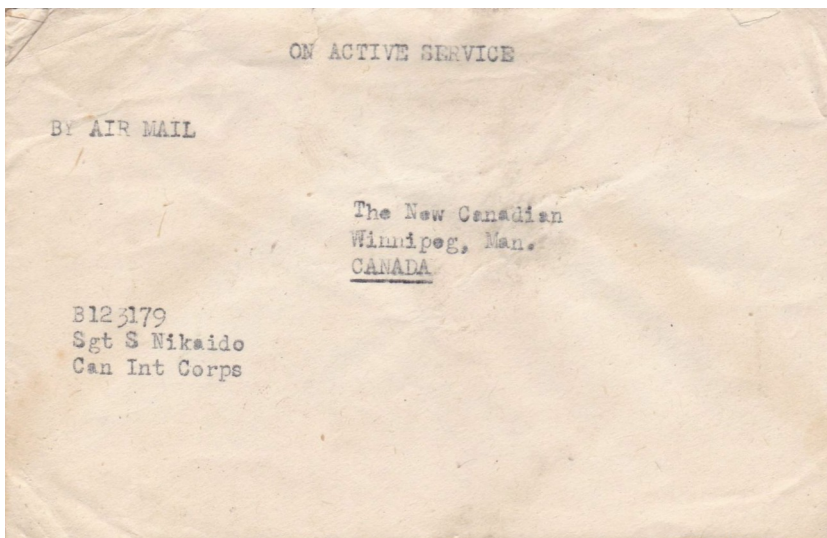


Fig 10

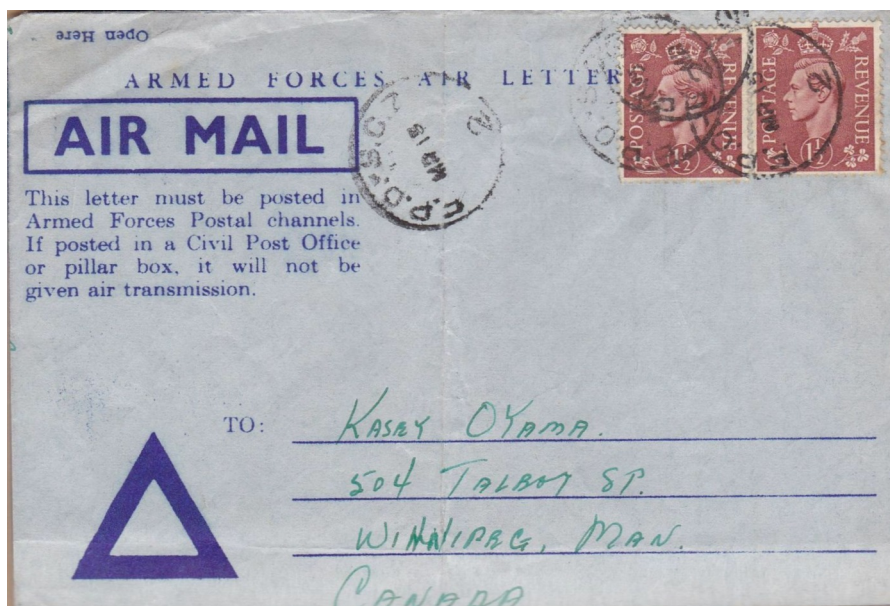


Fig 11

via FPO SC 7/2 on March 15 (1946) at London GB. The letter was written on March 12 by Sergeant Oki whilst he was spending some leave in Edinburgh. He also mentions visits he made to York and Sheffield. As a member of the Canadian Army Intelligence Corps his role was as an interrogator and interpreter for the War Crimes Commission. Upon completion of his leave he was flown to Bangkok, Thailand to carry out work for



the war crimes investigation teams. He then accompanied Sadao Nikaido (see previous cover) as an escort for the remaining 170 Japanese prisoners being transported to Singapore. Along with Nikaido he returned to Canada via England.

One can only wonder what the contents of the covers was but apart from the air-letter there is no correspondence enclosed. By the early autumn of 1946 the Japanese Canadians who volunteered to serve in the Intelligence Corps had been demobbed.

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## THE DE MINIMUS STORY – A CANADIAN PERSPECTIVE

**Rick Parama**

I am only now just getting around to reading the article by John Wright in the July 2017 issue of *Maple Leaves* (ref 1). It was most interesting. I have a few comments and queries from the Canadian perspective.

I presume the *de minimus* information came from the 1920 Madrid Conference (as opposed to GB postal guides). If so, I wonder why the start date in Britain was 13th June 1921? This is not the start date in Canadian Post Office Department documents as far as I know. The date in Canada would appear to be 1st October 1921.

I have a first day of the new rate, and a last day of the old rate, see figs 1 and 2. The second letter mailed on 1st October got taxed at the *de minimus* rate twice as it was forwarded within the UK. The basis for this double charge is unclear to me.

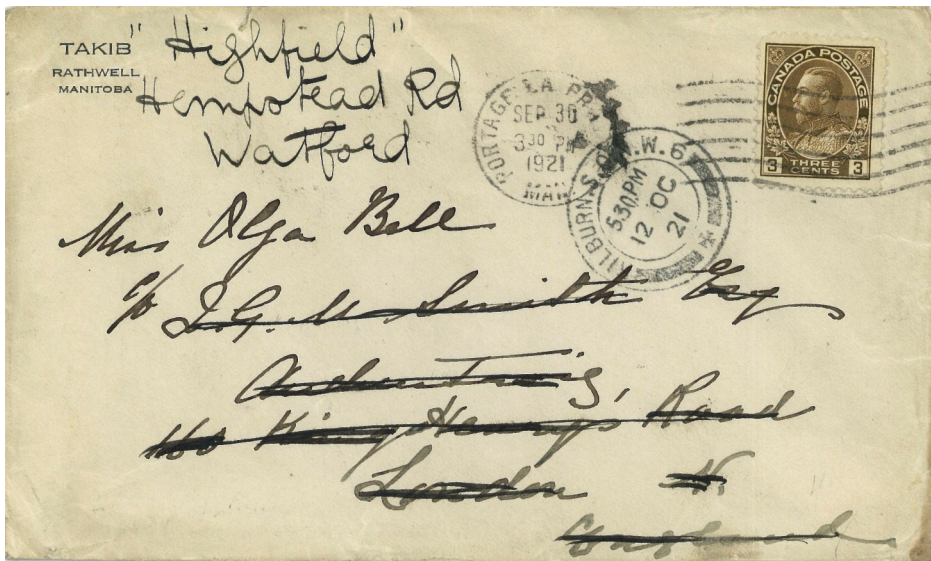


Fig 1 Last day of the 3 cents rate.



