

Maple Leaves

**JOURNAL OF THE
CANADIAN PHILATELIC SOCIETY
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EDITORIAL

I would like to take this opportunity to wish all our members a very Happy New Year. If there is any spare cash left over after Xmas you may want to take a look at the Society website and visit the Exchange Packet page. The packet contains a large array of covers and cards – all of the inexpensive kind but no doubt hiding away in there are some items that would grace your collections or displays. If you have not yet explored the Packet – give it a try. Similarly, if you have surplus stamps or covers that you think may be suitable for the Packet please contact Hugh Johnson (see inside back cover for contact details).

Those members who buy books from the BNAPS series should be aware that the stockist for these books has changed as has the pricing system. Full details of the new stockist are given on page 293.

As we move into a New Year, I would ask all our members to support our advertisers. Quite apart from the financial support they provide the Society by advertising in our journal, they continue to be the life blood of our hobby by providing us with all those stamps and covers we seek. So take a few moments to look out their websites as well, who knows, you may just find some goodies!

Our thanks go out to all those members who contributed, either as buyers or sellers or both, in the Convention Auction last October. Our next auction will be a postal/website based sale closing on 20 March 2020. The catalogue for this sale will hopefully be online by mid January. Those of you who collect revenue stamps are in for something

of a treat as this next sale contains over 75 lots of this material including some rarely seen items. More details can be found on page 298.

Members should note that Subscriptions for 2020 are now due if you have not already paid. The good news is that the rates have come down again this year and it will cost you only £15 if you live in the UK or £20 for those living overseas. As usual, there are a variety of ways of paying and full details can be found on page 298. If you are not sure if you have already paid or not please contact Ken Flint in the UK or Mike Street in North America and they will be able to confirm your status (see inside back cover for contact details).

Members living in the southern half of England should note that the London Group meetings have a new home. The Group will be meeting every two months at the new offices of the Royal Philatelic Society in central London. It is hoped that this new venue may make it easier for more members to attend. Full details of the meeting dates and the venue can be found on page 299.

Finally, some sad news has reached us of the death, at the ripe old age of 98, of Jack Wallace back in November. Jack and his wife Bev were both long time members of CPSGB. He is survived by Bev, his wife of 64 years, and his wider family both in Canada and New Zealand. We send our condolences to all of them.

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DISCOVERY OF STAMP PERFORATION CHANGES THAT STARTED IN 1962

Julian J. Goldberg and John M Walsh *FRPSC*

In 1962 an interesting, and at that time overlooked, change occurred in the perforation gauge and the size of perforation holes on Canadian Elizabethan postage stamps. It seems to have first occurred about the middle of 1962. It affected most of the Canadian Bank Note Company (CBNCo) line perforated gauge 12 postage stamps that the company printed from 1962 until 1974 which was the last year that Canadian stamps were line perforated gauge 12.

The perforation 12 x 12 gauge as stated by mainstream stamp catalogues is, in reality 11.94 x 11.94 perforations per two centimetres. It had been utilised on Canadian stamps issued since 1862, so that the year 1962 marked 100 years of use.

In 1962 the old perforation 11.94 gauge measurement was changed without any public announcement to the new perforation 11.85 gauge. It was observed that the new sized holes were slightly larger and wider than the old perforation holes. They presented a cleaner rounded cut and they ran in straighter lines. This change occurred because CBNCo introduced a new rotary perforating machine that had new and different size rotary wheels. These new perforators with new perforating wheels started to supplement and subsequently replace the old perforators with worn rotary perforating wheels.

The figure below shows a side by side comparison to demonstrate this perforation change that first occurred between 31 August 1962 and 3 October 1962 of the old 11.94 perforations on the 1962 5¢ TCH versus the new 11.85 perforations on the 1962 5¢ Cameo.

Up to late 1962: 11.94 
Late 1962 to 1974: 11.85 



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The American Bank Note Company (ABNCo) and its subsidiary the Canadian Bank Note Company (CBNCo) had for some time used rotary wheel perforators. These earlier rotary wheels performed straight line runs on the stamps that then showed at the horizontal and vertical corner junctions an uneven imperfect cross. The perforation nonalignment was also readily observed between different parallel rows. For an example of the ABNCo rotary wheel perforator, see U.S. patent number 1,120,753.

Lead co-author Julian Goldberg made the discovery of this perforation change when he first noticed that on the 1962 Canada 5¢ “Victoria B.C. Centenary” commemorative stamp, issued 22 August 1962, examples could be found with 11.94 x 11.94 perforations and also with 11.85 x 11.85 perforations. To date, it is the first and only commemorative stamp that has been found with both old 11.94 and new 11.85 perforations. This stamp was in use for a short time which may account for why it is hard to find this new 11.85 perforation. It has been found on blocks containing the plate No. 1 imprint which was the only plate issued.



BC issue old perf. 11.94 x 11.94 BC issue new perf. 11.85 x 11.85

To accommodate the new wider perforating pins on the top rotary wheels and corresponding wider holes on the bottom rotary wheels, a slight but noticeable increase in diameter and circumference of the rotary wheels occurred. Even though the old smaller hole and the new larger hole rotary perforating wheels had the same number of perforator pins and holes on them, the gauge was slightly different from the old 11.94 which created the newer 11.85 perforations per two centimetres.

To get the new 11.85 perforation, new rotary wheel perforators with new perforating wheels had to have been made. Otherwise reducing the number of pins or holes by one or two on the old perforating wheels, while keeping the same wheel diameter and circumference of the old rotary wheel perforators, would have given 11.88 and 11.81 perforations while 11.85 falls between them. Thus, the wheels on the old rotary wheel

perforators were not changed to produce the new perforations. If it was the same number of old pins and holes being replaced with the same number of new pins and holes on the old wheel perforators which had the same diameter and circumference, then the gauge measurement would have stayed the same and not have changed.

The older rotary wheel perforator had a perforating wheel diameter of $4 \frac{1}{32}$ inches which gave it a perforating wheel circumference of 12.66 inches. It had 192 pins or holes around its wheel circumference [1]. This gave it a gauge of 11.94 perforations per two centimetres. The newer rotary wheel perforator had a perforating wheel diameter of $4 \frac{1}{16}$ inches which gave it a perforating wheel circumference of 12.76 inches. It had 192 pins or holes around its wheel circumference [2]. This gave it a gauge of 11.85 perforations per two centimetres.



old perforators 11.9



new L perforator 11.85

This new method replaced the separate hand feeding of sheets into one rotary perforator for horizontal perforations and then separately hand delivering and feeding the sheets into another rotary perforator for the vertical perforations. The old method was slow, cumbersome and error prone.

The new perforating machines had the automatic sheet-fed two-way direction rotary wheel L-perforators that initially supplemented and subsequently replaced the older hand-fed sheet-fed one-way direction rotary wheel perforators. This unit was interconnected by an L-shaped perpendicular automatic conveyor belt system to a vertical or horizontal rotary perforating unit that allowed stamp sheets to be perforated faster in one machine having both horizontal and vertical rotary perforating units. L-perforators were manufactured by John McAdams & Sons, Inc., Norwalk, CT., U.S.A. [3].

Other Canadian stamps issued or reordered during this time period were also affected by this perforation gauge change. They have been discovered with these two measurements, old 11.94 x 11.94 and the newer 11.85 x 11.85 perforations. All of stamp issues that we have found with the two perforations are presented below.

The 1952 Canada 7¢ blue goose definitive airmail stamp printed by CBNCo was first issued on 3 November 1952 with 11.94 perforation. Two printing plates No. 1 and No. 2 were utilised. Each plate consisted of 200 (10 x 20) subjects divided into four panes of 50 as 5 horiz. x 10 vert. stamps. The total quantity delivered by the printer was 161,820,000. Both plates have been found with the new 11.85 perforation. This stamp was in use until 11 March 1964 and had a long run of eleven and a half years before a replacement stamp was issued. It has been found that from 1956 it was released with a horizontal ribbed back. After such longevity its replacement was the 7¢ blue jet plane airmail stamp.



Plate 1 - old perf 11.94



Plate 1 - new perf 11.85



Plate 2 - old perf 11.94



Plate 2 - new perf 11.85

The 1953 Canada \$1 Totem Pole definitive stamp is the next issue found with the new 11.85 perforations. It was first issued on 2 February 1953. There are two printing plates No. 1 and No. 2. Each plate consisted of 200 (20 x 10) subjects divided into four panes of 50 as 10 horiz. x 5 vert. stamps. The total quantity delivered was 27,865,000. Both plates have been found with the new 11.85 perforation. This stamp was in use until 14 June 1963 when it was replaced by the \$1 red Exports stamp. Even though this stamp had a long run of over ten years it had a short release time frame for the new 11.85 perforation. It has been found with horizontally ribbed back from 1958 onwards.

The 1953 Canada 50¢ light green Textile Industry stamp is the next issue to be found with the new 11.85 perforation. It was first issued on 2 November 1953. There were two plates used No. 1 and No. 2. Each plate consisted of 200 (10 x 20) subjects divided into four panes of 50 as 5 horiz. x 10 vert. stamps. The total quantity of 63,074,750

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\$1 Totem plate 1 blocks; perf 11.94 left and perf 11.85 right

\$1 Totem plate 2 blocks; perf 11.94 above and perf 11.85 below



50 cent Textiles plate 1 blocks; perf 11.94 above and perf 11.85 below



were delivered. To date only stamps from plate No. 1 have been found with the new 11.85 perforation. This stamp was in use until 8 February 1967 when it was replaced by the 50¢ brown orange Centennial definitive. This stamp has had a long run of thirteen and a third years before its replacement. From 1957 onwards it is found with a horizontally ribbed back.

With the initially discovered start date of August 1962 for the new 11.85 perforation this gives the time frame for this stamp's new perforation as four and a half years. So far, the new perforation has only been found on plate No. 1 because it is reported that plate No. 2 was damaged some time in 1961 and was not used later [4]. This is found from Bileski's observation of the flying "G" overprint on this stamp from 1961 being extraordinarily scarce from plate No. 2. Because of this he leaves it unpriced. It is hard to find this stamp with the new 11.85 perforation versus the old 11.94 because of its short release period.

The next issue to find with the new 11.85 perforations is the 1954-62 Canada 2¢ green Queen Elizabeth II Wilding Portrait stamp. With this denomination it is found that only plate No. 20 has the 11.85 perforations. All other plates No. 1 to No. 19 have the old 11.94 perforations.



