

Maple Leaves

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

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EDITORIAL

This issue of *Maple Leaves* comes with an updated Members Handbook. A good deal of effort has gone into making sure this is as accurate as possible but the odd typo normally makes an appearance so please do check your own entries and notify the Secretary, John Watson, of any amendments that may be required.

You will also find in the centre of this issue the booking form and competition entry form for our Annual Convention. These can also be found on the Society website and downloaded from there for those of you who do not want to pull the pages out of the journal. Please note the deadline for getting your booking forms in to lock in the Convention package price – this is **31 July 2022**. If you are not great at filling in forms just e mail all the relevant details to Karen. This will be our first opportunity to meet up in person at Convention since 2019 and it is also the Society's 75th birthday so we would love to see as many members as possible make their way to Dundee for part or all of the proceedings and for those planning to come please do bring along a Competition Entry. It is a great opportunity to showcase your own collecting interests.

Our congratulations go to John Walsh and his co-author Robin Moore who were joint winners of the Collectors Club of Chicago Pratt Award this year for their two articles published in *Maple Leaves* on the design sizes of 1930's Newfoundland stamps.

This year has seen the return of some 'in person' philatelic exhibitions and our congratulations also go to all members who have won awards in the last months at either these shows or the various 'virtual' exhibitions held in 2021. Space has precluded us from

providing a full Palmares listing but you will find a note of those members who were successful at the recent London 2022 International show on page 337.

The Hon Treasurer has asked me to remind any Committee Members and others who may have incurred expenses relating to Society business during the last year to let her have details of these well before the end of the financial year on 30 June so that expenses can be paid out and recorded in the annual account.

Many members will be users of ebay. As a regular visitor to the site I have noticed a disappointing trend in recent months. A seller based in Canada started to offer apparently rare proof material (initially Bradbury Wilkinson proofs but then Pence and Cents proofs right through to Edward VII proofs and essays) at very low starting prices. They are, of course, facsimilies and would not fool experienced collectors but they are not marked as such (indeed they claim quite the opposite) and one fears that novice collectors have been duped into paying sizeable sums for material that frankly cost pennies to produce and is worth even less. Such has been the success of these sales that I note they have spawned similar offerings from Greece, the USA and beyond.

On the whole, ebay has been a massive positive for our hobby but I fear that allowing deliberately misleading listings of this type will, in the long run, do more harm than good. Clearly the age old adage of *caveat emptor* applies even more in the digital age!

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DO THE SIGNED SOUVENIR SHEETLETS OF CANADA 92 11th WORLD PHILATELIC YOUTH EXHIBITION HAVE OFFICIAL POSTAL STATUS?

Julian J. Goldberg and John M. Walsh, FRPSC

In this article, the authors question the catalogue listing of this stamp issue as found in the leading stamp catalogues.

From 25 to 29 March 1992 the 11th World Philatelic Youth Exhibition was held in Montreal under the auspices of the Federation Internationale de Philatélie. The exhibition main themes were to commemorate the 350th anniversary of the founding of Montreal and the 500th anniversary of the arrival of Christopher Columbus in America. The Canadian Bank Note Company located in Ottawa; Ontario did the required printing.

Canada Post magazine *Details No. 5, 1992* provided four images with denominations for printing by lithography. There were two 42¢ values, depicting respectively, Montreal and Ville-Marie. These were printed se-tenant in six colours on Harrison Coated paper.

This se-tenant sheet of 25 subjects was issued in a 5 subject x 5 subject format having printer marginal inscriptions with indicators for both the applied colours and the paper maker name in the four corners. As the panes have images of 13 for Montreal and 12 for Ville-Marie the quantities of each are different. *Details* only states 15 million were issued. When analysed it is found there are 600,000 panes of 25. Further study shows 7.8 million Montreal stamps were printed but only 7.2 million Ville-Marie stamps.

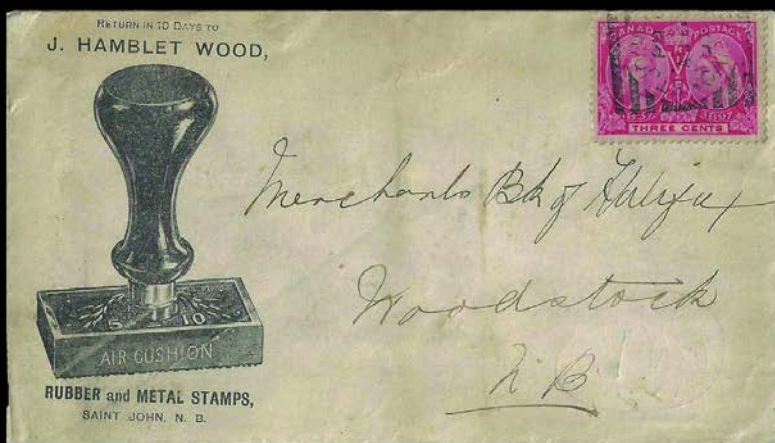


Fig 1 Inscription sheet sold only by the Canada Post philatelic agency.

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A 48¢ value depicts Exploration honouring Cartier. This was printed in five colours on Harrison Coated paper. The quantity printed was 15 million.

The stamp was printed in sheets of 25 subjects arranged in a 5 subject x 5 subject format having printer marginal inscriptions with indicators for both the applied colours and the paper maker name in the four corners. Thus 600000 panes were issued.



Fig 2 Inscription sheet of the 48¢ value, sold only by the Canada Post philatelic agency.

Finally, an 84¢ value was issued which depicts Encounter, honouring Columbus. This value was printed in seven colours on Harrison Coated paper. The quantity printed was 15 million.

As with the other values, the stamps were printed in sheets of 25 subjects in a 5 subject x 5 subject format having printer marginal inscriptions with indicators for both the applied colours and the paper maker name in the four corners. Thus 600,000 panes were issued.



Fig 3 Inscription sheet of the 84¢ value, sold only by the Canada Post philatelic agency.

The images below show the sheet format as sold in regular postal outlets. These had no marginal inscriptions.