Fig 2 First day of the 4 cents rate and short paid but why was it taxed twice?

The problem of short paid mail due to the increase in postage was published several times in the Supplements. I long thought that the many short paid covers from Canada to England was the reason for the 1½d postage due stamp. I agree they are hard to find. See fig 3 opposite for another example; which seems early.

An example of the statement in the Monthly Supplements was provided in the *January 1922 Monthly Supplement* to the 1922 *Postal Guide* which gave notice of problems with short paid mail to the UK.

**(11) New Rates of Postage for places within the Empire to be again brought to the attention of the Public.**—A large number of letters addressed to Great Britain and other places in the Empire are being received prepaid at the old rates of postage. Postmasters are requested to again bring to the attention of the public the new rate of postage on letters to the United Kingdom and other places within the Empire, of 4 cents for the first ounce and 3 cents for each additional ounce or fraction. In this connection attention is directed to the notice in the November Supplement advising that slips giving letter rates of postage had been prepared and were to be distributed to all householders and boxholders. ...

I also suspect that England was not the only country that made its own conversions to the amount due; as the inflation rate varied from country to country; as well as how inflation was handled in each country.

I think the *de minimus* charge ended, Canada to England, sometime in 1925.

I believe the T/numbers in a circle were applied in Montreal or Quebec, depending on the port transferring Atlantic Mails. I also thought the letter below FD (A or D) of the English due markings were clerk codes for those working in London, but this is conjecture. Some smaller offices were not supplied the 1 1/2 D markings for a few years after '*de minimus*'; but improvised by stamping the letter with 1 and a separate 1/2 marking, as if it were one 1 1/2 d marking.

Finally, I wonder if anyone can confirm the origin of the term '*de minimus*'. Is it from the 1920 Madrid Conference? Also why a minimum charge? Was it to do with the costs of labour in post war Britain/ Europe? (A kind of handling charge reflecting in country costs).



Fig 3 Cover showing a very early use of the first 1½d GB postage due stamp. Mailed from Canada on 23 January 1923, the PD stamp was franked in Brighton on 7 February 1923.

Ref 1. The Great Britain 1½d Postage Due *De Minimus* Rate; John Wright, *Maple Leaves*, Vol 35, no 3, July 2017, whole number 345, pp 169 - 173

# JUBILEE SHORT SETS

Joe Smith

Recently, I became very fortunate to acquire the lot as seen in figure 1 from a UK auction house. Shown is a short set (all values to the 50 cent value) of the Jubilee issue of 1897. Being a collector of the issue and having a strong interest in squared circle cancels my heart was set a flutter. This is the first intact used short set I have ever seen.

I have seen quite a bit of correspondence about availability of the Jubilee set at post offices or searching for a supply for purchase from dealers/collectors of the day. Let me say it is my understanding that the full set was available only at the largest offices and possibly only initially in the regional stamp distribution centres on the first day of issue or very shortly thereafter. Within a couple of weeks the demand and clamour for the half cent and six cent values brought new rules. Right away, the post office said the half cent value could only be purchased in the short set and later this same rule applied to the six cent value. This explains why the half cent value in pairs or multiples are very rare either mint or used. Only 150,000 were printed and the entire stock could have been purchased for the princely sum of \$750.00. 50,000 of the short sets were sold at \$1.21 which made up the face value with another half cent Small Queen stamp. A further 10,000 sets were sold which included the 1 dollar value. This expenditure was within the means of some people. These sets to a \$1 were presented in a small envelope of which I have never been able to acquire an example.



Fig 1

I believe it had a rubber stamp on the outside stating the contents and price. Another option to purchase was the full set including all the dollar values for the sum of \$16.22 and it included a sample of the P-16 card . This option was well beyond most people’s budget. A few complete sets on cover were created by a Mr Gnaedinger of Montreal either on cover and piece. He was a lawyer so we may assume he had plenty of cash! You may have seen examples of these with flag cancels on cover or piece (see fig 2). Since the sets were made up by the stamp branch not much care was taken with the centring of the stamps, any old copy handy was good enough. The 1/2, 2, 5 and 8 cent values in the set in fig 1 demonstrate that .

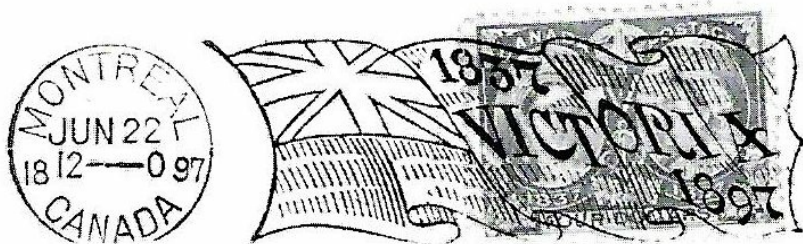


Fig 2 \$4 value on piece with flag cancel. A Gnaedinger creation.

My observations on used short sets that may have existed follow.....

I have been told there is a cover or two making up the set from OTTAWA with squared circle cancels, date unknown. One source told me these have first day cancels another suggested mixed dates . The owner of this set is unknown but has been suggested as someone in Ontario . On that note, there are three existing first day covers known as the Windsor ferry covers registered to Detroit. One cover is missing as noted by the registered numbers sequence. They have mixed combinations of values none of which are true rates. (see fig 3). The 20 and 50 cent values may be



Fig 3 One of the Windsor ferry covers

on the missing cover or two different covers Note the use of a CDS hammer when the more common cancel at the time was the squared circle .

FRUITLAND ONT this set of first day cancels was once part of Al Cook's collection which has since been scattered. I consider them to have been contrived as my uncle Ken Haig, a stamp collector and part time dealer, knew my grandmother Lenna Smith who was the postmistress during the 1930's and 40's at her grocery store. in Fruitland . He had access to the stamps with or without gum and manufactured cancels back dated as needed . Note the Post Office used this split ring cancel right up to its closure and old die slugs for dates were probably intact back to 70 years ago. (see fig 4). I realise as I write this, that despite my family connections I have no example of the Fruitland cancel on a Jubilee stamp in my collection. If any member out there has a spare one they are keen to dispose of you know where to send it!