2¢ Wilding plate 19 old perf. 11.94 2¢ Wilding plate 20 new perf 11.85

An interesting philatelic development is the recent discovery of the 1954-62 Canada 4¢ purple Queen Elizabeth Wilding Portrait with the new 11.85 perforations. This 4¢ denomination was first issued on 10 June 1954 and remained in use until 4 February 1963. Seventeen different printing plates were pressed into printing service. This stamp image is known in two forms. One form that was printed used plates 1 to 12 and shows no cutting lines. Each of these printing plates consisted of 400 subjects as 4 panes x 100 stamps in the form of 20 horiz. x 20 vert. stamps. These were divided into four panes of 100 as 10 horiz. x 10 vert. stamps. These were printed on horizontally ribbed paper.

The other printed form displays marginal cutting lines. The printing plates utilized were those from No. 15 to No. 19. Each of these printing plates consisted of 600 subjects as 6 panes x 100 stamps in the form of 30 horiz. x 20 vert. stamps. These were divided into six panes of 100 as 10 horiz. x 10 vert. stamps. These were printed on vertically ribbed paper. From the printer a total of 3,007,595,000 was received. To date only stamps from printing plate No. 19 have been found with both the old 11.94 perforation and with the new 11.85 perforation. Because of the short time of just over six months between the introduction of the new perforation machines and the retirement of this stamp there was not much time in which the new 11.85 perforations were printed.

Those stamps from printing plate No. 1 through No. 18 have only been found with old 11.94 perforations. For plate No. 19 the date of proof was 12 July 1962 while the date of issue was probably the fall of 1962. From 1958 onwards these stamps have been found with vertically ribbed backs.



4c Wilding plate blocks from plate 19 with perf 11.94 at left and perf 11.85 at right.

The 1954 Canada 15¢ grey Gannet first issued on 1 April 1954 is the next denomination to have the new 11.85 perforations. Four plates were used. Once again, two forms of printing were used. For plates 1 to 3 the form consisted of 400 subjects as 4 panes x 100 stamps. These were divided into four panes of 100 as 10 horiz. x 10 vert. stamps. These were printed on horizontally ribbed paper.

The other form used plate No. 4 for the printing. Each printing plate consisted of 600 subjects as 6 panes x 100 stamps which were divided into six panes of 100 as 10 horiz. x 10 vert. stamps. These were printed on vertically ribbed paper. In total, the printer supplied 262,100,000 Gannet stamps.

Only stamps from printing plate No. 4 have been found with both old 11.94 and new 11.85 perforations. All stamps from printing plate No. 1 to No. 3 are known only to have the old 11.94 perforations. For plate No. 4 the date of proof was 23 March 1960 with the date of issue probably the summer or fall of 1960. These stamps have been found with vertically ribbed backs from 1961 onwards. This stamp was issued from 1 April 1954 until 30 October 1963 when it was replaced by the 15¢ ultramarine Canada goose stamp. This means that this stamp had a run of nine and a half years before being replaced. With the introduction of the new 11.85 perforation in 1962 the Gannet with new perforations was printed for only about one year duration.

The next issue to be researched for new perforations was the 1955 Canada 10¢ violet brown Inuk and Kayak issue. It was first issued on 21 February 1955. To print it five printing plates were used. Plate No. 1 and No. 2 were first used for printing, then plates No. 3 and No. 4 with plate No. 5 being the last. Each plate consisted of 200 subjects as



15¢ Gannet stamp plate blocks from plate 4 showing perf 11.94 at left and perf 11.85 at right.

10 x 20 stamps which were divided into four panes of 50 as 5 horiz. x 10 vert. stamps. The total quantity received from the printer was 313,525,000. So far, it has been noticed that only some stamps from plate No. 3 and from plate No. 4 and all the stamps from plate No. 5 have been found with new 11.85 perforations. All stamps from plate No. 1 and No. 2 only have the old 11.94 perforations.

This large rectangular format postage stamp sheet was issued from 21 February 1955 until 8 February 1967 when it was replaced by the 10¢ olive green Centennial issue. This means that this stamp has had a long run of twelve years. As August 1962 was the start of the new 11.85 perforation, this indicates that the new perforation had a duration of four and a half years for this stamp. Whilst all plate 5 printings come with the new perforation, it is more difficult to find this stamp from plates No. 3 and No. 4 having the new 11.85 perforation than for the old perforation. It would seem that plates No. 3 and No. 4 were being used in the summer of 1962 just prior to the switch over to the printing plate No. 5.

For plate No. 3 and No. 4 the date of proof was 4 June 1957 and the date of issue was probably the summer of 1957. These stamps have been found with horizontally ribbed backs from 1957 onwards. Both plates No. 3 and No. 4 have order number 1214 and the plate inscriptions are located inwards just like those of plate No. 1 and No. 2 that have order number 789. Plate No. 5 is a very interesting plate since it not only incorporates the changed feature of a new plate made after May 1958 by having the plate corner margin inscription moved outwards to allow for it to be trimmed off for post office field stock, but it uncharacteristically still has the order number format which was removed from the printing plates since May 1958.

Even the order number is interesting in that it has the order number 601 which is lower than the order number 789 of plate No.1 and No. 2 which were the first two plates used for printing this issue. For plate No. 5 the date of proof was 3 January 1966 and the date of issue was probably in the spring of 1966. These stamps have been found with



10 cent Inuit and Kayak plate blocks from plate 3 with perf 11.94 left and 11.85 right



10 cent Inuit and Kayak plate blocks from plate 4 with perf 11.94 left and 11.85 right



*10 cent Inuit and Kayak from plate 5 -
only found with perf 11.85*

horizontally ribbed backs from 1957 onwards. An unusual observation is that this is the only Canadian postage stamp issue so far to be found with the new 11.85 perforations on stamps printed from three different printing plates; the most found so far for any one issue.

The 1956 Canada 20¢ green Paper Industry stamp was first issued on 7 June 1956. Four plates were put into use. The printing plates No. 1 to No. 3 consisted of 200 subjects which were then divided into four panes of 50 as 5 horiz. x 10 vert. stamps. These were printed on horizontally ribbed paper. The other printing plate No. 4 consisted of 300

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subjects which were divided into six panes of 50 as 5 horiz. x 10 vert. stamps. These were printed on vertically ribbed paper. The total quantity received from the printer was 214,856,000.

So far, only stamps from printing plate No. 4 have been found almost all with the new 11.85 perforations with only a few having the old 11.94 perforation. While the stamps from plate No. 1 to No. 3 have only been found with the old 11.94 perforations. For plate No. 4 the date of proof was 2 November 1962 and the date of issue was probably early 1963. These stamps have been found with vertically ribbed backs from 1963 onwards.

This stamp was issued from 7 June 1956 until 8 February 1967 when it was replaced by the 20¢ dark blue Centennial issue. This means that this stamp had a long run of ten and a half years before being replaced. The time frame on this 20¢ Paper Industry issue with the new perforation is four and a half years which is nearly half of the stamp's total issue period. This time period may account for why it is just as common to find this stamp with new 11.85 perforation as it is to find it with the old 11.94 perforation. It has so far only been found on printing plate No. 4 which was the last 20¢ value printed.

The scarcity of printing plate No.4 stamps having the old 11.94 perforation seems to indicate that a changeover from the old to the new perforation occurred early during the first few months of the printing of plate No. 4 making it very rare.



20¢ Pulp and Paper stamp plate blocks from plate 4 showing perf 11.94 at left and 11.85 at right.

The 1956 Canada 25¢ red Chemical Industry stamp was first released on 7 June 1956. Two printing plates No. 1 and No. 2 were utilized for the printing. Each plate consisted of 200 subjects as 20 x 10 stamps which were then divided into four panes of 50 as 10 horiz. x 5 vert. stamps. The total quantity delivered by the printer was 120,447,250. To date, only stamps from plate No. 1 have been discovered with the new 11.85 perforation. This stamp has been found printed with horizontally ribbed back from 1958 onwards.

This stamp was issued from 7 June 1956 until 8 February 1967 when it was replaced

by the 25¢ slate green Centennial stamp. This means that this stamp had a long run of over ten and a half years. With August 1962 being the start of the new 11.85 perforation it would give the time for this perforation presence as four and a half years which is close to half of the stamp's total issue period. This may account for why plate No. 1 is common in both perforations. However, this plate is the only one the new perforation has been seen on, even though both were released together. Sometimes a plate may outlast the other plate possible due to wear or damage. It is noticed that more plate No. 1 stamps are found with the old versus the new perforations. With plate No. 2 only the old 11.94 perforations are found. Even Kasmir Bileski in his catalogue values plate No. 2 at three times plate No. 1 which seems to indicate it is scarcer possibly due to a shorter printing run.



25¢ Chemical Industry stamp plate blocks form plate 1 with perf 11.94 at left and perf 11.85 at right

A number of other issues by CNB Co having this unannounced new 11.85 perforation change have been found and are presented in image form below, these are:



At left, 1962-67 1¢ Queen Elizabeth II Cameo booklet pane; some have new 11.85 perfs., most have old 11.94 perfs.

At right, 1962-67 4¢ Queen Elizabeth II Cameo booklet pane; some have new 11.85 perfs., most have old 11.94 perfs.





At left, 1962-67 5¢ Queen Elizabeth II Cameo booklet pane; some have new 11.85 perfs., most have old 11.94 perfs.



At right, 1962-67 5¢ Queen Elizabeth II Cameo tagged stamp; some have new 11.85 perfs., most have old 11.94 perfs.



1962-67 2¢ Queen Elizabeth II Cameo miniature pane; most have new 11.85 perfs., some have old 11.94 perfs.



1962-67 5¢ Queen Elizabeth II Cameo miniature pane; most have new 11.85 perfs., some have old 11.94 perfs.



1963 \$1 Canadian Exports, plate #1; some have new 11.85 perfs., most have old 11.94 perfs.



1967-73 5¢ Centennial Issue booklet pane; most have new 11.85 perfs., some have old 11.94 perfs.



1935-67 1c, 3c, 4c, 5c, 6c, 10c Postage Dues, plate #1; some have new 11.85 perfs., most have old 11.94 perfs.

1935-67 2c Postage Due, plate #2; some have new 11.85 perfs., most have old 11.94 perfs.

All other tagged (except for 5c Cameo), fluorescent paper, hibrite paper, shades, official overprints and other such varieties of any of the above stamps have not to date been found with the two different perforations.

References:

- [1] *The Philatelic Gazette*, "Fake Perforations", J.B. Leavy, May 1918, page 154.
- [2] *Stamps*, "Perforation Spacing on the 1908-19 Issue", November 23, 1935, page 310.
- [3] *The Norwalk Hour (Special Edition)*, "A Brief History of John McAdams & Sons, Inc.", August 12, 1958, page 15.
- [4] *The Canada Plate Block Catalogue 7th Edition 1968-1970*, by Kasimir Bileski, (copyright 1969), on page 74 and page 117.