Fig 3 The sheets issued in normal postal outlets



In addition to these denominations being released in sheet format, another product was created at the same time. It was a specially designed sheetlet having the same four images as released in the sheet forms. But now they are combined to be printed on to a sheet of the same Harrison Coated paper having various French and English explanation sentences.



Fig 4 Signed sheetlet; on Harrison Coated paper

It was planned to engrave on to this sheetlet the signature of Paul de Chomedey de Maisonneuve. The quantity ordered and printed was to be 400,000. During the quality control phase, the printer realised that engraving printing onto coated paper did not produce a quality item. The Canadian Bank Note Company wanted to destroy them. However, it was decided to save the best finished ones from this production and give them as a gift to the Organising Committee of CANADA 92 (stated in Richard Gratton article in Canadian Philatelist March/April 2013, Vol. 64, No. 2). This was done so that the committee could offer them as a saleable memento to those who attended to help defray the exhibition costs. From the initial souvenir sheet printing order of 400,000 a total of 10,000 were deemed suitable to be given away. They are not listed in the Canada Post *Details* magazine. Nor were they released with the 1992 Year set.

In short, the government entity, Canada Post, did not issue or sell this specially made, signed, sheetlet. We, therefore, question the validity of its catalogue listing in all the major stamp catalogues.

Upon encountering this printing problem, Canada Post were caught in a dilemma. They had publicly announced that they were printing a special sheetlet having the same stamp designs and denominations. They now had no souvenir sheetlet to provide to the public. To overcome this problem, Canada Post had the Canadian Bank Note Company redo

the same souvenir sheet having the same stamp images and denominations but without the signature on it. However, Canadian Bank Note Company found that to do this additional printing they did not have enough Harrison Coated paper available.

To complete the required order, the Canadian Bank Note Company resorted to using a different quality of paper that was made by Coated Papers Limited.



Fig 5 Unsigned sheetlet; on Coated Papers Limited paper

Thus, Canada Post was able to fulfil its public statements that it would be issuing a souvenir sheet promoting the Canada 92 11th World Philatelic Youth Exhibition. This is the unsigned souvenir sheet that was publicly issued and sold by Canada Post. This is confirmed by the information released from Canada Post *Details* media and as seen in the 1992 Yearbook pages.

When examining the mint stamps made from paper supplied by these two paper makers the reverse of the two papers exhibit a major difference which makes the two types readily differentiable. Harrison Coated paper exhibits tinted gum with pale circle like bubbles. Coated Papers Limited paper exhibits pale smooth gum - see fig 6 below.



Fig 6 Harrison coated paper on left and Coated Papers Limited paper on right

When examining the back of used stamps made from paper supplied by these two paper makers the differences are less obvious but still clear. Harrison Coated paper exhibits a ribbed-paper effect. Coated Papers Limited paper exhibits no-mesh-pulp-like paper effect - see fig 7 below.



Fig 7 Harrison coated paper on left and Coated Papers Limited paper on right

With this correction made from the initial disastrous printing order, four new stamp varieties were inadvertently created.

When they are separated from the sheetlet format, they mimic but do not match the Harrison Coated paper issued stamps. The separate four stamps are completely different in the paper makeup from the single items as found in the sheet format issued by Canada Post. The issued unsigned souvenir sheet, since it is from its own and separated form, requires a separate catalogue numeration.

They are scarcer than the normal sheet stamps and they need to be listed as separate items in the stamp catalogues with pricing that reflects this.

Here are the scarcity factor formulations for those stamps on the Coated Papers Limited paper found on the souvenir sheetlet:

42¢ Montreal $7800000 / 400000 = 19.5$ x scarcer; while 42¢ Ville-Marie $7200000 / 400000 = 18$ x scarcer and the 48¢ and 84¢ values $15,000,000 / 400,000 = 37.5$ x scarcer. These ratios, of course, assume that all the stamps contained within the sheetlet have been separated out which will clearly not be the case. The scarcity factors for these single stamps on Coated Papers Limited paper will, in reality, be much higher.

From the information seen in the public catalogues there seems to be a problem of mis-descriptions. These catalogues publicly state that the stamps that they list are those issued by the country's issuing authority. However, the signed souvenir sheet was not issued by Canada Post.

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‘LORD STRATHCONA’S HORSE’ IN THE SECOND ANGLO-BOER WAR, 1899 -1902

Joachim Frank, *RDPSA, FRPSL*

The postal history associated with ‘Lord Strathcona’s Horse’ (L.S.H.), an imperial regiment raised in Canada specifically for service in the Second Anglo-Boer War, 1899 – 1902, is interesting, as its mail shows a diversity of postal markings and usages.

Lord Strathcona was Governor of the Hudson’s Bay Company, President of the Bank of Montreal, a co-founder of the Canadian Pacific Railway and a major philanthropist. After a prominent entrepreneurial and political career he was appointed High Commissioner for Canada in London and served from 1896 to 1914. Fig 1 below shows a cover from the Canadian High Commission in London, dated 10 Feb 1902, endorsed by Lord Strathcona.



Fig 1 ‘The High Commissioner for Canada/ London’ official mail

In December 1899, Donald Smith, later Lord Strathcona and Mount Royal, offered to recruit, equip and transport a regiment of Canadian mounted rifles for service as scouts in South Africa. The British government gratefully accepted Lord Strathcona’s offer. He directed that the unit should predominantly be raised in British Columbia, Manitoba and the North West Territories and that it should be based on the model of the North West Mounted Police. The unit was named after him.

Lt-Col. Samuel Benfield Steele, a superintendent of the North West Mounted Police, was appointed commander of the regiment. Fig 2 depicts a patriotic private postcard, from W.J. Gage & Co's 'The Soldiers of Canada in South Africa' series, of Lt. Col Steele. This card is in blue on pink card stock which the firm used for advertising its products. Steele had initially been appointed second-in-command of the Second Battalion Canadian Mounted Rifles and was at Halifax N.S. supervising arrangements for their departure to South Africa as part of the Second Canadian Contingent. He immediately left for Montreal and the west to personally oversee the recruiting of the force of 540 officers and men.