*Fig 4. 8 cent Jubilee with first day cancel of Fruitland, Ont.*

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Another probable set of first day cancels came from VICTORIA BC CANADA using the CDS hammer . I have seen copies up to the 20 cent value but not the 50 cent. Again this set has been scattered . (see fig 5). They appear all too perfect and this hammer was in daily use.



*Fig 5 Three values all with first day cancels from Victoria B.C.*

A fake set exists with multiple stamps; I have it up to the 1 dollar value. This is a contrived cancellation for TORONTO as it never existed nor would the word Saturday appear in a date . (see fig 6) Note that multiple examples exist of some values. I believe these fakes to be the work of Walter Bailey of Toronto. They were probably produced sometime before 1965.



*Fig 6 10 cent and \$1 values showing fake Toronto postmarks - probably the work of Walter Bailey from Toronto.*

TRURO NS squared circle I have on stamp JU 19 /97 cancels for the 3, 5, 8, and 10 cent values. Jack Gordon had the 6 and 20 cent values. Others must exist but I have not seen them . (see fig 7)



*Fig 7 5 cent value showing first day cancel of Truro N.S. (Squared circle)*

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MERRITTON ONT itself. All neatly dated OC 30 97 but not SON copies. The stamps have full gum, are mounted mint, and were thus never on a cover. Cost me just short of a king's ransom however it adds several new values in the squared circle roster as per the last edition edited by Jack Gordon ; 1/2 cent 6 cent and up to 50 cent ( 7 in total new reports ) . See enlarged illustration of the 3 cent value in fig 8.



Fig 8

In conclusion, I invite reports of other known short sets used . If you know where one of the distribution envelopes can be found or where a copy of the Fruitland Ont. cancel on a Jubilee stamp can be found, I look forward to your message

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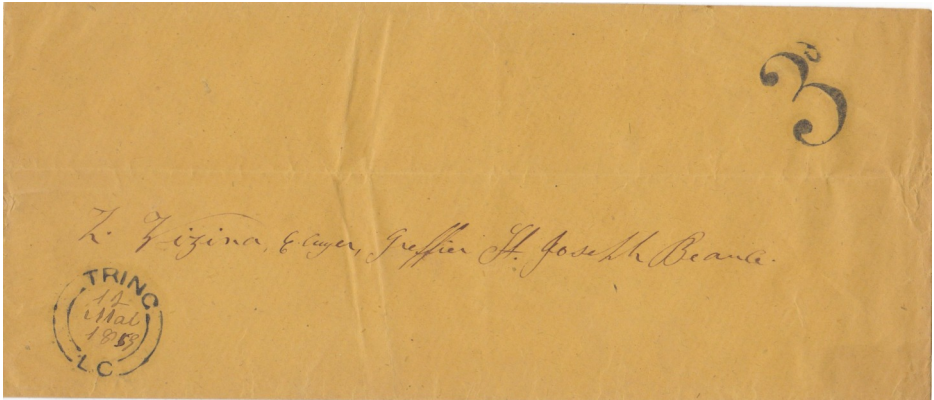
# LETTERS TO THE EDITOR

**John Wright**

## RATE HANDSTAMPS

Firstly my congratulations on a very interesting article on Postal Rate Handstamps in the April ML. I have some of these, but you must have a pretty wonderful collection to have produced so many illustrations.

One item which you do not show is the elegant 3d from Tring, a scan of which shown below in fig 1. George Bellack, a leading member of the London Section and now deceased, saw this a good number of years ago and said it was scarce.



*Fig 1 Fancy 3d handstamp from Tring, L.C. Used in early 1859. The postmaster at the time was the splendidly named Zehpinn Betrand.*

**John Walsh**

## THE ECKERLIN ESSAYS

I can provide some additional information on these items. These items are better described as Cinderellas. They were never made for a postal entity or issued by same. They were created in 1930, well after the Admiral period.

It was an effort put forth/made by the Eckerlin company to solicit business with a United States printing company, ABNCo. The ABNCo declined the Eckerlin idea. They deemed that the end product did not have the clarity that engraving produced. The Canadian Post Office did not solicit product from this Eckerlin company nor did that company produce postage stamps for ABNCo.

I can confirm that the items can be found in three different sheet formats, namely:-

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- a) A large sheet with 9 images wide, the last of which is only partial (thus 8½ images wide)
- b) A smaller sheet being 5 images wide by 5 deep – all images complete and
- c) An even smaller sheet being 4 images wide by 5 images deep – again all images complete. The images appear offset from square by up to 5 degrees.

The pictures below show the various formats (all reproduced from the Newfoundland Specialised Stamp Catalogue)



*Fig 2 The three formats of the Eckerlin essays (reproduced courtesy of NSSC)*

## **John Walsh**

### **FALLING BLUE ICE CUBES**

Further to the earlier pieces on this subject, please find below a better quality scan of the variety which, I hope, shows the detail of the variety at top right, rather better.



*Finding revenue stamps correctly used on full documents can sometimes prove quite challenging. The number of different legal and other documents these stamps were used on is huge and whilst some types are relatively common, many are very obscure and rarely seen. In this series of articles, the author has set out to show us some of the rarest and most arcane uses of Newfoundland Revenue stamps and surprisingly several of the rarities are quite modern.....*

## **NEWFOUNDLAND LEGAL DOCUMENTS - THE SELDOM SEENS – PART 1**

**John M. Walsh, FRPSC**

Why are some documents showing the use of revenue stamps so hard to find? Revenue stamp use was deemed not to be needed anymore in Newfoundland, in 1986. In 1993 the Registry Department (against its stated mandate, back in 1898, of ‘not to let these documents leave the presence of the register of deeds who was to maintain their storage’) had all paper documents removed from storage and destroyed. ‘Destroyed’ can mean many things in these situations but in this case they were true to the word as some of the files were shredded, some taken intact to the municipal dump and deposited there (revenue collectors masquerading as dumpster divers no doubt had a field day!). Others wandered out of the holding areas. Anyway, they are all gone from Government holdings both in St. John’s and in Corner Brook. Any to be found these days are from old lawyers’ offices (most of these are also long gone) or the specific owner of the stated property. In short, intact documents are of a finite and very limited quantity. Most have had their stamp fees torn off them as can readily be seen by the singles found in the marketplace. All Newfoundland Revenue stamps pre Caribou are used (although some may not be cancelled). They were not sold in the mint state to the public. The Caribou issue can be found in the mint state as, after 1986, the Government Revenue Division started to allow the public to acquire them to enable their removal from inventory. Any mint 1938 Caribou issues to be found are by happenstance as these remainders were caught up in amongst the 1942 and 1964 total Caribou leftovers. My thanks go to your Editor for improving my sentence structure in this series of articles!