Also note the following:-

"1952-53 Karsh/1954-62 Wilding/1962-66 Cameo Definitives", by D. Robin Harris, Adminware Corporation, November 1998.
 "Canadian Wilding and Associated High-Value Definitives: Paper Texture, Printings, Periods of Use", by Robert J. Elias, BNAPS Exhibit Series No. 75, Second Printing, August 2014.
 "The Canadian Stamp Perforation Change of 1962", by Julian Goldberg, "Corgi Times", Volume XXI, Number 4, Whole Number 124, January-February 2013, pages 62-63.

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ERRORS AND ANOMALIES: CROSS-BORDER STAMPLESS MAIL IN THE 1840's

Frank Henry

Postal clerks and their customers across Canada and the USA must have breathed a huge sigh of relief when, on 6 April 1851, the Postal Convention between the two countries was formally adopted, putting an end to the *Paid to the Lines* system, which had been in operation since the early days. The establishment of a uniform combined rate of 6d currency or 10 cents American per ½ oz letter (higher rates for the Pacific Coast) put an immediate end to the onerous task of calculating postage for each and every item of mail based on road mileage, with multipliers arising from extra sheets or weight, and brought with it a significant reduction in rates.

Cumbersome and irritating though it was at the time, it is however this very system which has provided the modern-day postal historian and collector with so much of interest, due partly to variation in the rates and regulations applying on the two sides of the border and partly to the way in which individual postal clerks interpreted and applied them. In this article, I'll be exploring chronologically the actual terms of the regulations governing the application of multiple rates based on sheets and weight during the 1840's, with examples from both my collection and that of other collectors. We are fortunate indeed that so much original mail has survived from this period (much of it via the Kennedy correspondence), as this is a ready source of supporting evidence that there was on occasion a gap between theory and practice. I am not of course the first collector to draw attention to this particular topic and I have listed under the references below those books, articles and exhibits which I have found especially helpful in compiling this summary.

Until the mid-1840's rate multipliers in both Canada and the United States were based on the number of sheets. The principle was a simple one and is enshrined in the 1792 Act of Congress as follows:

".... Rates to be doubled for double letters, trebled for triple letters, and a packet weighing one ounce to be charged equal to four single letters, and in that proportion if of a greater weight....".

The same principle had been written down in the British Postage Act of 10 October 1765 (5 Geo 3 c.25).

At this point and for the avoidance of doubt, it might be appropriate to define exactly what is meant by the word "sheet". In an era of excessively high postage rates, especially when enclosures led to the application of the multiplier, users of the official postal service (and there were many who tried to circumvent it) communicated by means of the letter-sheet, which counted as one sheet for rating purposes. A typical

letter-sheet when opened out measured approximately 16 x 10 inches; it was then folded in two, enabling the sender to use 3 sides for writing his or her message. The fourth side was folded in such a way that the address could be written on the front, with the loose ends on the reverse being tucked in and sealed. This procedure permitted enclosures to be held securely within, and away from prying eyes. The letter-sheets which I have inspected weigh (according to my basic kitchen scales) approximately ¼ oz, depending on the type of paper.

This does of course raise the question as to how a lowly postal clerk could be expected to count the total number of sheets, where this was deemed to be necessary. The answer is provided by William Smith in his comprehensive *History of the Post Office in British North America* (1920): *“There were several means of detection born of ingenuity and experience. The approved method and the one long in service, was to hold every letter up to a lighted candle, and by some skilful manipulating, the taxable enclosures could be seen”*. This was clearly not a fool-proof method (as well as being a potentially hazardous one) and it seems hardly surprising that rating discrepancies did happen. It is however still rather odd that the US postal clerk should from time to time rate a letter at variance to that of his Canadian colleague who would have been in a much better position to establish the number of any enclosures when the letter was first handed over at the Post Office.

Laws were passed at various intervals in the following years and contained much the same information but clarifying points of detail - see for example the US Postal Act of 1832:

“And for every double letter, or letter composed of two pieces of paper, double those rates; and for every triple letter, or letter composed of three pieces of paper, triple those rates; and for every packet composed of four or more pieces of paper, or one or more other articles, and weighing one ounce avoirdupois, quadruple those rates; and in that proportion for all greater weights.”

From this regulation, one can draw the obvious conclusion that a letter consisting of five sheets, but weighing less than one ounce, would be charged quadruple rate, but a pair of scales would of course be required to verify this. In those cases where the weight exceeded one ounce, a letter was charged per quarter ounce, although as far as I've been able to establish the regulations merely state *“.....and in that proportion for all greater weights”*.

Despite the fact that the pre-1844 Canadian and US regulations were worded in much the same sort of way and were designed to be unambiguous, the occasional anomaly in their practical application - as demonstrated by the manuscript rate markings - has over time come to light. John Wright's article in the January 2010 issue of *Maple Leaves* illustrates two such cases: an 1839 letter from Montreal to New York, rated single in Canada and double in the USA; and an 1843 letter travelling the same route, rated double in Canada and single in the USA. A further example was exhibited by John

Robertson at the 2013 Plymouth Show: an 1842 part-paid letter-sheet from Toronto to New York rated *to the Lines* at 1/1 ½ d (ie 3 x 4 ½ d); at New York it was rated at 100 cents (ie 4 x 25 c) for the journey *from* the border. Robertson attributed this anomaly to the difficulty an Exchange Office would have encountered in trying to assess the actual number of sheets contained within the cover.

Here is an example from my own collection:



Fig.1 Part-paid letter-sheet dated 3 September 1842 from Montreal to New York. Double-rated to the Lines at 9d (2 x 4 ½ d) and quadruple-rated in New York at 75 cents (4 x 18 ¾ c).

It would be satisfying to identify a reason for these differences and one which fitted all such occurrences, but given the small number of examples which I have seen, I can only suggest a couple of possible contributing factors: human error and, in cases where it was necessary to weigh a particular item, inaccuracies or inconsistencies in the post offices scales used by the office clerks in the two countries.

On 11 October 1843 the Commissioners of Her Majesty's Treasury issued a Warrant which stated that with effect from 5 January 1844, rates of postage in Canada would be based on weight rather than the number of sheets. The terms of this Warrant were as follows:

- *On every letter not exceeding half an ounce in weight, one rate of postage.*
- *On every letter exceeding half an ounce, and not exceeding one ounce in weight, two rates of postage.*

Progression thereafter was by the ounce: 1 to 2 oz (4 rates); 2 to 3oz (6 rates); 3 to 4oz (8 rates).



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In accordance with an Act of Congress dated 3 March 1845, the US authorities introduced a similar weight-based system on the 1 July 1845. However, unlike that applying in Canada, progression was by the ½ oz for all weights:

“... and every letter or parcel not exceeding one-half ounce in weight shall be deemed a single letter, and every additional weight of one-half ounce or less shall be charged with an additional postage”.

In order to remove this anomaly, an Act of Congress dated 3 March 1849 and effective from 19 March 1849, amended the relevant regulation as follows:

“Hereafter, when a letter exceeds an ounce in weight, but does not exceed two ounces, it will be rated with four charges of single postage; there being a single postage for the first half ounce, a double charge for the first ounce , and two additional charges for each succeeding ounce, or fraction of an ounce, beyond the first ounce.....”

The foregoing - somewhat indigestible - information is probably best viewed as a table, which shows the number of rates per weight:

	½ oz	½ - 1 oz	1 – 1 ½ oz	1 ½ - 2 oz	2 – 2 ½ oz	2 ½ - 3 oz
CANADA (5 Jan 1844)	1x	2x	4x	4x	6x	6x
USA (1 Jul 1845)	1x	2x	3x	4x	5x	6x
(19 Mar 1849)	1x	2x	4x	4x	6x	6x

As one might expect, rate discrepancies occur more frequently in the period 5 January 1844 to 1 July 1845 than hitherto, since Canada was now assessing by weight, whereas the USA was still calculating by the number of enclosures. Consequently, it's not that difficult to find letter-sheets between those dates correctly marked in manuscript with a Canadian single-rate (less than ½ oz) and a US double-rate (2 sheets).

Overleaf are two examples from my own collection, which differ in the following respect. The one was pre-paid in Montreal and therefore required the Canadian postal clerk to assess and rate by weight (pence) and by sheet (cents) before the letter was dispatched by closed bag. The other was part-paid and was therefore assessed and rated in both Montreal and New York.

There were, however, occasions when the Canadian and US officials disagreed about the postal charge and John Wright provides an excellent example (Fig.4 overleaf) of this in the January 2009 issue of this Journal, where he describes in detail how this would have come about.



Fig.2 Pre-paid letter-sheet dated 4 August 1844 from Montreal to New York. Single-rated by weight at $4\frac{1}{2}$ d to the Lines and double-rated by number of sheets at $37\frac{1}{2}$ cents ($2 \times 18\frac{3}{4}$ c) from there to destination.



Fig.3 Part-paid letter-sheet dated 10 August 1844 from Montreal to New York. Single-rated by weight at $4\frac{1}{2}$ d to the Lines and double-rated by number of sheets at $37\frac{1}{2}$ cents for the onward journey.

And now we come to a little puzzle (at least in my mind!). From 5 January 1844 in Canada and 1 July 1845 in the USA, the regulations make a point of referring to weights *not exceeding* ... (1 ounce etc). Prior to these dates, the wording was not quite so tight,



Fig.4 Letter-sheet dated 7 October 1844 from Quebec to New York. Pre-paid at quadruple-rate for both stages of the journey at 3/10 (ie 4 x 11½ d) and 75 cents (ie 4 x 18¾ cents). The US official subsequently weighed the item and found the US stage of the journey to be under-paid by 3 rates = 56¼ cents (marked as due from the addressee).

viz, weighing *one ounce*. So the question is, when is an ounce not an ounce? I would not have included this paragraph, were it not for the fact that a letter-sheet at Fig. 5 which I have recently purchased appears to illustrate the point, as does the example given by John Wright in his Letter to the Editor in the July 2019 issue of *Maple Leaves*.



Fig.5 Part-paid letter-sheet dated 18 March 1844 from Montreal to New York. Quadruple-rated to the Lines at 1/6 (4 x 4½ d) based on a weight between 1 and 2 oz. In New York, the postal clerk obviously found it necessary to weigh the item, marked it as 1 oz. (ie not exceeding one ounce) and also gave it a quadruple-rating of 75 cents.

So, who was right?

With the adoption on 1 July 1845 of a weight-based rating system by the US postal authorities (and at the same time a simplification of mileage rates), cross-border rating anomalies were considerably reduced. However, until 19 March 1849 there was still some potential for divergencies in respect of items weighing between 1 and 1½ oz and 2 and 2½ oz (and so on), as can be seen from the table of rates above. I suspect that examples of this anomaly are few and far between, but they do exist and here is one exhibited by John Robertson and now shown courtesy of Robert Siegel Auction Galleries:



Fig.6 Part-paid Money Letter dated 5 December 1847 from Montreal to New York. Quadruple-rated to the Lines at 1/6 d (4 x 4½ d); subsequently, triple-rated at 30 cents (3 x 10c) for the US part of the journey (over 300 miles). One can therefore safely conclude that the item weighed between 1 and 1½ oz.