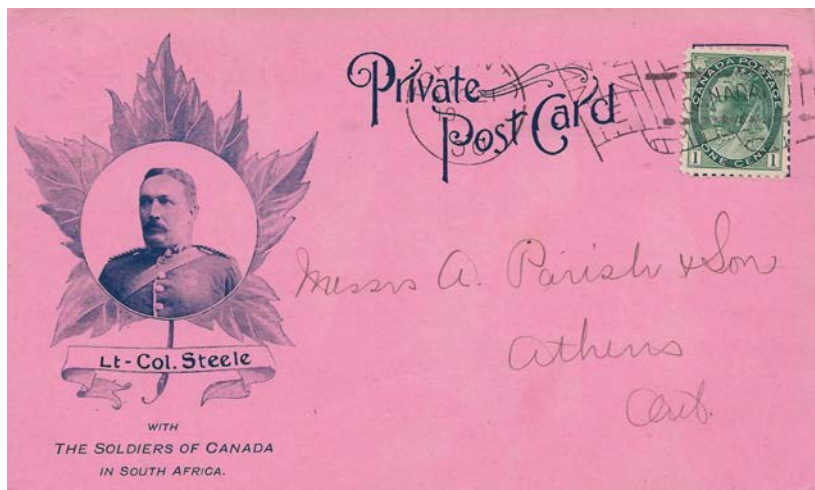


Fig 2 'The Soldiers of Canada in South Africa' patriotic postcard

Steele insisted on preserving the local character of the force in the three squadrons. 'A' Squadron was mainly recruited in Manitoba and (the later) Saskatchewan, while 'B' Squadron was raised in 'Alberta' and 'C' in British Columbia. Some 600 horses were purchased for the regiment in Canada. The L.S.H. assembled at and departed from Halifax N.S. on the s.s. 'Monterey' on 17 March 1900.

Suitably inscribed envelopes, reading 'Elder Dempster Line/ Transport Monterey/ Strathcona's Horse', were produced (see fig 3 overleaf). Unused examples are not common but apparently only one used one has been found to date. In addition, Henry Hechler, the Halifax stamp dealer, produced a souvenir cachet 'Free from Strathcona's Horse', to mark the departure of the regiment (see fig 3 overleaf). Although a private production, it is scarce.

The s.s. 'Monterey' reached Cape Town, without intervening landfall, on 10 April 1900. The ship docked the next day, the regiment marching to its encampment at Green Point, Cape Town. The earliest L.S.H. mail dated 11 April 1900, only bears the red Canadian Contingent cachet, without the F.P.O. datestamp (see fig 4 overleaf).



Fig 3 Elder Dempster Line cover(top) and 'Free From Strathcona's Horse' souvenir cover (below)

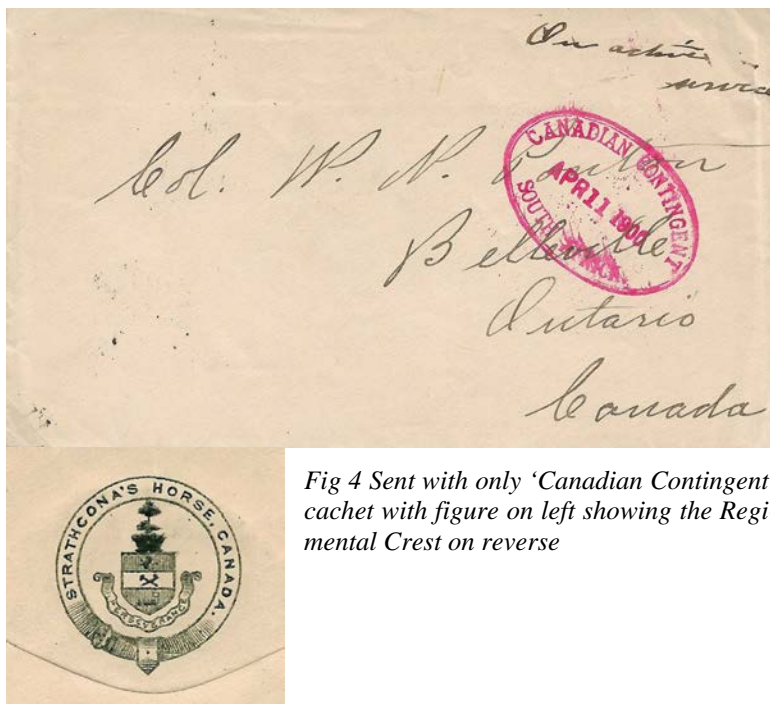


Fig 4 Sent with only 'Canadian Contingent' cachet with figure on left showing the Regimental Crest on reverse

Mail like this could be sent unfranked as the Canadian postal authorities had announced that from 24 February 1900 insufficiently franked mail from Canadian troops serving in South Africa could be delivered without collection of the deficit. Such items had to be marked 'No stamps available' or similarly. This cover has the L.S.H. regimental crest in dark green on the reverse.

On 1 May 1900, a further group of 51 reinforcements for L.S.H. left Halifax for South Africa on the s.s. 'Vancouver', arriving in Cape Town on 3 June. They reached Durban on a coastal steamer on 20 June 1900 and were temporarily attached to the South African Light Horse before joining the Natal Field Force on 2 July.

The original unit remained in Cape Town until late May 1900, during which time civilian postal services were utilised. Tpr. R.H. Moir of 'B' Squadron L.S.H., mailed 'The Argus' newspaper with the stamps being cancelled with the numeral '1' barred oval cancellation of Cape Town (see fig 6). A cover from Lt. J.F. Macdonald to Baltimore U.S.A. at the two and a half pence foreign mail rate was sent from the Cape Town G.P.O. (see fig 7).