So what are the ‘seldom seen’ documents.....

### **THE MECHANICS LIEN ACT**

This rather obscure piece of legislation, set out under the Judicature Act, provided a way for those who may have supplied labour or materials that improved a property to claim a security interest in the title of the property. Only two examples of such documents bearing Queen Victoria revenue stamps have been recorded and these are shown in figs 1 and 2 opposite. The first dates from 1907, the second from 1908 (both well after the death of Queen Victoria but revenue stamps often continued to be used up well into the following reigns). In both cases, the total charge was 95 cents. The charge was made up of 50 cents Judgement Fee, 25 cents affidavit fee and 10 cents per 90 words, or part

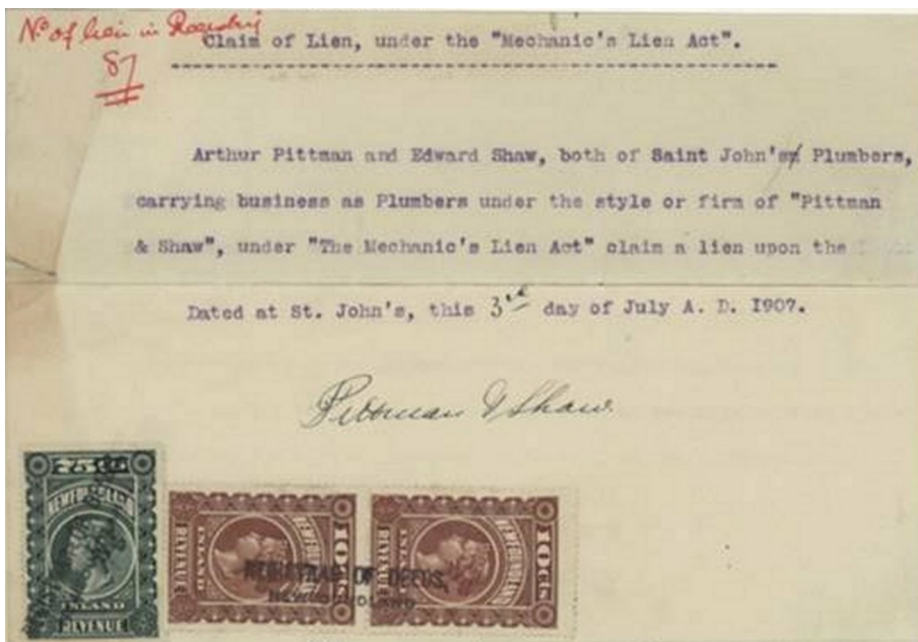


Fig 1



Fig 2



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thereof, on the document. The 1907 document (fig 1) was signed by Supreme Court Commissioner, George J. Adams. The 1908 document (fig 2 showing a mixed QV/ KE7 franking) was signed by Supreme Court Commissioner, David F. Kent.

### SNOWFLAKE PERFIN

A few Newfoundland Queen Victoria documents exist with a stamp having a snowflake design perfin/punch. An example of one such is shown in fig 3. This is strictly speaking a punch as the design is punched through both the stamp and the document.



Fig 3

The document in fig 4 shows an Order for Dismissal of Appeal and shows on it, the discovery example of a stamp with a geometric snowflake design cut only into the stamp (and not the document) – in other words, a perfin. Prior to this discovery, all the literature stated that this design on Newfoundland Queen Victoria revenues was a punch. The 25 cents stamp pays the fee for an Order of Court. The document has been signed by the Supreme Court Commissioner, George J. Adams.

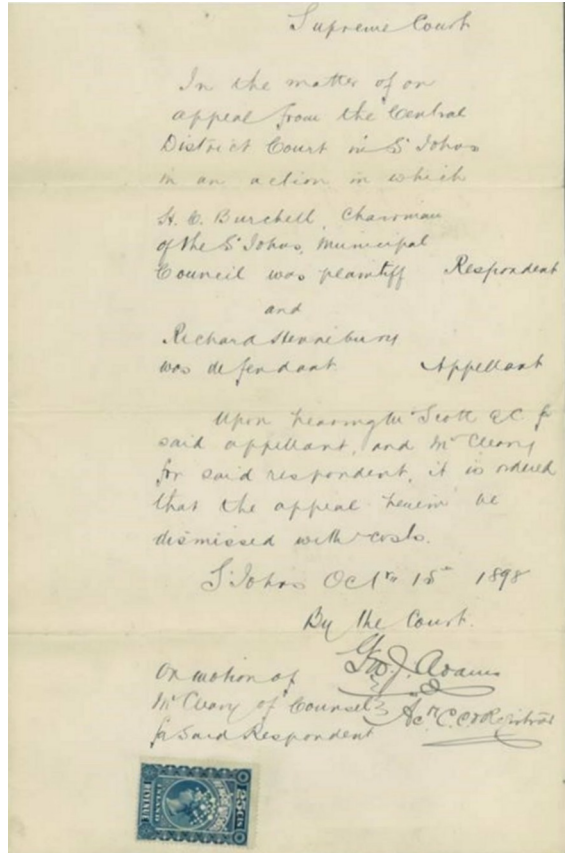


Fig 4 Detail of the stamp is shown at left



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## PAID CANCEL

The document shown in fig 5 is a Mortgage document with Conveyance and Release. Initially issued in 1905 it was updated in 1906 and again in 1916. Two of the stamps used (shown in detail in fig 6) demonstrate cancelling using the word PAID. As with the previous example, this cancel was applied directly to the stamps and not through both the stamp and the document. This format is contrary to the literature where it is stated that the PAID cancel was a punch. Several examples are known of George V revenue stamps on document with this small PAID perfin but only two documents are known with Queen Victoria stamps cancelled in this way.

The document in fig 5 would have been issued under the Bills of Sales and Chattel Mortgages Act. The total fee paid of \$4.75 relates to the initial mortgage payment of

\$483 in 1905. The fee was made up of \$2 fee for a value of over \$400 and under \$2000 plus 25 cents per \$100 over the \$400 minimum. An additional charge of \$1.50 applied for the release fee plus 50 cents for the document fee and 25 cents (x 2) for affidavits. The mortgage related to lands and premises called 'Bella Vista' at St.