Such triple, quintuple and other odd rates were possible only until 19 March 1849, when the United States eliminated them in order to conform to the rating system adopted by Great Britain. After this date and until the long-heralded arrival of a uniform rate of postage on 6 April 1851, it seems safe to assume that any differences in the application of the rate multiplier on the two sides of the border were (as in the early 1840's) caused by mistakes or inaccurate weighing devices, rather than by differences in the regulations or interpretation of them.

If readers have further ideas or examples which may help to clarify any of the issues raised in this exploratory article, do please let me know via the Editor.

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Books & Articles:

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John Wright: *Two Similar Cross-Border Entires 1844/45* (Maple Leaves, Vol. 31 No. 1 Whole No. 311, January 2009)

John Wright: *Two Cross-Border Covers with Apparently Inconsistent Rates* (Maple Leaves, Vol. 31 No. 5 Whole No. 315, January 2010)

Exhibits

David Handelman: CANADA & MARITIMES – MONEY and REGISTERED LETTERS to 1898 (2016) (currently on view at www.rfrajola.com)

Susan McDonald: CROSS BORDER MAILS - UNITED STATES AND BRITISH NORTH AMERICA TO 1875 (U.S. Philatelic Classics Society, 1988)

John Robertson: STAMPLESS CROSS BORDER MAIL BETWEEN UNITED STATES AND CANADA (2013) (currently on view at Robert A Siegel Auction Galleries website)

The poster features a background image of the Fredericton city skyline at night, reflected in the water. The text is centered and reads: "Royal * 2020 * Royale", "June 19 - 21", "du 19 au 21 juin", "Fredericton New/Nouveau-Brunswick", "National Stamp Exhibition", and "Exposition nationale de timbres". In the top left corner is a stylized logo. In the top right corner is the Fredericton District Stamp Club logo, which includes a tree and the text "FREDERICTON DISTRICT STAMP CLUB 1966". In the bottom left corner is the coat of arms of the province of New Brunswick. In the bottom right corner is the coat of arms of the city of Fredericton. The text "Hosted by/présentée par The Fredericton District Stamp Club" is centered at the bottom.

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CONVENTION 2019

The limitations of space prevent us from doing anything more than showing a few photos from the 2019 Convention in Bakewell. Suffice to say that a great time was had by all, courtesy of our hosts Greg and Sue and the staff at the Rutland Arms Hotel. Hopefully the photos will invoke some memories for those who were there and also prompt those who missed the event to come along in the future.



John Cranmer tells a tale of a survivor from the Bismark and his POW experiences.



A visit to the Crich tramway museum provided an unexpected opportunity to view a mock up of the Maple Leaves print room



Enjoying a tram ride are Brian and Freda Stalker, Eldon and Carlie Jean Godfrey and Ann Newton



Peter Motson proved a very popular winner of the Founders Trophy for his book on the Krippner covers



Despite appearing nowhere on the official programme, fate took us all to the wonderful Chatsworth House.



Derrick Scoot receiving his Revenue Trophy award from Sue Spring. John Watson keeps a close eye on proceedings to ensure everyone gets the right prize!



Greg Spring breathes a sigh of relief as he hands over the President's badge of office to Brian Stalker



As usual, the Member's 18 sheet displays drew an admiring crowd of viewers.

The photos appear courtesy of your Editor and also Malcolm Newton our roving photographer.



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Most of us will have heard of the Zeppelin airships and the ill-famed 'Hindenburg' but few will be aware that the first airship to cross the Atlantic was Scottish and not only that but the first civilian passenger to cross the Atlantic was a cat! Intrigued..... well, read on.....

THE KITTEN THAT FLEW THE ATLANTIC

Jim Bisset

It is generally well known that Germany was the pioneer in the development of airships. The first commercial airship service was launched in 1910 and airships were used both as bombers and for scouting purposes during World War 1. At the end of the war, Germany had to hand over their airships to the Allies and restrictions were imposed on their manufacture. These restrictions were lifted in 1926 and, with the help of donations from the public, LZ217 'Graf Zeppelin' was constructed. This airship, together with the larger LZ219 'Hindenburg' made many successful transatlantic flights to North America and Brazil in the early 1930's.

Due to the success of these flights, the 'Hindenburg' commenced a scheduled service between Frankfurt, Germany and Lakehurst, New Jersey USA in 1936. A total of ten round trips were successfully completed and many covers were carried on these flights, including the example shown below in fig 1.



Fig 1 Hindenburg cover from 1936.

An expanded schedule of 17 round trips was planned for 1937, but the first flight of the season, whilst landing at Lakehurst, caught fire and was completely destroyed with the loss of 36 lives. This tragedy brought to an end the use of airships for carrying passengers.

But less well known is the fact that the first airship to successfully fly the Atlantic was, in fact, British; indeed it was built in Scotland. His Majesty's Airship (HMA) R34 was built by William Beardmore and Co. at Inchinnan, near Glasgow, in 1919 (see fig 2). Beardmore were better known as shipbuilders and heavy engineers. H.M.S. Benbow, shown in fig 3, is an example of their engineering skills during World War 1.

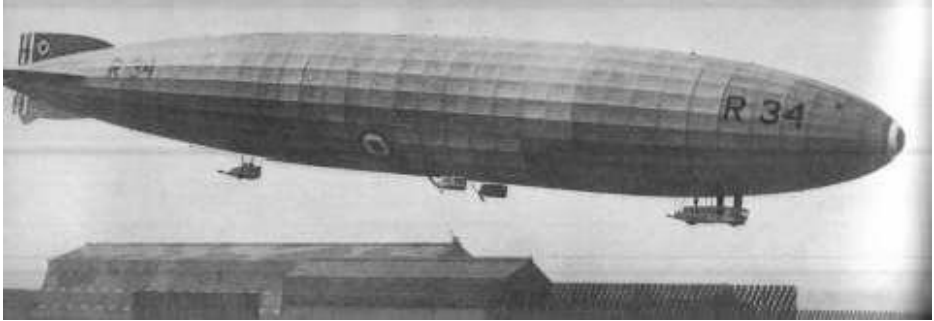


Fig 2 The R34 Airship built in Scotland in 1919.



Fig 3 H.M.S. Benbow, built by William Beardmore & Co.

After proving flights, the R34 was transferred to the Royal Navy Air Station at East Fortune Aerodrome, near Edinburgh. (Despite the short distance, the transfer took over four days given the extreme size of the airship). She carried out a successful endurance flight over the Baltic between 17 and 20 June, and it was then decided to attempt the first return Atlantic crossing.

Commanding the flight was Major George Scott, with a crew of 26 which included representatives of the US Navy. The R34 left East Fortune at 3.00am on 2 July and arrived at Mineola, Long Island, New York on 6 July after a flight of 108 hours. As the

landing party did not have any experience of handling large rigid airships, one of the crew, Major E.M. Pritchard jumped by parachute to supervise the landing procedure. The R34 had experienced head winds on the trip and despite starting off with 6000 gallons of fuel, it reached Mineola with only 40 minutes of fuel remaining. The crossing, the first successful East to West trip, came only three weeks after Alcock and Brown's West to East flight by aeroplane, however, as their plane landed upside down in a bog in Ireland, it could not be claimed that it was completely successful! The R34 subsequently made the return trip safely in just 75 hours to the Royal Navy Air Station at Pulham in Norfolk.

At least one letter was carried on the first flight by the R34 (see fig 4 below). The Chaplain to the Royal Navy Air Station at East Fortune, the Reverend George Davys, wrote a letter to his sister in Bournemouth, England which was dropped from the airship on 5 July while flying over Nova Scotia. The envelope was eventually discovered some four months later by Milton Weldon of Selmah, Nova Scotia on 8 November. The letter was handed in to the local post office where it was franked Selmah N.S. 8 November. It was then forwarded to Halifax where it was further franked on 9 November and finally delivered back to Bournemouth later that month.



Fig 4 Letter carried on the first transatlantic flight by airship - note the inscription which reads... 'this letter dropped by HM Airship R34 on 5 July 1919 and picked up by Milton Weldon on 8 November 1919 at Selmah' (Reproduced here courtesy of the National Museums of Scotland and the Museum of Flight at East Fortune).

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Scarce Victoria "Rocker" cancel



Nova Scotia #5



New Zealand ACS # VP-5

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A transcript of the letter from Rev. Davys is shown below. It reads as follows:-

Officers Mess

Royal Naval Air Station

East Fortune

Drem

Near Edinburgh

2.7 19

Dear Donie,

I write this at 12.45 am on Wednesday morning. We are staying up till about 3 o'clock am when the Super Airship R34 is to leave in the attempt to cross the Atlantic. I intend to give this letter to an officer on board the ship who will post it in or near New York to you. It will be interesting for you to get a letter which will be one of the first to cross the Atlantic by an airship and to cross from East to West. I hope it gets to you alright. There is every chance of them having a good voyage though the weather reports are not of the best. We are all agog though. It is the greatest event in the history of the Station and we are all praying for success. There will be 30 people on board.. The ship is 650 feet long, diameter 78 feet at her widest. It carries 6000 gallons of petrol. There are numerous reporters about. The whole Station turns out to get the ship out of the shed. To take our toy out of the box, as the man said. It will be an historic coup if it succeeds. I shouldn't mind going a bit but they didn't want a chaplain. They are not even taking a doctor. I have written several letters which will be posted on the other side. I am not going to write at length at this hour of the night. Let me know if you get this.

Yours ever

George

Revd Davys sister, Donie, wrote to him acknowledging receipt of the letter and complaining that she had to pay 3d postage due (being double the deficiency of the 3 cents rate to the UK).

Perhaps the most amazing part of this story was that there were two stowaways onboard the first flight!

William Ballantyne, one of the regular crew, was ordered to stay behind to save weight (perhaps to make up for the US top brass who did accompany the flight!). But William did not want to miss out on the adventure and stowed away on the airship together with the Station kitten called 'Wopsie' (see fig 5 overleaf). They appeared when it was too late for him to parachute to land and they both made the trip to the USA. 'Wopsie' therefore has the honour of being the first 'civilian' to cross the Atlantic by air.



Fig 5 William Ballantyne and the Station kitten 'Wopsie', the first 'civilian' to cross the Atlantic by air.

All of which goes to prove just how extraordinary it is where research into a stamp cover can lead you!

With acknowledgement to the National Museums of Scotland and the Museum of Flight at East Fortune.

WANTED

The Library at the Vincent Graves Greene Foundation are looking to acquire copies of the following four issues of the Royal Mail's Philatelic Bulletin.....

v.53:no.7 (Mar 2016)-no.8 (Apr 2016); v.53:no.10 (Jun 2016)-v.57:no.1 (Sep 2019)

If any members can help, please contact the Foundation at hspcataloguer@gmail.com

POSTAL ADVERTISING DIE SLUGS – POST WORLD WAR 1 – PART 1.