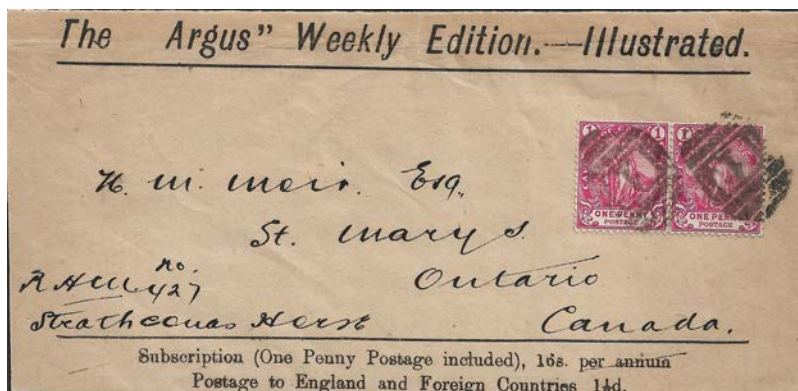


Fig 6 Newspaper wrapper from Cape Town by civilian mail

Fig 7 - at right - Cape Town G.P.O. to USA





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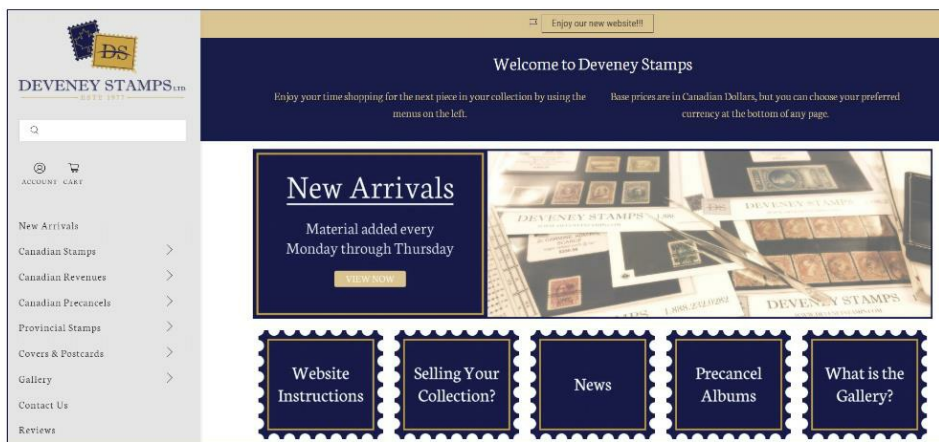


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The L.S.H. was subsequently deployed as scouts in the Natal Field Force, commanded by General Sir Redvers Buller. On the advice of Roger Casement, it was planned to blow up the bridge over the Komali River, so destroying the Lourenço Marques to Johannesburg rail link. This was to block the supply of arms to the land locked Boer republics. 'B' Squadron of L.S.H. was given the task to attack the bridge, while 'A' and 'C' Squadrons were to move through Zululand to link up with and protect the former. 'A' and 'C' Squadrons left Cape Town by sea to Durban on 24 May 1900, while 'B' Squadron departed for Kosi Bay, Zululand on 28 May. Soon after their arrival at the respective ports, news reached the force that the enemy had become aware of the planned attack and had strengthened the garrison at the bridge. The raid was called off and the L.S.H. squadrons returned to Lower Tugela in Zululand. Fig 8 shows a cover from Tpr. L.R. Bonner of 'C' Squadron, L.S.H. to Brooklyn U.S.A. with the endorsement 'Stamps unprocurable' and a Durban '2' postmark. Backstamped in Durban 16 x 1900, it bears a London 14 Jy 1900 transit cancel, and the postage was debited against the War Office.



Fig 8 Zululand Campaign cover

After the withdrawal from Zululand, the regiment joined Major-General Lord Dundonald's 3rd Mounted Brigade of the Natal Field Force at Zandspruit, on the Transvaal border, on 20 June 1900. Action in the eastern Transvaal over the next four months followed, as shown by the cover in fig 9 overleaf. This is a 'C' Squadron, L.S.H. item to Virden, Manitoba (re-directed to Brandon) with the octagonal 'Army Post Office/ Natal Field Force/ Standerton' cancel dated 1 August 1900, indicating its position. There is also a London transit marking.

At this stage, the regimental violet '3MB (Third Mounted Brigade) Army Post Office/ South Africa' handstamp is frequently found on L.S.H. mail, as on the letter from Tpr F.W. Beckett on 6 Aug 1900 (see fig 10 overleaf). This cover was probably dispatched via Pietermaritzburg and/or Durban to Canada, as the Canadian Contingent cachet was only applied at the Cape Town Base post office.



Fig 9 Natal Field Force at Standerton Z.A.R.

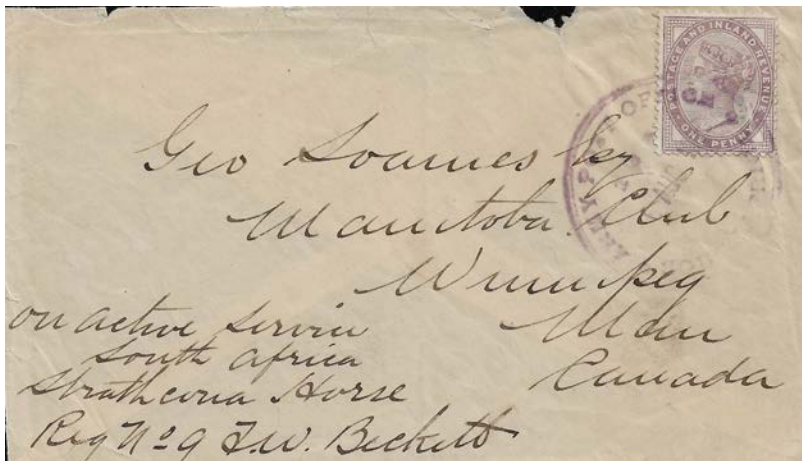


Fig 10 Third Mounted Brigade postmark

However, the cover in fig 11 opposite shows its routing. The violet '3MB' regimantal handstamp was applied on 16 August 1900 with the Cape Town Base office F.P.O. struck on 28 August and again on 29 August, while the violet Canadian Contingent cachet is dated 30 August 1900. The cover is backstamped in Bracebridge, Ontario.