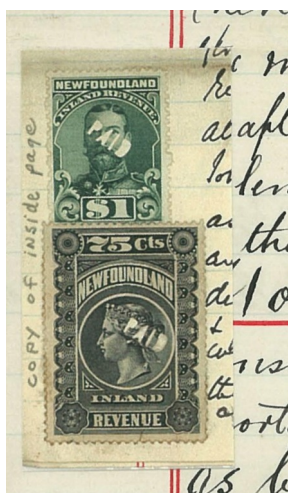


Fig 6

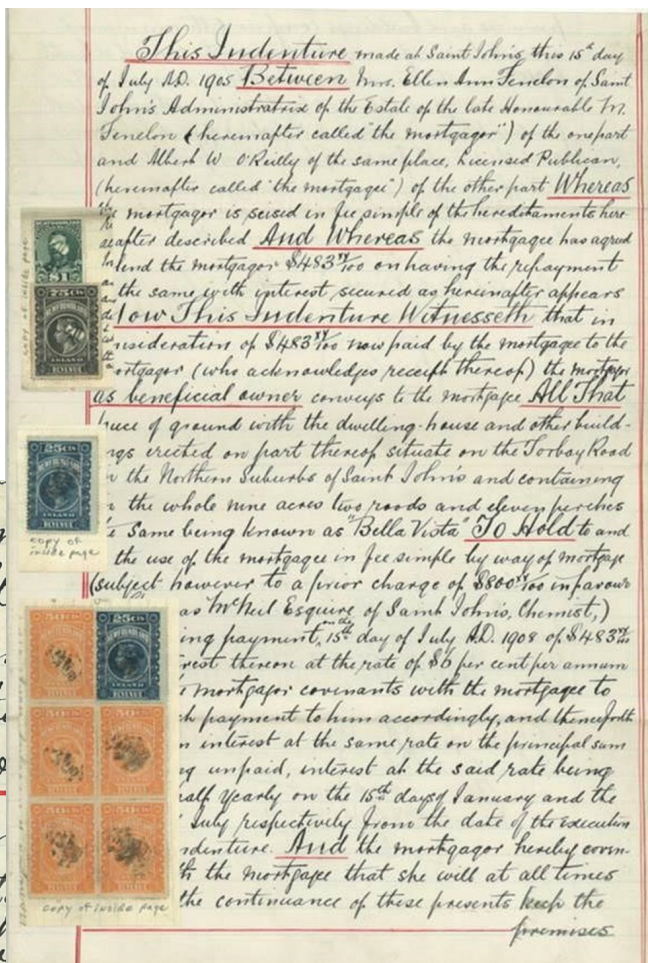


Fig 5

John's. The document carries the signature of Supreme Court Commissioner, Simon Butler.

The property in question, 'Bella Vista' is still there today and these days is a club with band shows and dinners.

### ST JOHN'S HARBOUR DUES

One might imagine that there would be a lot of documents in existence for the collection of harbour dues. However, the Customs Duty Act, under which these dues were collected, specifically excluded ships of war, coasters or Newfoundland fishing craft from having to pay such dues. Indeed, any other craft only paid dues if they were above 60 tonnes in size. A graduated scale of fees applied in 1899, the date of the document shown in fig 7, as follows:-

60 – 100 tonnes	\$2
100 – 200 tonnes	\$3
200 – 300 tonnes	\$4
300 – 400 tonnes	\$5
>400 tonnes	\$6

As a result, the document shown in fig 7 is the only example recorded. It was issued for the S.S. Ingraham, built in Philadelphia in 1864 at 69 tonnes and registered in 1888 out of St. John's. The vessel was lost with all hands in 1921.

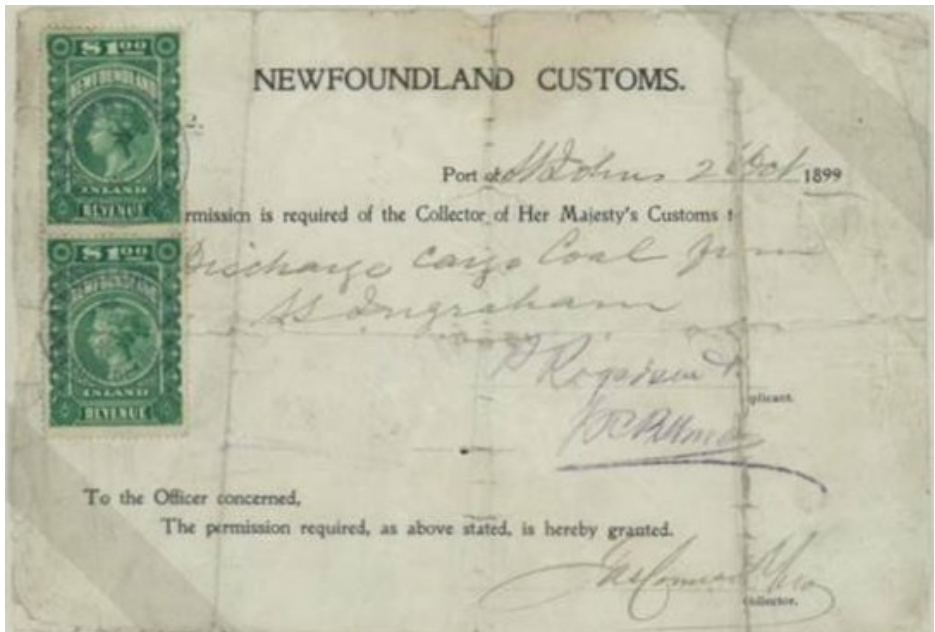


Fig 7

## CERTIFICATE OF SEARCH

Anyone could request the staff of the court to undertake a search for documents. A fee structure for such requests was established in March 1862 and in 1872 the fee for a search was increased to 50 cents. Fig 8 shows the only recorded example of a Certificate of Search using Queen Victoria revenue stamps.

The certificate, dating from 1905, was signed by the Supreme Court Clerk, D.F. Kent.