Malcolm Newton

In the final instalment of my series of articles relating to slogans produced during WW1, (see *Maple Leaves* January 2018), I concluded with the short sentence 'Victory and peace at last'. However, this was not entirely accurate as in Europe, 1919 saw uprisings of various revolutionary groups such as the Bolsheviks in Russia, the Fascists in Italy and general upheaval in Spain, Turkey and so on. Riots erupted across many countries due to food shortages and unemployment of returning soldiers, whilst strikes by British miners demanded shorter working hours. National boundaries in Europe were changing as eventually Germany signed the peace treaty at Versailles, near Paris on the 28th June. But above all of this, was the influenza epidemic, which was to kill more people, globally, than the Great War itself. It quickly spread through Canada, in part, by infected soldiers returning from overseas, killing an estimated 50,000 Canadians.

In Canada, the returning troops sought work on farms and in industry, if physically able, whilst the large military training camps were being run down or converted for other uses such as Camp Borden being transformed into more of an aerodrome for the relatively newly formed Royal Flying Corps. This year also announced the birth of one Pierre Elliot Trudeau on the 18th October.

1919 was a notable year for Canadian slogans. This was attributed to the mid-year change for most postal offices from their International machines to that of Universals, necessitating replacement dies due to the new machines not being able to take the former's die slugs, or cancellers. Consequently, although the Government sponsored "Buy War Savings Stamps and Help Reconstruction" slogans had been issued initially to Ottawa on the 1st March, and to the other 43 locations which had International machines, 37 of them changed over to Universals requiring new dies, being a stipulation that this message should be used throughout the year as much as possible. Obviously, there were exceptions – the most common of which was the use of new Columbia machines or the employment of other, temporary, slogan usage. As this one slogan could occupy several editions of this journal, I will save the Editor's concern, by illustrating the differences in the three machine dies used (see figs 1 and 2 overleaf).

Despite this major promotion, a lot of sponsored slogans were produced throughout 1919, more than is practicable to illustrate in these articles. We have already covered the two 'flag' dies used at Saskatoon and Prince Albert that year, in earlier editions of *Maple Leaves*, but of the remaining, more interesting with clear impressions, I will cover in two parts.

If we may kick-off with the carry-overs, i.e. campaigns which commenced the previous year and ran over to the subsequent year. One such was "Victoria's Winter Season



Fig 1 Truro's International and Columbia dies.



Fig 2 Winnipeg Universal die.

1918-19 beginning Dec. 9th". Here, in fig 3 opposite we have a relative's letter to a soldier in the Forestry Corps. based in France.

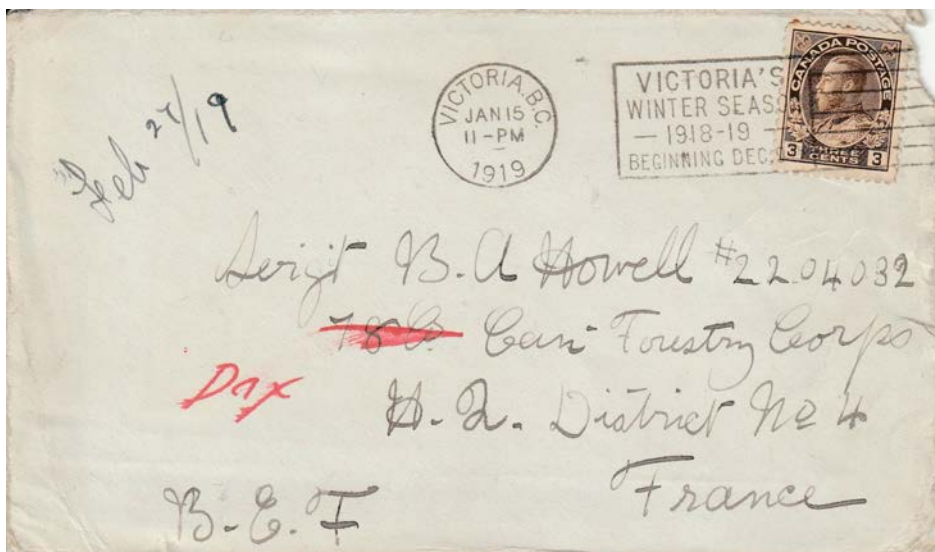


Fig 3 Used between October 1918 until Jan. 21, 1919 (see Maple Leaves January 2018 for a scan with a 1918 date).

One of the earliest 'new' slogans to appear was from Vancouver who advertised it's forthcoming "International Mining Convention March 17-18-19 Vancouver Canada" which is shown on a bright red advert envelope below.



Fig 4. - 2 dies were prepared and used between Feb. 21 and March 17.

Before the deluge of Buy War Savings Stamps appeared, Portage La Prairie used their Universal machine to advertise "Central Manitoba Victory Fair Portage La Prairie July

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 We have a wide range of 12-cent stamps, ranging from 1974-1980. These stamps are in excellent condition and are a great addition to any collection. We have a large selection of 12-cent stamps, ranging from 1974-1980. These stamps are in excellent condition and are a great addition to any collection. We have a large selection of 12-cent stamps, ranging from 1974-1980. These stamps are in excellent condition and are a great addition to any collection.

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8-10-1919” quickly followed from Calgary with its “Calgary Exhibition June 28 to July 5 1919” promotion.



Fig 5 – Apparently a scarce slogan used between May 6 and June 26.



Fig 6 – Used May 12 to July 8.

Eventually Quebec got into the act with two different slogans in quick succession both advertising the same exposition. First we have the “L’Année de la Grande Paix 28 Aout-6 Sept. 1919” which was replaced before the event opened by “L’Exposition Provinciale L’Année de la Grande Paix 28-Aout-6 Sept. 1919. However, this die showed an incorrect grave accent on the first ‘e’ of ‘L’Année’, rather than an acute one. Figs 7 and 8 overleaf show the initial die and the incorrect accent type respectively.

Regina, which had been using an International machine since 1907, brought back their “Provincial Exhibition Regina Sask.” die, only with the applicable dates for 1919. However, with the machine’s replacement in late June/early July by a Universal one, it necessitated a fresh die to fit the apparatus.

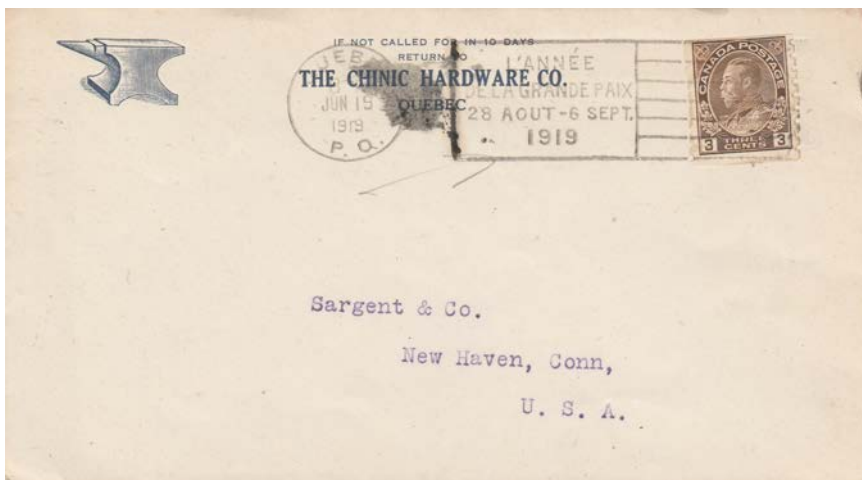


Fig 7 This slogan did not indicate it was an exposition and was withdrawn on July 27.

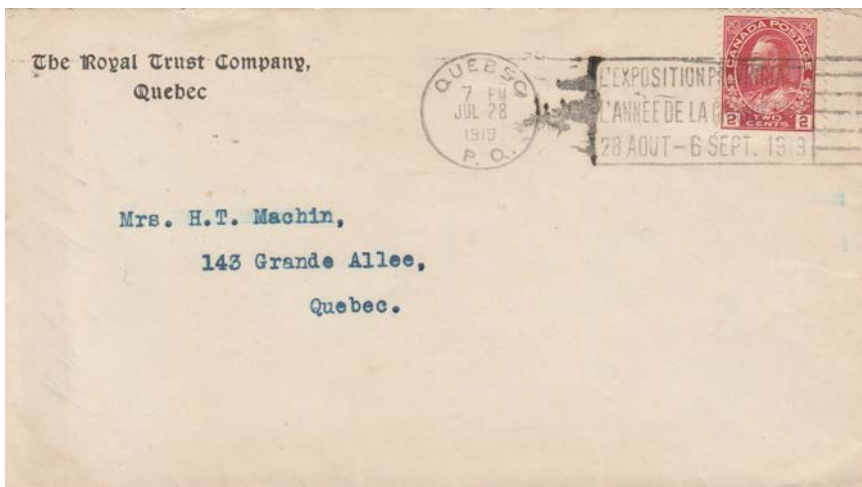


Fig 8 The incorrect accent used on the earliest known date of July 28.

The Regina Universal die is shown in fig 9 opposite.

During July, Vancouver brought into use two new dies worded “Vancouver Fair Sept. 8-13, 1919”. They were never used again.

After many years of using its International die in a banner format (see Maple Leaves October 2015), London required a completely new die for its replacement machine to advertise “Western Fair London Canada Sept. 6-13, 1919” which somehow, did not visually have the same appeal (see fig 11 overleaf)

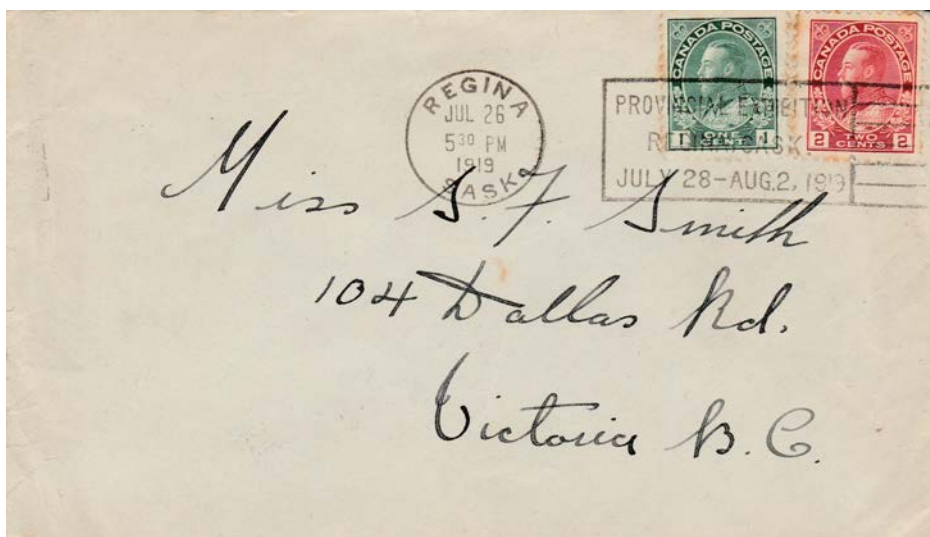


Fig 9 – The new Universal die used from July 20 to Aug. 15. If this last date is correct, the slogan was in use beyond that of the exhibition.