The L.S.H.'s next task was as part of Buller's column in the Lydenburg campaign of September 1900. Once this centre had been captured, the unit was dismantled on 6



Fig 11 Regimental, F.P.O. and Canadian Contingent marks

October 1900 and handed over their horses to the 6th Dragoon Guards. It was felt that the war was over, since all the major towns had been occupied. This was not to be, however, as General De Wet led a very effective guerrilla war for the next 18 months. Steele remounted his men at Pretoria on 14 October 1900. They were to see further service in the Western Transvaal and the Orange Free State. An interesting cover from Lt. Col. Steele to Fort Steele B.C. has a blue A.P.O. 55 (Pretoria) Oc 20 00 postmark (see fig 12). There is also a manuscript endorsement by 'Lt-Col S.B. Steele'. The Canadian Contingent cachet was applied at Cape Town on 31 Oct 1900.



Fig 12 Lt-Col. Steele, Commanding Officer, writing to Fort Steele

SPARKS

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Fort Steele was founded as the settlement of Galbraith Ferry in 1864 but renamed Fort Steele in 1868. This was after Steele settled a divisive legal dispute at the town.

Mobile operations in the Orange Free State (now annexed as the Orange River Colony or O.R.C.) continued well into 1901. A letter from Lt. R.M. Courtney by civilian mail from Bethulie O.R.C. to Montreal is dated 13 Dec 1900. The Canadian Contingent cachet was applied six days later and the Montreal 'Free' receiver is dated 14 Jan 1901 (see fig 13).



Fig 13 Bethulie, O.R.C. to Canada

Fig 14 shows a cover sent by Lt. J.F. Macdonald from the Pretoria Rest Camp. The cover bears a black Army P.O. 55 (Pretoria) postmark, dated de 20 00 and the violet Canadian Contingent cachet of Dec 27 1900; the last recorded date of this cachet. The backstamps are those of Hamilton and Cayuga.

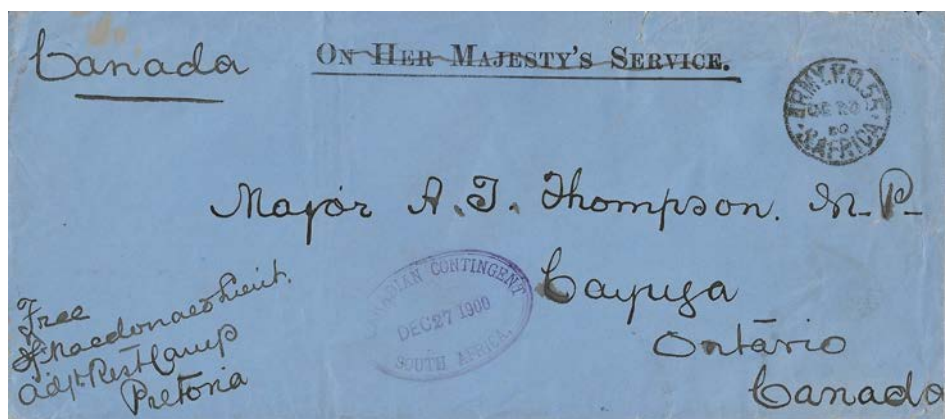


Fig 14 Last recorded date of the 'Canadian Contingent' cachet

On 10 January 1901, L.S.H. was dismounted, for a second time, at Kroonstad O.R.C., before leaving for Elandsfontein by train.

Although the Canadian Postal Contingent left for Canada from Cape Town on the ss 'Lake Erie' on 20 January 1901, no strikes of its' cachet have been recorded after 27 December 1900. A cover from Tpr. E.C. Wragge of 'B' Squadron, L.S.H. bears a violet 'Lt Col J.L. Biggar/S.O. Canadians' frank and the Cape Town G.P.O. postmark of 2 Jan 01 (see fig 15). The reverse has the green 'Lord Strathcona's Horse' crest and a Toronto receiver.



Fig 15 Lt-Col. J.L. Biggar's frank

Lt. Col Biggar, Staff Officer, was stationed at the Fort in Cape Town. He arrived with the Second Canadian Contingent and his duties included reporting casualties and invalided men to Ottawa and paying injured troops. He had a franking privilege and handled some Canadian soldier's mail as well.

The L.S.H. left Elandsfontein by rail on 15 Jan 1901 for Cape Town, via Bloemfontein, Norval's Pont and De Aar. They reached Cape Town on 20 January 1901 and boarded the s.s. 'Lake Erie' immediately. Seventy men had taken their discharge in South Africa. The unit reached Gravesend on 13 February and after being inspected by King Edward VII, they left for Liverpool and embarked on the s.s. 'Numidian' on 23 February reaching Halifax N.S. on 9 March.

A cover from Chiswick, England, dated 18 JAN 01 and addressed to Tpr C.G.N. Watts, failed to reach the L.S.H. and was forwarded to Ottawa (see fig 16). As indicated, it was forwarded to Virden, Manitoba, and 'Not Called For'. It ended up at the Dead Letter Office in Ottawa.

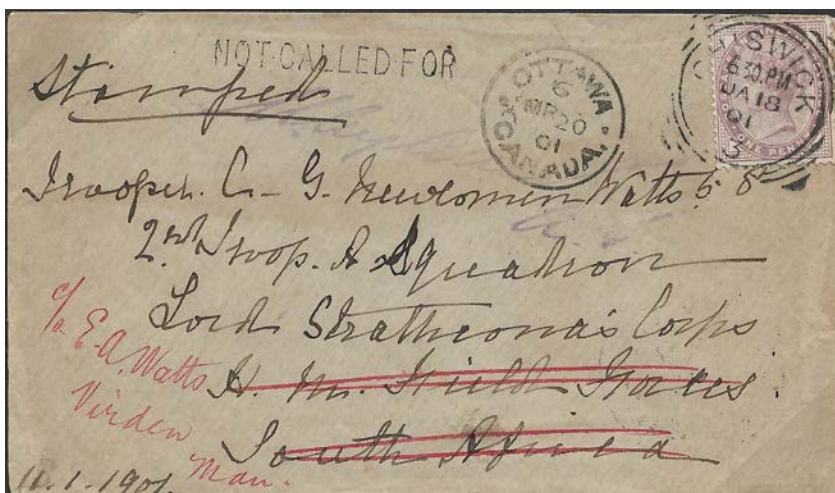


Fig 16 Cover from the UK, redirected to Canada

On return to Canada, Lord Strathcona's Horse became part of the Canadian Permanent Militia.