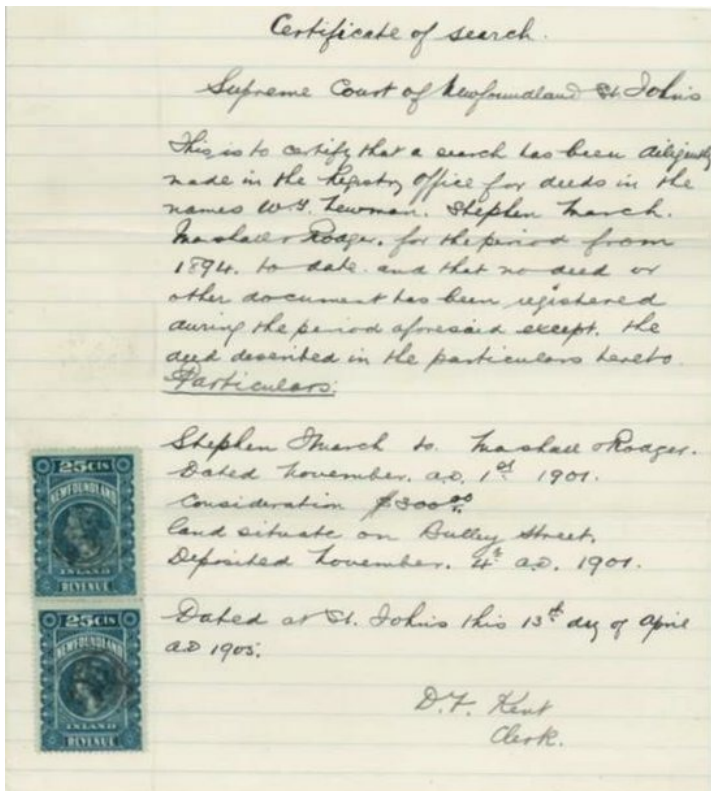


Fig 8

## RETAIL LICENCES

The Retail Licence Act came into force in Newfoundland in 1875. The fee payable if you wished to retail alcohol was a minimum \$10 retail fee plus \$1 per each of: ales, wines, spirituous and malt liquors. The fee had to be paid every year and the licence was valid for 12 months. Only two such documents are believed to have survived, both having Queen Victoria stamps on them. The first of these is shown in fig 9 on page 406. Issued in 1900, this document is a licence for the retail of the full range of beverages at a cost of \$14. The fee has been paid with 2 x \$5 and 4 x \$1 QV revenue stamps. The licence has been signed by Magistrate A.S. Seymour.

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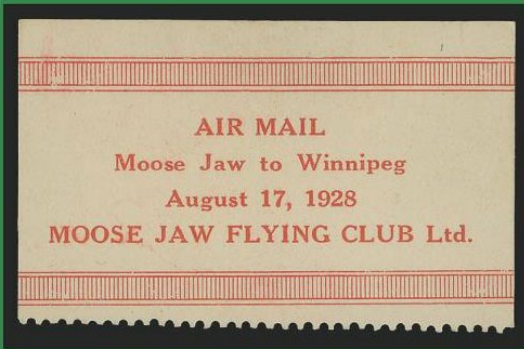
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small "t" in "TO" variety;  
one of two known examples.



CL22a Patricia Airways, Style Two,  
Type A and Type D, descending in  
deep purple.



CL30di Patricia Airways, Style Three,  
Inverted Airplane with Type D  
ascending in deep purple.

A remarkable lifetime collection comprised of semi-official airmail stamps, including mint panes to great rarities, a myriad of specialized varieties, many of which are known in very limited quantities; an exceptional range of flight covers with emphasis on Patricia Airways and Exploration, Western Canada Airways, Yukon Airways & Exploration Company and Commercial Airways.

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# Retail License

North District  
Greenpond  
To wit

Newfoundland



By virtue of the powers vested in me under the License Act 1875, I, one of Her Majesty's Stipendiary Magistrates for the said District, do hereby license Margaret Hayes of St. Brendan's in the aforesaid District, to sell by Retail, on the premises now occupied by the said Margaret Hayes, situated at St. Brendan's aforesaid, and not elsewhere, Ale, Wine, Spirituous and Malt Liquors, for the period of One Year from the date hereof; subject in all respects to the provisions of the said License Act of 1875, or any License Act to be passed during the continuance of this License, and all Rules and Regulations made thereunder.

Given under my hand at Greenpond in the said District this nineteenth day of June, A.D. 1900

A. H. Stipendiary Magistrate  
Received from the said Margaret Hayes the sum of Ten Pounds Dollars, being License money for the above Retail License for one year from this date

A. H. Stipendiary Magistrate  
J. M.

Fig 9



Fig 10 shows the other known example which is a similar \$14 licence signed by the same magistrate and issued for the same premises a year earlier in 1899. The franking this time was made up of 16 copies of the 25 cents stamp (shown reduced here as they appear on another page of the document), 6 copies of the 50 cents stamp and 7 copies of the \$1 stamp.



Fig 10

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## TIMBER LICENCE

Fig 11 shows an example of a timber licence. This was a specific licence issued to allow the registrant to cut timber on a specified tract of land. The fee in 1904 was \$1. This is the only recorded example of a timber licence showing use of the Queen Victoria revenue stamps. The document carries the signature of the Governor, Sir William MacGregor.



Fig 11

## COPY DEATH CERTIFICATES

One can only imagine that hundreds if not thousands of these copies were issued over the years. However, few have survived into the philatelic world. Fig 12 overleaf shows an example of a 'normal' death certificate, that being one where the body of the deceased person is verifiable. Issued in 1932 and relating to a death in 1930, the provision of this document cost 50 cents. This fee had been set in 1872 and remained unchanged into the 1930's.

Nº 580

# Certificate of Death

**This is to Certify** that the following Return of Death was made to  
THE REGISTRAR GENERAL OF THE DOMINION OF NEWFOUNDLAND in the year A.D., 1930  
and is now duly on record in the books of this Department:

1. Name of Deceased	[REDACTED]
2. Sex	Female
3. Age	Fifty-five (55) years
4. Date of Death	April 15th, 1930
5. Place of Death	St. John's, Newfoundland
6. Cause of Death	Intestinal Obstruction
7. Physician in attendance	Dr. L. E. Keegan
8. Occupation	----
9. Place of Birth	St. John's, Newfoundland
10. Religious Denomination	Church of England
11. Place of Interment	Church of England Cemetery, St. John's, Nfld.

**I Certify** that the above is a true Copy, as recorded in the Register of Deaths.

Registrar General's Office,

St. John's, Newfoundland,



October 12th, 1932.


  
Registrar General

Fig 12

Fig 13 opposite shows a more unusual form of death certificate, issued when a person whose body has not been found is declared to have died. This Presumptive Death Certificate was mostly issued for persons deemed to have died due to natural disasters. This particular example of such a document was issued in 1982 but it is unclear when the person concerned had died. The fee for providing the document was \$2. This had been raised from \$1 in 1981.