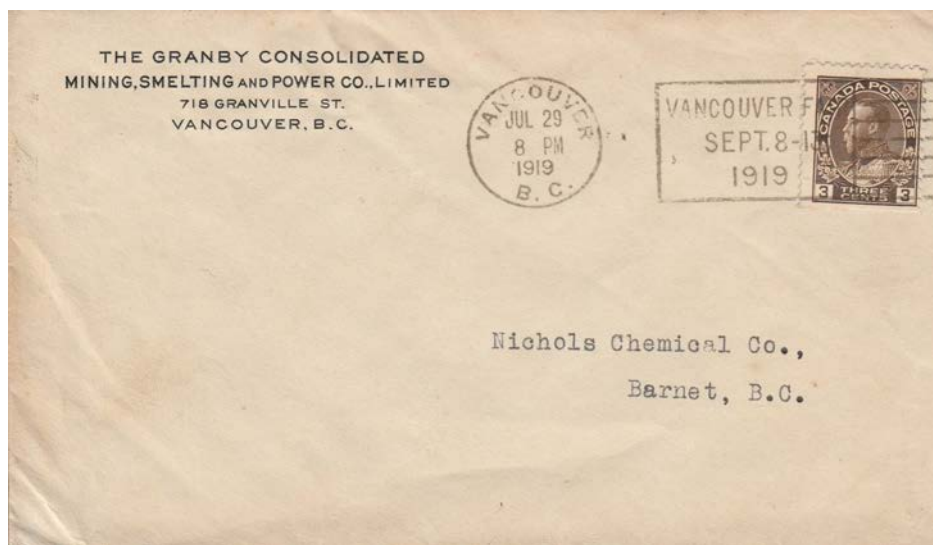


Fig 10 – Vancouver Universal die 2 used July 2 to Sept. 18.

Calgary felt that it was appropriate to celebrate its famous attraction with the wording "Victory Stampede Calgary Aug. 25-30, 1919". This was the first time the word 'stampede' had been used in a slogan. An example is shown in fig 12 overleaf.

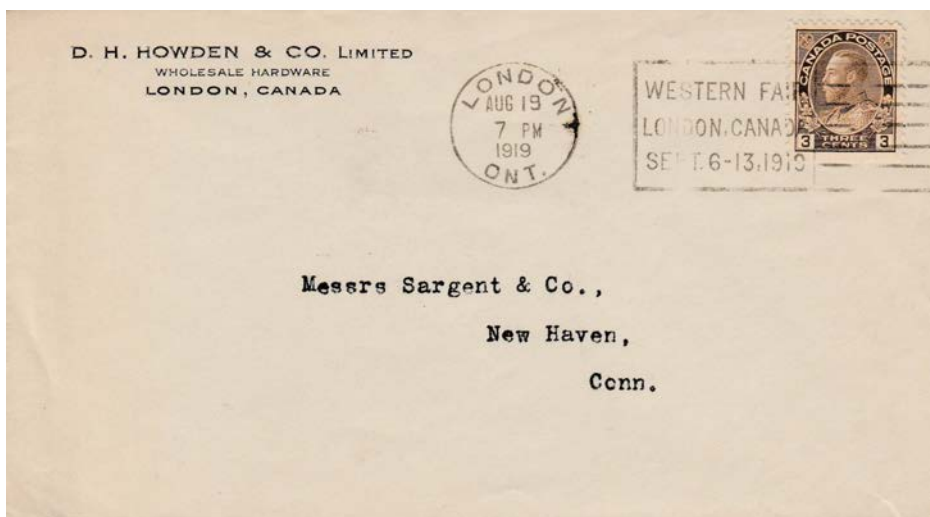


Fig 11 – This London die was not used again. A different wording was introduced from 1921.

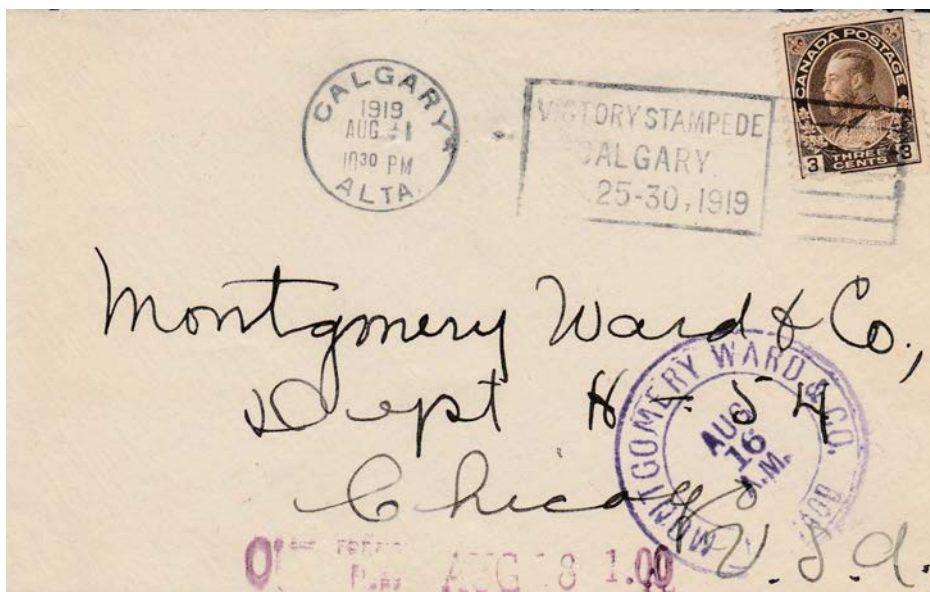


Fig 12 This Universal die from Calgary is recorded as being used between June 28 to August 28.

We will continue in Part 2 with the remainder of 1919, including the frantic activity at the Montreal office during this period.

LETTERS TO THE EDITOR

Ken Flint

UNUSUAL RETURN TO SENDER HANDSTAMP

I showed the cover below (fig 1) at our recent Bakewell Convention and no-one could fully explain the marks on it. It is a 1937 registered letter sent to Holland and returned to Canada. It carries the unusual handstamp 'Return to sender/ Delivery forbidden by/ Judicial sentence', which I took to mean that the addressee was in jail. However, it is normal for such 'RETURN TO SENDER' handstamps to be applied at the post office of arrival (in this case the small town of Vogelenzang near Haarlem). In this case, therefore, it is hard to work out why the handstamp is in English. It seems most improbable that a small Dutch post office would carry such a rarely used handstamp in multiple languages. It is possible, of course, that the handstamp was applied on arrival back in Canada at the Dead Letter Office but if this is case how did the Dutch post office convey their reasons for returning the letter to the Canadian officials?

Can any of our members offer an explanation and have any of you seen similar items?



Fig 1

Sandy Parker

TWO FACED

I thought readers of our journal might be interested in this. I saw this trial colour proof of the 1870 Prince Edward Island 4 pence up for sale in a recent Eastern Auctions sale and bought it (see figs 2 and 3 below). You can see that on the reverse side is the 3 pence



Figs 2 and 3 Front and back of a Prince Edward Island proof.

dark blue stamp. I have seen many flaws, missing colours and inscriptions over the years but I thought this very strange and unusual. As the 3 pence side looks the earlier print and the sheet was possibly misaligned did the printers just turn an unused sheet over to produce the 4 pence colour trial? Have any readers seen similar examples?

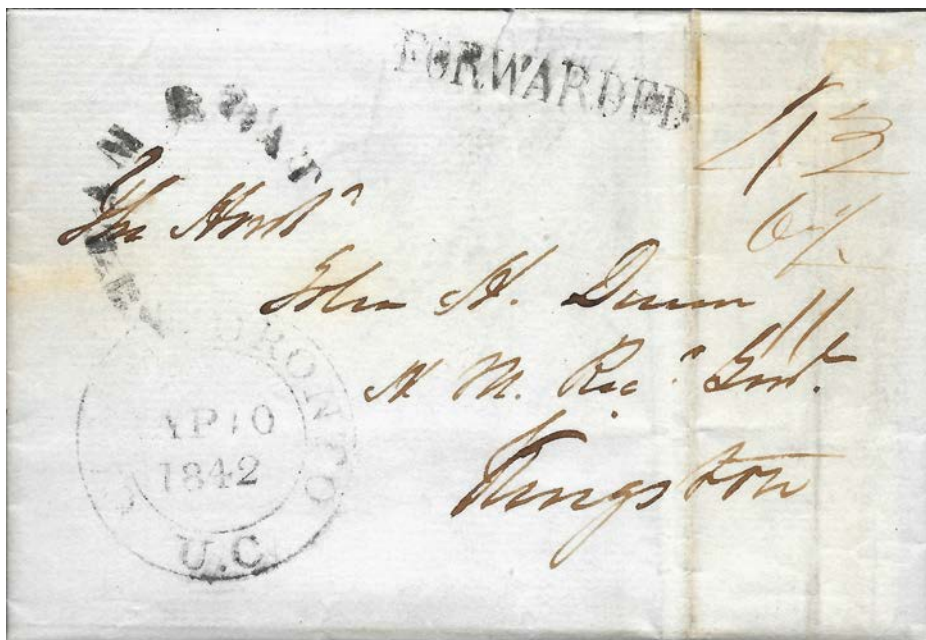
AN INTERESTING TORONTO STEAMBOAT SPLIT-RATE AND FORWARDING PROCEDURE

John R Reynolds

Some members will have come across stampless Niagara to Toronto steamboat items similar to the 1842 one illustrated and described opposite. It is a letter from T. McCormick, Collector of Customs at Niagara to John H Dunn, Receiver General at Kingston, advising of his having deposited £100 customs duties to credit the Public account in the Bank of Upper Canada at Toronto. The deposit was made locally, as he had done since at least 1833, thus saving on paying additional rates for enclosures or Money Letters.

Most members will have seen items addressed to The Honourable John H Dunn, Receiver General at York to 1834, then at Toronto to early 1841. On 10th February 1841 Kingston became the first capital of the United Province of Canada, resulting in the reorganisation of government departments including that of the Receiver General. Thus, Kingston was the destination of our letter. A previous auction description mistakenly assumed that the Receiver General was still in Toronto in 1842.