References:-

- C. Miller – 'Painting the Map Red- Canada and the South African War, 1899 – 1902'
- K. Rowe – 'The Postal History of the Canadian Contingents in the Anglo-Boer War 1899 – 1902'
- S.B. Steele – 'Forty years in Canada'
- Wikipedia – 'Donald Smith, 1st Baron Strathcona and Mount Royal'

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John R Reynolds

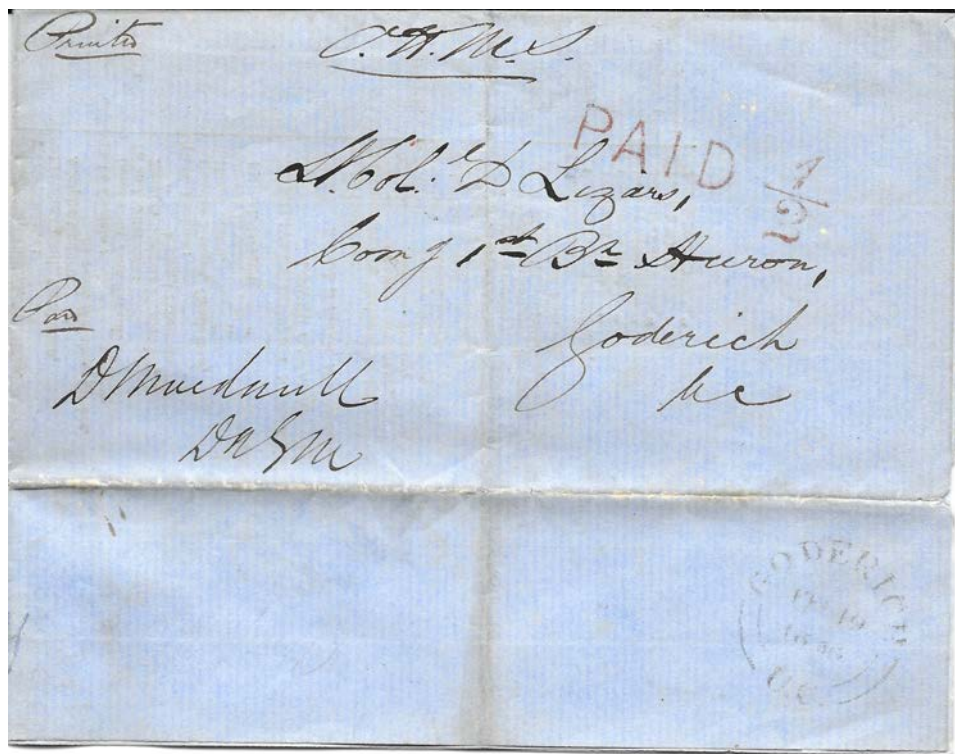


Fig 1. 1856 Stampless 4-sided MILITIA GENERAL ORDER with magnificent coat of arms, on blue laid paper from Toronto Headquarters, dated 7th February 1856. Addressed to Lt. Col. D Lizars, Com of 1st Btn Huron, Goderich, UC. Annotated "Printed", "O.H.M.S.", "Paid" & signed by "D Macdonell DAGM". Unsealed and favoured to Goderich. Rated **PAID ½** [d] handstamp [Not listed in Jarrett or Boggs] in red on front [Drop letter rate]. **GODERICH U.C FE 19 1856** double broken circle in black on back. File folds.

Members who collect documents relating to military matters may have come across such an item as the illustrated and described one shown in Fig 1 above. It is an unsealed, stampless, 4-sided notice on blue laid paper, containing a perfectly centred watermark of F.A. GORDON 1855, with a Britannia crowned shield.

Militia General Order

The document is an important printed notice, a Militia General Order, from Head Quarters, Toronto, 7th February 1856, headed by the magnificent Coat of Arms of the United Kingdom, regularly used on official documents [Fig 2].



Fig 2. Top of 1856 Militia General Order, headed by the Royal Arms of the United Kingdom [quartering the arms of England, Scotland and Ireland]. The Arms were the essential symbol of royal authority in Canada and used in military, government and legal circles. Confederation in 1867 was followed by a Royal Warrant on 6th May 1868 granting arms to the four founding provinces and one for Canada as a whole. For the latter, the arms of the four provinces were quartered together on one shield: Ontario, Quebec, Nova Scotia and New Brunswick (RHSC).

The order relates first to military regulations regarding the correct wearing of listed items of uniform. It continues with officer promotions and refers to the “*formation of Active or Volunteer Militia Force*” in 13 Military Districts in Upper and Lower Canada, with names of all officers. The order is from Colonel DE ROTTENBURG, Adj. Genl. Militia.

A footnote records that it was “Printed by Stewart Derbishire & George Desbarats, Printer to the Queen’s Most Excellent Majesty. Toronto”. Unfortunately, there is no indication of the numbers printed.

Volunteer Militia Force

Colonel George Frederick De Rottenburg was son of Baron Francis De Rottenburg, Military Officer, colonial administrator and Lieutenant Governor of Upper Canada in 1813 (DCB). Francis died in 1832 and at about this time his only son, George Frederick, was posted to Canada.

Early in the Crimean War [Oct 1853 – Feb 1856] most British forces were withdrawn from Canada to fight the Russians. In October 1854 the Canadian Government of Sir Allan McNab appointed a Commission to investigate and report on the best means of reorganizing the Militia and providing an “*efficient and economical system of public defence*” (Hitsman). The Commission was headed by McNab himself and included the British Army’s Assistant Quartermaster General in North America, Colonel George Baron de Rottenburg.