1982 Court No. 1709

IN THE SUPREME COURT OF NEWFOUNDLAND  
TRIAL DIVISION

IN THE MATTER OF The  
Presumption of Death Act,  
Chapter 304 of the Revised  
Statutes of Newfoundland, 1970

-and-

IN THE MATTER OF the Estate of  
Roustabout

Newfoundland,)  
St. John's,)  
To Wit:)

I, Edmund J. Hunt of St. John's aforesaid, Assistant  
Deputy Registrar of the Supreme Court of Newfoundland, do hereby  
certify that the paper writing hereto annexed marked "A" and  
identified by my initials is a true and correct copy of the original  
Order of The Honourable Mr. Justice Goodridge, dated the 12th. day  
of April, A. D., 1982, in the above mentioned matter.

IN TESTIMONY WHEREOF I have hereunto  
subscribed my name and affixed  
the Seal of the Supreme Court of  
Newfoundland, at St. John's  
this 14th. day of April, A.D.,  
1982.

*Edmund J. Hunt*

Assistant Deputy Registrar



13-25, 1982

Fig 13

**TO BE CONTINUED**

*Following my suggestion in the last issue to see some of our member's favourite covers, John Wright was the first to respond and thus gets first go..... and what a belter of a cover it is.....enjoy!*

## **MY FAVOURITE COVER**

**John Wright**

My favourite cover came from a Harmers auction back in July 1995. The front is shown in fig 1 below. It is a triple rate domestic letter, sent registered and mailed in 1867. The postage of 15 cents was paid with a 10 cent Consort and five copies of the 1 cent stamp of 1859. The registration fee of 2 cents was paid in cash. The reverse of the letter carries the seal of the Royal Insurance Company. A nice rate cover but what, you may ask, makes it so special.....

The part you can see measures 24cm x 11cm, and by itself this possibly makes it of interest, but what you can't see is also quite good as it is a multi-coloured enclosure sheet listing Liverpool and London Directors of the Royal Insurance Company and its agents in Canada. (see fig 2 opposite - turned sideways to better fit our page size) The sheet gives Life Assurance rates and Fire Insurance information, carries an August 1862 Auditors report, and was pre-folded and gummed for use as an envelope. The actual size of the sheet (excluding the flap) is 47.6cm x 17.6cm and far too large for my machine, so a photocopy of a reduction is shown here.



*Fig 1*



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#60ii Mint NH  
Realized \$5,750



#91 Mint NH  
Realized \$3,220



#MR2C Mint NH  
Realized \$1,437

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## NEW BOOKS

Here are some more reviews of recent books to pass over the Editorial desk. The following books have all been published by BNAPS as part of their 'Exhibits' series. They are available from: Sparks Auctions 1550 Carling Avenue, Suite 202, Ottawa, ON K1Z 8S8, Canada Tel 613 – 567 – 3336, FAX: 613 – 567 – 2972; e mail [bnaps@sparks-auctions.com](mailto:bnaps@sparks-auctions.com). Website <http://sparks-auctions.com/bnapsbooks/>

The price quoted below for each book is the retail price in Canadian dollars. Usual terms apply with the usual 40% discount for BNAPS members.

As usual, review copies of these books will be finding their way into the Society Library so if you would like to have a closer look please get in touch with Mike Slamo.

**Booklets and Coils of Canada The Canadian Postal System Enters the Machine Age - A Study of the Printing Dies and Plates (1900 –1935);** Gordon W. Turnbull, Released **February 2018**. Exhibit series # 97. 88 pages, 8.5x11, spiral bound. Colour C\$ 54.00 [ISBN 978-1-927119-85-3].

In *Booklets and Coils of Canada*, Gordon Turnbull studies the second stage of mechanization of the Canadian postal system. After the introduction of cancelling machines in 1896, the next step was to make postage stamps available to the Canadian public in a more efficient manner than having to go to the local post office each time stamps were required. The first innovation was small booklets intended for sale through vending machines. Subsequently strips of stamps separated from full sheets and attached end to end were replaced by rolls or coils of stamps, making larger quantities of stamps available to customers in a convenient format. BNAPS thanks Gordon for the scans used in this book, and Liz Ellison for preparing the front cover and master printing file.

Despite the title, the book only covers the booklet and coil stamps up to the Admiral issue (1928). That said it does show the various dies and types of each of the booklets and coils and beautifully illustrates the features of these different types to aid identification. For the booklets, the author has also chosen to show the many variations in cover design and text inserts. All of this requires a lot of material and I counted no fewer than eight examples of the first QV booklet pane and five of the rare Edward VII pane in the display!

Coil stamps include the provisional types from the Edward VII period and some of the Admiral provisional types along with an extensive study of the various Admiral coils including the War Tax types.

Also included are many examples of the booklet and coil stamps used on cover. Highlights here include a 1902 registered cover from the Yukon to Norway and a 1929 registered cover franked with a complete pane of six of the 2 cent green Admiral.

Overall, a splendid display and well worth reading for anyone interested, in particular, in the Admiral period.

**Steamship Mail in the Early Decimal Period of Newfoundland 1865-1910;** David Piercey, Released **February 2018**. Exhibit series # 98. 146 pages, 8.5x11, spiral bound. Colour C\$ 69.00 [ISBN 978-1-927119-86-0].

In *Steamship Mail in the Early Decimal Period of Newfoundland 1865-1910*, David Piercey presents a postal history exhibit organized by steamship routes, either around the island for domestic communication, or off the island for communication with the rest of North America or with Great Britain and the rest of the world. In addition to the difficulty of simply obtaining this scarce material, the greatest challenge in putting the exhibit together was to determine and illustrate some of the lesser known routes by which mail was occasionally conveyed off island. At BNAPEX 2017

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**Please contact the Editor (contact details on inside back cover)**

CALTAPEX, the exhibit received very high awards, including a Gold medal and the Alan Steinhart Reserve Grand Award, for the depth of study and research it demonstrates.

David will be well known to Maple Leaves reader as a regular contributor of articles on this and related subjects. The display itself is superb with a huge amount of research telling the stories behind each of the covers and the routes nicely illustrated by small maps.

The book will be of interest to all Newfoundland collectors but also provides a good example of how to put together an award-winning display of postal history. Highly recommended.

**Saskatchewan Territorial Mail: 1846 to 1905;** Harold Kellett, Released **February 2018**. Exhibit series # 99. 88 pages, 8.5x11, spiral bound. Colour C\$ 54.00 [ISBN 978-1-927119-87-7].