Items which have markings which refer to “steamboat” as the means of conveyance are not common. Earlier collectors include Dr Fred Stulberg and Earl E Palmer, whose writings and displays explain the intricacies of mail by boat on the Great Lakes, St Lawrence River and Lake Champlain.



1842 Stampless *FORWARDED STEAMBOAT* entire letter from NIAGARA to KINGSTON via TORONTO. No despatch markings, as usual, as mail item was likely taken direct to the vessel. Internally dated "Niagara April 8th 1842". *STEAMBOAT* arc h/s & CITY of TORONTO U.C. AP 10 1842 large double circle receiver/transit in black on front. M/s 4½ due to pay single rate under 60 miles across L Ontario to Toronto, with additional rate of m/s 6½ due for total 11d rate [all in the same hand] for 201 – 300 miles to Kingston. Large unboxed *FORWARDED* h/s in black on front. No Kingston receiver. To The Hon'bl John H Dunn, H M Recr Genl, Kingston, from Thos McCormick, "Sir, I beg to advise having this day Deposited on Your Credit in the Bank of Upper Canada at Toronto the Sum of One hundred pounds Cur'y on account of the Public and have the honour to be Sir Your most obt. Serv. T McCormick, Collr of Customs". Endorsed on receipt.

Mail on the Niagara – Toronto steamboat route began in Spring 1830 and can easily be spotted by the 4½d charge levied for the under 60 miles rate for the 30-mile journey across Lake Ontario. This was cheaper than the 96-mile lakeshore route round the western end of Lake Ontario, rated 7d for 61 – 100 miles. Mail taken directly to the vessel, without going through a post office, did not receive a dispatching postmark, only a receiver/transit one. From 1839 special Steamboat handstamps were used to identify such mail. These were the black arched *STEAMBOAT* handstamp (CS Type 1 shown above) used at Toronto until 1846 (later than listed) and the rare red Crown *STEAM – BOAT* in circle (CS Type 11) used at Niagara (see reference 1 for an examples of this mark). Most mail on this route went through the normal postal channels and did not receive such markings.

Two things are particularly interesting about this illustrated item. First is the split-rate of 4½d for Niagara to Toronto, with an additional 6½d “impossible” rate as a top-up to make the correct 11d rate for 201 – 300 miles for mail from Niagara to Kingston. Second is the use of the black FORWARDED handstamp on a correctly addressed item. The final leg to Kingston could have been by either land or steamboat.

It seems that this unusual split-rating procedure and use of a FORWARDING handstamp were in regular operation at the steamboat transfer point in Toronto on mail handed on board at Niagara heading beyond Toronto. Three other examples are detailed below. Such mail to Toronto addresses did not receive these markings, nor did mail processed through “normal” postal channels.

These items are correctly addressed, so a FORWARDING handstamp was superfluous. Under normal forwarding procedure items were re-addressed and re-rated with the full amount for the additional journey. Toronto to Kingston would be an additional 9d for 101 – 200 miles. The person marking them obviously knew the postal rates and could easily have rated them “properly”. Presumably the procedure was sanctioned by someone. Perhaps there was an accountancy need to split the 4½d rate from Niagara to Toronto from the top-up rate for places beyond Toronto!

The three other examples of which I am aware are:

P 13 in Stulberg, 1989:

Indistinct postmarks: New York – Niagara ?1830 Jun 30 – York 1830 Jul 1 – New Market, boxed FORWARDED h/s, but no additional rating, as the distance from the Niagara border to Newmarket is under 60 miles across Lake Ontario. This early item clearly passed through the normal mails. The US and British rates are marked twice, the second includes the total due. It is likely that the latter was marked up at York.

P 17 in Stulberg, 1989:

Niagara – Toronto 1836 Jun 17 – Nelson, boxed FORWARDED h/s, rated 4½d + 2½d = 7d, for 61-100 miles. This is a more expensive rate than the 4½d for under 60 miles going via the lakeshore route!

Author’s collection:

Niagara – Toronto 1841 Jul 10 – Kingston, boxed FORWARDED h/s, rated 4½d + 6½d = 11d for 201 – 300 miles. An earlier, similar McCormick to Dunn letter.

Has anyone come across other examples, with or without this procedure?

References:

1. Stulberg, F.G., 1989. Upper and Lower Canada Steam-boat Mail to the 1860s. Hennok’s Series of Postal History Collections No 7. Toronto.

NEW BOOKS

The following books have all been published by BNAPS. **Please note that the agent for providing BNAPS books has changed. They are now available from: Bill Longley, c/o Longley Auctions, PO Box 620 Waterdown, Ontario L0R 2H0, Canada.**

BNAPS have also simplified the pricing system for their books and now simply quote a 'Members' price in CAN\$.

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.

Newfoundland's Last Definitives: The Waterlow Printings

C.A. Stillions, Released May 2019. Exhibit series # 104. 114 pages, 8.5x11, spiral bound. Colour C\$ 66.00 [ISBN 978-1-927119-98-3].

Newfoundland's "Industries" definitive issue was released to the public on 2 January 1932. Consisting of 12 denominations, the stamps were created and printed by Perkins Bacon Company of London, England. When Perkins Bacon went bankrupt in 1935, W.W. Sprague and Company acquired its equipment and continued printing Newfoundland's stamps using the original dies, plates, inks and paper. Sprague's products cannot be distinguished from those of Perkins Bacon until 1938, when the successor company produced new stamp designs. These differences were detailed in C.A. Stillions' *Newfoundland's Last Definitives: The Perkins Bacon and Sprague Printings*. After Sprague's printing plant was destroyed in a bombing raid on 10 May 1941, Waterlow and Company took over printing of the issue. This volume, *Newfoundland's Last Definitives: The Waterlow Printings*, details the differences between stamps printed by Waterlow and those printed by its predecessors.

The Exhibit is a traditional philatelic display including die and plate proofs, both mint and used stamps with varieties and plate blocks and a number of postal usages – both proper and improper. Overall this is a record of what must be one of the finest collections ever formed of this issue.

WWI Canadian Army Nursing Sisters Serving Overseas

Jonathan C. Johnson; Released May 2019. Exhibit series # 105. 88 pages, 8.5x11, spiral bound. Colour C\$ 54.00 [ISBN 978-1-927119-99-0].

WWI Canadian Army Nursing Sisters Serving Overseas illustrates, through letters sent to them from Canada and their letters home, the story of Canadian Army Medical Corps

nurses who served with great distinction in England, France, Greece, Egypt and Russia during World War I. The very fact that all this material exists is a tribute to the diligence with which Jonathan Johnson has pursued both material and information over 30 years of intense research.

The book provides a fascinating insight into an aspect of war which is rarely given any prominence and it will be of great interest to any members who collect World War I material.

Krippner Covers North America

Peter Motson. 2019, Spiral bound, 150 pages, 8.5 × 11, colour. ISBN: 978-1-989280-01-0. Stock # B4h098-1. Member price C\$41.00

At the turn of the 20th Century, German Philatelic dealer ER Krippner prepared and mailed over 200 colourful covers, most franked with stamps of the Newfoundland Royal Family issue. While researching and collecting material for his International award winning Aerophilatelic exhibit, *Newfoundland Airmail Stamps and Airmail Flights: 1918-1948*, Peter Motson discovered some of E R Krippner's Newfoundland artistic Patriotic "Flag & Frame" covers. He became intrigued and decided to find out more about Krippner. The result is this book, *Krippner Covers North America*. Krippner led a very interesting though somewhat itinerant life, details of which add to the story presented in the covers he created.

NEWFOUNDLAND Early Legal Documental History: via Stampless Precursor and 1898 Queen Victoria First Revenue types

John M. Walsh. 2019, Spiral bound, 88 pages, 8.5 × 14, colour. ISBN: 978-1-989280-00-3. Stock # B4h923-106-1. Member price C\$38.00.

After the fortunate 2006 acquisition of a holding of many documents from a long defunct law business, John Walsh realized that much of the information contained therein was not in the "reference" literature. The result was this exhibit. Because of the physical size of the various documents it was necessary to mount them vertically on "legal size" paper. Accordingly, the resulting BNAPS Exhibit Series book is, for the first time ever, also printed and bound in the 8.5"×14" legal size.

Newfoundland's early revenue stamps and the documents on which they were used are very colourful. Equally colourful, though in a different way, are the many different types of legal documents that required the revenue stamps shown in the exhibit. John also identified some documents - the Precursors - which, though not carrying revenue stamps, had nevertheless been assessed charges. In addition to legal documents that might be expected such as Subpoenas, Judgements, Letters of Probate and Writs, there are also documents that help describe different aspects of the economy such as the Dog License and Retail License Acts, Timber Licenses, and Licenses to Search for Gold and

other Minerals. The recent series of articles John wrote for *Maple Leaves* will give readers a good idea of the contents of the display.

PALMARES

We extend our congratulations to the following members who have won awards at recent philatelic shows. Space limitations preclude our listing the BNAPEX 2019 award winners in this issue. As usual we apologise to anyone who we have omitted in error.

SPRING STAMPEX 2019:-

Large Vermeil Medal: **Joachim Frank:** Maritime Markings relating to Cape Town

POSTAL HISTORY SOCIETY OF CANADA – NATIONAL LEVEL POSTAL HISTORY EXHIBITION JULY 2019:-

Large Gold Medal: **Alexander Globe:** The Development of Pioneer and Semi-Official Air Mail within Canada 1918 – 1934

Gold Medal: **John Cooper:** King Edward VII Era Destinations from Canada
Yan Turmine: Le Courier transfrontalier par la route commerciale du lac Champlain avant 1867
Kevin O'Reilly: A Postal History of Labrador before Confederation

Large Vermeil Medal: **Luc Legault:** Les premiers compteurs postaux a valeurs multiples distribues par Pitney-Bowes au Canada (1930 – 1955)

Vermeil Medal: **Luc Legault:** Les marques postales des bureaux de poste aux Iles-de-la-Madeleine (de 1883 – a nos jours)
Yan Turmine: 14th UPU Congress, Ottawa

One frame Gold Medal: **David Piercey:** The Cancellations of Newfoundland 1865 – 1908: Corks, Fancy Cancels and Other.

CPSGB CONVENTION - BAKEWELL, OCTOBER 2019:-

Godden Trophy for the Best Exhibit of Classic Issues up to 1902 - **Brian Stalker**

Bunny Cup for the Best Exhibit of post 1903 Postal History - **Eldon Godfrey**

Revenue Trophy for the Best Exhibit of Revenue stamps or documents - **Derrick Scoot**

Founders Trophy for the Best Subject of Original or Intensive Research in any branch of BNA Philately - **Peter Motson**



2020 Convention

Will be held in the

Cumberland Hotel, 34 – 36 Grand Parade, Eastbourne, East Sussex BN21 3YT

Commencing Monday September 28th; farewells on Friday October 2nd.