The resulting Militia Act came into effect on 1st July 1855. There was already a small Volunteer Force of local men in Canada, and the 1855 Act led to the formation of a larger Volunteer Force, based on counties, grouped into 18 Districts – 9 in Lower Canada, 9 in Upper Canada. Colonel George De Rottenburg was appointed Adjutant General of Militia. This Militia General Order was sent by him.

Two Officers involved – Lizars and Macdonell

The document was addressed to Lt. Col. D Lizars, Com of 1st Bn Huron, Goderich, UC. Annotated: “*Printed*”, “*O.H.M.S.*”, “*Paid*” & signed by “*D Macdonell, DAGM*”.

Daniel Lizars, b 1793, was a bankrupt mapmaker of Edinburgh who came with his family to Colborne Township [Goderich, Huron Co.] in 1832. He was involved in local business and politics and the 1st Huron Militia. He died in Goderich in 1875.

Donald Macdonell, b 1778, came as a teenager with his family from Inverness-shire to Charlottenburg [Glengarry Co.] in 1792. He was a politician, public servant and soldier. In 1846 he became Lieutenant Colonel of the 2nd Regiment of Glengarry Militia and, by 1856, Deputy Adjutant General of Militia in Upper Canada. He remained in post until his death at Quebec in 1861 (DCB).

Interesting Postal Markings as a Paid Drop Letter

The two postal markings on the letter are a **PAID** ½ [d] handstamp in red on the front and a **GODERICH U.C FE 19 1856** double broken circle in black on the back.

This letter was mailed during the 1851 – 1859 period when the postage rates had come under Canadian control, but were still in pence currency. It was mailed under *PO Instruction No 59*: “*On letters deposited at an office for delivery in the same place, called drop or box letters, the rate is one halfpenny each*”. (Steinhart & Scrimgeour). Up to 1851, drop letters rates were 1d per item. (see table in Reynolds).

The **PAID** ½ [d] handstamp in red confirms the “*Paid*” manuscript instruction/endorsement. The **GODERICH U.C FE 19 1856** double broken circle handstamp in black and Goderich addressee, indicates that this is a drop letter. It is a paid drop letter! Paid drop letters are not common in this or any other period. The interesting **PAID** ½ handstamp is not listed in Jarrett or Boggs and the writer has only seen one other example, used in 1857. But that is another story!

It is possible that the **PAID** and ½ are separate handstamps, but all stand-alone ½ handstamps listed in Jarrett [p 465] and Boggs [p 36] are recorded only in black,

indicating unpaid/postage due, and only used in Toronto, Montreal or Quebec. However, the alignment and uniform inking of both the 1856 and 1857 examples strongly indicates a single handstamp. Jarrett, p 456 and Boggs p 29, list two handstamp types of ½ in circle in red, paid at Quebec or Montreal. They too are rare. Most drop letters were sent unpaid, marked with the ½ [d] rate handstamp in black.

The fact that this letter was posted pre-paid indicates the importance of the Militia General Order.

Favoured from Toronto to Goderich

The Order is internally dated Toronto, 7th February 1856, 12 days before the Goderich postmark. This is interesting and strongly suggests that the letter was carried by favour from Toronto to be posted in Goderich. If posted in Toronto it would not only have been given a Toronto postmark but would have been subject to *PO Instruction No 95* – “*The rate on circulars, prices current, hand bills, etc. is 1d per oz or fraction*”. (Steinhart & Scrimgeour). With probably hundreds of these military orders to send out, it is not surprising that the military authorities likely used their own logistics network during the intervening 12 days to take the printed orders from Toronto to the main towns for local mailing. This greatly reduced the costs of distribution.

Members with or without an interest in military matters, may wish to delve into their collections and see if they have similar items. Check ratings on all drop letters. Perhaps they are pre-paid, with or without handstamps or manuscript ratings. Perhaps they are also favoured. They will all have a story to tell.

Please let us know with a scan and note to the Editor. Happy hunting.

References:

Boggs, Winthrop S., 1945. *The Postage Stamps and Postal History of Canada* – A Handbook for Philatelists. Two Vols. Chambers Publishing Company, Kalamazoo, Michigan. See Vol 1, p 29 for ½ in circle & p 36 for stand-alone ½ handstamps.

DCB - Dictionary of Canadian Biography website. Type required name into search box for detailed entry.
<http://www.biographi.ca>

Hitsman, Dr J. Mackay, 1966. *Canadian Militia prior to Confederation*. Report No 6, Directorate of History, Canadian Forces Headquarters, 30 Jun 1966, released July 1986. Download from the Canadian Government website. Type the Report title into the search box. See Part III – Volunteer Force, p 69 et seq.
<http://www.canada.ca>

Jarrett, Fred, 1929. *Stamps of British North America*. Reprinted 1975 Quarterman Publications, Inc., Lawrence, Massachusetts. See p 456 for ½ in circle & p 465 for stand-alone ½ handstamps.

RHSC - Royal Heraldry Society of Canada website has a detailed history of coats of arms used in Canada. Click the Arms & Badges tab, then Royal Arms of Canada. <https://www.heraldry.ca>

Reynolds, John R., 2021. An interesting 1833 York Favoured Triple-rated Drop Money Letter in need of investigation. *Maple Leaves* Vol 37 No 2, Whole no 360, April 2021. 83-94. See Table 1 for Summary of drop letter rates.

Steinhart, Allan L. and Scrimgeour, Gray ed., 2011. *The Rates of Postage of Canada 1711 to 1900, Including Some Rules and Regulations Regarding Rating and Treating of the Mails*. Victoria, B.C.: Postal History Society of Canada. 2011. Chapter 6, page 189, details the 1851 Post Office Instructions: *No 59 – re drop letters ½ d each. No 95 – re circulars, prices current, hand bills etc 1d per oz or fraction. It is unlikely that Instruction No 88 was applicable: No 88 - for Non-commissioned officers etc at a rate of 1d each, which must be paid at time of posting, and the letter cannot exceed ½ oz.*

Wikipedia is also useful.