In *Saskatchewan Territorial Mail: 1846 to 1905*, Hal Kellett uses many fine covers and in some cases the contents of letters to present the development of mail services to and from settlements that were in, or came to be in, the provisional district of Saskatchewan that was formed after the Hudson's Bay Company transferred the Northwest Territories to Canada in 1870. He then focuses on locations which became large enough to have a post office after the District of Saskatchewan was created in 1882, leading up to it becoming a province of Canada in 1905.

The display opens with some examples of mail carried free by Hudson Bay Company couriers in the period prior to 1876 along with a detailed explanation of the early trade routes in the area.

The five post offices opened in Saskatchewan Territory during the NWT period (1876 – 1882) are then covered with examples of postmarks from each, explanation and routes and rates and, in some cases, background information on the sender or addressee.

Examples are then provided of covers from all of the District of Saskatchewan post offices in the period 1882 – 1905. These are accompanied by information on the settlements involved and the routes the mail took.

Overall, a fascinating history of the area illustrated by some splendid, and often very rare, covers.

GS.

# SOCIETY NEWS

## FROM THE PRESIDENT

Arrangements are nearing completion for the Society Convention in early September. An update to the full programme can be found on the Society website but we have now arranged the two afternoon trips which will be to the Shuttleworth Aircraft Collection and Swiss Garden near Biggleswade and the Shepreth Wildlife Park and Sanctuary near Royston. The ladies programme has also been finalised and will include a quiz evening, a craft evening and a visiting local speaker.

The philatelic programme will include six main displays from Brian Stalker, Charles Livermore, Dr. Joachim Franck, John Cooper, Colin Banfield and myself. In addition, we will have the popular 'members displays' session on the Thursday morning so if you plan to attend, please bring along up to 18 sheets for a 5 minute (max) display. Our overseas members are welcome to bring along colour photocopies of their sheets for this session.

In addition to the usual room auction we will also be having the customary late night bourse sessions, hopefully with a surprise or two this year. A 10% commission on sales applies on an honesty basis. If you have some surplus material clogging up the stamp drawer at home bring it along to tempt the willing buyers in the room!

A reminder that our star guest, Kathy Hartley, from the Sutherland Library at the Vincent Graves Greene Foundation for Philatelic Research has asked for questions or problems to be sent in beforehand to give her time to research them properly. Please take advantage of this once in a lifetime offer and get your questions in to me asap by e mail or post. (This offer of some free research applies whether or not you are attending Convention by the way).

Finally, a reminder that booking forms for the event need to be with me **before 31 July 2018** to ensure your accommodation and rates.

I look forward to welcoming you all to Welwyn on 5th September!

**Dave Armitage** *FRPSL*

## FROM THE AUCTION MANAGER

Our next auction will be a room auction at Convention on Saturday 8th September. I hope to have the auction catalogue on line at the Society website by late July. The sale contains some 435 lots with a stronger than usual section of pre-stamp and stampless material including a nice range of transatlantic covers. There is also another portion of the extensive Peter Payne Admiral collection and several more of the popular 'bulk'

stamp lots along with some nice early airmail covers. Should be something for everyone so remember.... bid early, bid high and bid often!

If you do not have easy internet access or would prefer a paper copy of the catalogue just ask me by e mail or phone and I can print one off for you (no pictures I am afraid - these are only online). If you have requested this service in the past there is no need to ask again - you will get a paper copy sent out automatically.

**Graham Searle FCPS**

## **LONDON GROUP**

The London Group programme for the remainder of the 2017 / 18 season is as follows:-

16 July - AGM and Beaver Cup

All members are requested to bring along a few sheets or items to query, to each meeting.

All meetings are held at 31 Barley Hills, Bishop's Stortford, Herts CM23 4DS and will commence around 12 noon.

For confirmation of meetings, or for any further information, or if in doubt due to weather etc. please contact Dave on 01279 503625 (home) or 07985 961444 (mobile).

**Dave Armitage FRPSL**

## **SCOTLAND AND NORTH OF ENGLAND GROUP**

The next meeting of the Scotland and North of England Group will be held on **Saturday 27 October 2018 commencing at 1330hrs. Please note the earlier start time.** Courtesy of member George Henshilwood, **please note that we have a new venue for our meetings in 2018.** We will be meeting 'chez George' at 'Kilmory', 20 Mirrlees Drive, Kirklee in Glasgow. The postcode is G12 0SH and Mirrlees Drive is located just off the Great Western Road to the west end of the Royal Botanic Gardens. All members are welcome to attend, please bring along a few sheets to display or any items you need help with identifying. Please contact the Editor for any further details or if you would like a map!

**Graham Searle FCPS**

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# AMENDMENTS TO MEMBERSHIP

## to 20th JUNE 2018

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- 3062 HOBRATH, Norbert; 20110 Winding Trail, Strongsville, Ohio 44149, USA; e mail [nhobrath@hobrath.com](mailto:nhobrath@hobrath.com); **Canada SD**
- 3063 ALEXANDER, Dr Jean; 22 Priory Way, Tetbury, Glos. GL8 8HT; e mail [jean.alexander626@gmail.com](mailto:jean.alexander626@gmail.com). **RC**
- 3064 DANIELS, Joseph; 17A Woodland Gardens, Selsdon, South Croydon, CR2 8PH; e mail [joedaniels150751@gmail.com](mailto:joedaniels150751@gmail.com)

### Change of Address and Corrections to Address:-

- 3035 GLOBE, Alexander; e mail [alecglobe@gmail.com](mailto:alecglobe@gmail.com)

Revised Total:- 253

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## FORTHCOMING EVENTS

### 2018

#### July 16

**London Group Meeting - Bishops Stortford**

July 19 - 22

PHSC Symposium, Hamilton, Ontario

July 20 - 21

York Stamp & Coin Fair and Northern National Exhibition

Aug 15 - 18

PRAGA 2018 - Prague

#### Sep 5 - 9

**CPSGB Convention - Welwyn Garden City**

Sep 12 - 15

Autumn Stampex, BDC Islington, London

Sep 21 - 23

BNAPEX, Quebec City

Oct 13 - 14

CANPEX 2018 - London, Ontario

#### Oct 27

**Scotland and North of England Group Meeting - Glasgow**

Nov 23 - 25

ITALIA 2018

### 2019

Feb 13 - 16

Spring Stampex, BDC Islington, London

April 12 - 13

Scottish Congress, Perth

Aug 29 - Sep 1

BNAPEX, Ottawa

Sept 11 - 14

Autumn Stampex, BDC Islington, London

## CPSGB AUCTION

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