Convention package: 4 nights bed, breakfast & evening meal - £280 per person.

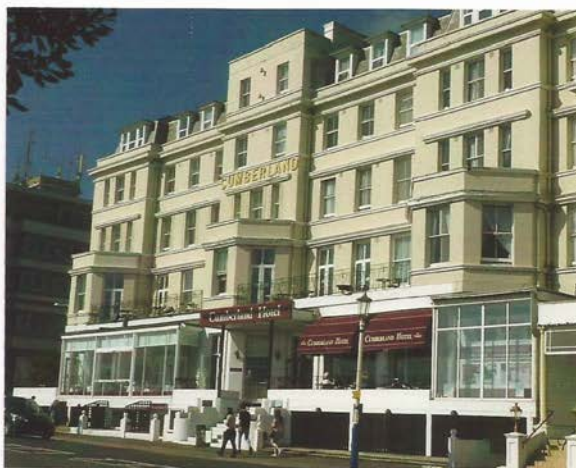
Rooms with a sea view: £300 per person.

Further details and bookings via Brian Stalker

brianstalker63@sky.com

7 Larch Close, Heathfield, East Sussex, TN21 8YW

01435 866836



Eastbourne has a direct rail service to London Victoria calling at London Gatwick Airport.

Journey time ~ 1 hour 30 minutes, trains every half hour.

SOCIETY NEWS

FROM THE PRESIDENT

It is my honour to take up my third ‘tour of duty’ as President, serving you – the members – and promoting the Society to as wide an audience as possible. I was President first in 1990/91 when the Society could boast a membership of over 500 and X-Ray Fluorescence Analysis was in its infancy as a tool for identifying the chemical composition of inks used for printing stamps!

Today we have fewer than 250 members on what appears to be an inexorable downward trend and we have a dwindling band of ‘movers and shakers’ who make things happen within the Society. In that regard, I pay tribute to Graham and Karen Searle who currently hold four key positions between them (likely to become five in 2020/21 when Karen becomes President again). Without them we would struggle to continue as we do now. I am acutely aware that we are without any succession plan for filling officer vacancies and it is something we need to consider during the coming year. I ask each and every one of you to give thought to offering your support, perhaps by becoming an ‘Assistant’ to one of the existing Officers. Please contact me should you wish to volunteer.

Despite the foregoing, we continue to publish an excellent journal and hold annual conventions. In addition, we now hold two well supported auctions each year, rather than one, and our Exchange Packet is up and running again after several years in the doldrums. Our finances have never been healthier and our annual subscription for 2020 has been reduced to £15 for UK members – the rate for 1990 was £8.50 – so after allowing for inflation we are providing great value for money. Furthermore, we enjoy excellent relations with our North American based sister societies and we are indebted to the British North American Philatelic Society for providing our library with a regular stream of new publications.

Elsewhere in this issue of “Maple Leaves” you will find an advert for Convention 2020 which will be held in Eastbourne which is on the south coast almost due south of London. Convention will commence on **Monday September 28th** and will conclude with the Banquet & Awards on the Thursday evening followed by farewells after breakfast on **Friday October 2nd**. The **Cumberland Hotel** has offered an attractively priced package of Dinner, Bed & Breakfast for four nights for £280 per person for standard rooms (single and double) or £300 for rooms with a sea view. Additional nights can be booked for nights before or after Convention at about the same pro-rata rates. Booking forms will be available on-line and with the April issue of “Maple Leaves”. Guidance on travel arrangements are already on our website. Note also that Autumn Stampex has been put back two weeks from previously published dates. It now coincides with Convention so it will be possible to attend both by travelling up to London on Friday October 2nd or Saturday October 3rd.

At the Bakewell Banquet I challenged everyone attending to participate in 2020 either by submitting a 16 sheet competitive display or by bringing along up to 18 sheets for the ‘five minute show & tell’ session – or both! I would like to see everyone presenting something, even if it gives me the logistical challenge of fitting everything into the time available. Traditionally we have had four or five invited displays, each being allocated a full morning or evening, but for 2020 we will be having at least eight!

Most, if not all, will be restricted to one hour (half an hour presentation plus half an hour viewing) so more members will be displaying and we will see a greater diversity of material. The overall theme for 2020 is “**INCLUSIVITY**” – come along, get up and show something! Please!!!

If you haven’t been to Convention before, this is your opportunity to expand your social and philatelic horizons. Why not bring a friend or two? We will have the usual blend of philatelic and social events for members, partners and friends.

Finally, we, along with our sister Canadian societies, will be manning a ‘Canadian Philately’ table at London 2020 on 6th May. If you are around on that day, please pop along and say hello.

Brian Stalker FCPS, FRPSL, OTB

FROM THE SUBSCRIPTIONS MANAGER

Those members who have not yet paid subscriptions for 2020 are reminded that these are now due at the reduced rate of £15 for UK members and £20 for overseas members. As usual, payments can be made by cheque (in £ mailed to me or in \$US or \$CAN mailed to Mike Street) or via PAYPAL on the Society website.

The Subscription reminder containing all the relevant details was included with the October issue of Maple Leaves but if you have mislaid this you can download a replacement copy from the Society website.

Ken Flint

FROM THE AUCTION MANAGER

Our next sale will be an internet based/ postal auction to be held in March 2020. I hope to have the Auction Catalogue on-line by mid January. Those members who have received a paper copy of the catalogue (without the pictures) in the past will automatically receive one this time (no need to ask again).

The sale contains the usual eclectic mix of BNA material but a large part of this sale is taken up with the largest offering of Revenue stamps we have ever had. This covers both the Federal and Provincial issues and, broken down into around 75 lots, includes many scarce and rarely seen items including some on document. Many of the early

Revenue issues are true works of art so even if you have not collected this area in the past I would urge you to take a look – you may be tempted to start collecting and this sale offers a golden opportunity.

Graham Searle FCPS

LONDON GROUP

The London Group programme for 2020 is outlined below. All meetings will take place at the offices of the Royal Philatelic Society, 15 Abchurch Lane, London EC4N 7BW, commencing at 12 noon and ending at 3pm. Following the meeting, those who wish, may join us for refreshments at a local tavern or restaurant. A charge of £5 per person per meeting will be levied to partially offset the costs of the meeting room.

January 13	President's Display – Brian Stalker
March 9	Members – Airmails
May 11	Colin Lewis entertains
July 13	Members – Directional Markings/ cachets
Sept 14	AGM and Beaver Cup
Nov 9	Members – V to Z

For confirmation of meetings, or for any further information, or if in doubt due to weather etc. please contact Colin Banfield on 0770 8269698 or cbjubilee@yahoo.co.uk

Colin Banfield FCPS

SCOTLAND AND NORTH OF ENGLAND GROUP

The next meeting of the Scotland and North of England Group will be held on **Saturday 23rd May 2020 commencing at 1330hrs**. Our 2020 meetings will once again be held in Glasgow at the home of George Henshilwood. 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 (and their guests) 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



**WE WISH ALL OF OUR READERS A
VERY HAPPY AND PROSPEROUS 2020
AND HOPE THE NEW YEAR BRINGS
SOME NICE ADDITIONS TO YOUR
COLLECTION.**

AMENDMENTS TO MEMBERSHIP

to 17th DECEMBER 2019

New Members:-

3076 WILLSON, Vic; P.O. Box 10026, College Station, Texas 77842-0026, USA; email lloydwill@aol.com

Re-instated and change of address:-

3040 WATKINS, Tom; 5061 Cambria Wood Terrace, Victoria, B.C. V8Y 2X1, Canada

Change of Address and Corrections to Address:-

1575 BANFIELD, Colin; 'Rowbarns' 10 Chandler Road, Stoke Holy Cross, Norwich, Norfolk, NR14 8RG
2565 MILLINGTON, Roger; 4 Cornmill Lodge, Liverpool Road North, Maghull, Merseyside L31 2PL
3044 PRESTON, Stephan; new e mail address ossi56DDR@gmail.com

Revised Total:- 241

FORTHCOMING EVENTS

2020

Jan 13	CPSGB London Group meeting
Jan 17 - 18	York Stamp & Coin Fair, York Racecourse
Mar 9	CPSGB London Group meeting
Apr 17 - 18	Scottish Congress, Perth
May 2 - 9	London 2020 International Stamp Exhibition
May 2 - 3	Orapex, Ottawa
May 11	CPSGB London Group meeting
May 23	CPSGB Scotland and North of England meeting - Glasgow
Jun 19 - 21	ROYAL 2020 ROYALE, Fredericton N.B.
July 13	CPSGB London Group meeting
July 17 - 18	York Stamp & Coin Fair, York Racecourse
Sept 4 - 6	BNAPLEX, Dartmouth, Nova Scotia
Sept 14	CPSGB London Group meeting
Sept 28 - Oct 2	CPSGB Convention - Cumberland Hotel, Eastbourne
Sept 30 - Oct 3	Autumn Stampex, BDC Islington, London
Oct 7 - 10	ANKARA 2020 FEPA Exhibition, Turkey
Nov 9	CPSGB London Group meeting
Nov 14	CPSGB Scotland and North of England meeting - Glasgow

Note that there is no Spring Stampex in London in 2020.

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN 2019/20

President:

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e mail: brianstalker63@sky.com

Secretary:

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Karen Searle, Ryvoan, 11 Riverside, Banchory, Aberdeenshire, AB31 6PS
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e mail: hughrjohnson@yahoo.co.uk

Advertising and Publicity Manager:

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Tel: 0208 8832625, email: bhargrea@email.com

The POSTAL HISTORY SOCIETY OF CANADA

offers its members:



APS affiliate 67
PHS Inc. affiliate 5A
RPSC affiliate 3

- A gold medal-winning quarterly publication, the *PHSC Journal*
 - A research website with searchable:
 - Back issues of the *PHSC Journal*
 - Post office listings of Canada
 - Up-to-date Canadian cancellation databases
 - Articles and exhibits
 - Ongoing online project on BNA Postal Rates
 - Study groups, many of which publish their own newsletters and databases
 - Postal history seminars and awards
 - Research funds
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Auction Announcement

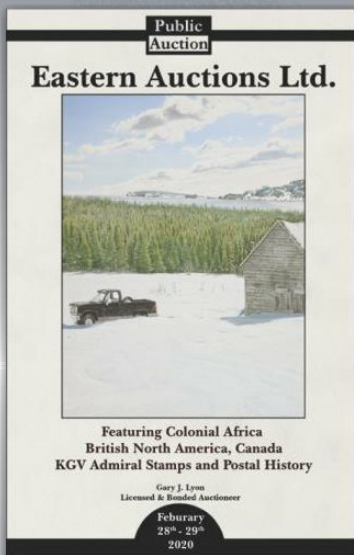
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