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(Block letters please)

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Day and Date of departure

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Additional nights: bed & breakfast ☐

Number of seats at banquet ☐

Special dietary or mobility requirements

I will bring a 'show & tell' mini-display (up to 18 standard sheets, not more than 5 minutes narrative) ☐

Name

Address

post code

Email phone

Names to be printed on name tags:

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Karen Searle

Ryvoan, 11 Riverside, Banchory, Aberdeenshire AB31 6PS

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Black, se-tenant Type A & C (ten exist)



Blue, se-tenant Type A & C (ten exist)

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.....
.....

To be entered into the following Class:-

Class 1a: Stamps and Postal Stationery up to 1902

☐

Class 1b: Stamps and Postal Stationery post 1902

☐

Class 2: Postal History, any period

☐

Class 3: Thematic

☐

Class 4: Revenues

☐

Exhibit will be sent by: if mailed, to be received by September 22nd

Exhibit will be brought to Convention: to be handed over during Thursday September 29th

Exhibit will be returned by: if mailed, registered postage charges will be levied.

Exhibitor details: Name

Address

Post Code

Phone e-mail address

Insurance: All exhibitors must make arrangements to ensure that their exhibit(s) are fully covered by insurance while in transit, while in possession of the Exhibition Convenor and at Convention.

All Competition Entry Forms must be received by September 15th 2022 and addressed to:

Karen Searle

Ryvoan, 11 Riverside, Banchory, Aberdeenshire AB31 6PS

karensearle28@btinternet.com

NEWFOUNDLAND RAILWAY GOES TO THE ANTARCTIC

Brian Stalker, FCPS, OTB, FRPSL

Some years ago, I purchased the oversize “NEWFOUNDLAND RAILWAY” cover (shown below in fig 1) bearing several Falkland Island Dependencies stamps cancelled at the South Orkneys on 1 Feb 1946, addressed to MV Trepassey, Port Stanley, Falkland Island. Knowing that MV Trepassey was one of ten wooden-hull “Splinter Fleet” vessels built at Clarenville, Newfoundland, in the mid-1940s added further interest. *Trepassey* normally served as a coastal freighter around the coast of Newfoundland, one of several in the Newfoundland Railway fleet so what on earth was she doing so far from home?



Fig 1

Further investigation resulted in my finding not one, but two, Newfoundland based vessels featuring on Falkland Island Dependencies stamps – SS Eagle in addition to MV Trepassey - see fig 2:-



Fig 2

SS Eagle was a Norwegian steamer purchased by Bowring Brothers of St. John's in 1903 and used for seal hunting – she also made a cameo appearance operating the Coastal West Travelling Post Office service for one trip in 1904.

My next “discovery” was the purchase of a second-hand paperback book when I visited St. John's in 2008. Written by Harold Squires, radio operator on SS Eagle, published by Jesperson Press Limited of St. John's in 1992 (ISBN 0-921692-37-4), the book told the story of *Eagle's* involvement in “**Operation Tabarin**” in 1944-45.

Eagle was chartered by the British Admiralty to sail to Antarctica to establish a British meteorological base and post office at Hope Bay, Graham Land on the Antarctic land-mass. She sailed from St. John's on 24 October 1944 with a 28 man local crew. Three months and 8,000 miles later she arrived at Port Stanley. After taking on 400 tons of stores she then sailed to Antarctica, first landing at an abandoned Norwegian whaling station on Deception Island before reaching Hope Bay on 12 February 1945.

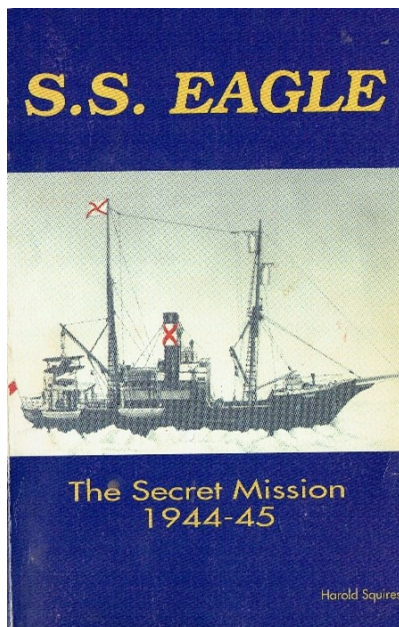


Fig 3

The final chapter of Harold Squires' book explained that MV Trepassey was used to re-supply the British Antarctic bases in 1945-46 and again the next year – hence the presence of Newfoundland Railway stationery in Antarctica.

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WANTED:- one of our newer members who has returned to the hobby after many years away is after a fairly recent copy of either the Unitrade Catalogue or the Stanley Gibbons Canada catalogue. If any member has an old copy going spare please contact Jonathan Holt at jonathanholt3@gmail.com

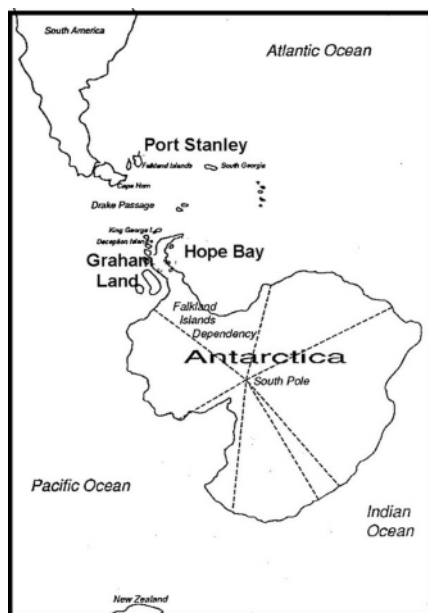


Fig 4 above and left - Maps showing the routing of SS Eagle to Antarctica.

More recent purchases relating to MV Trepassey are shown below and overleaf in figs 5 and 6:-

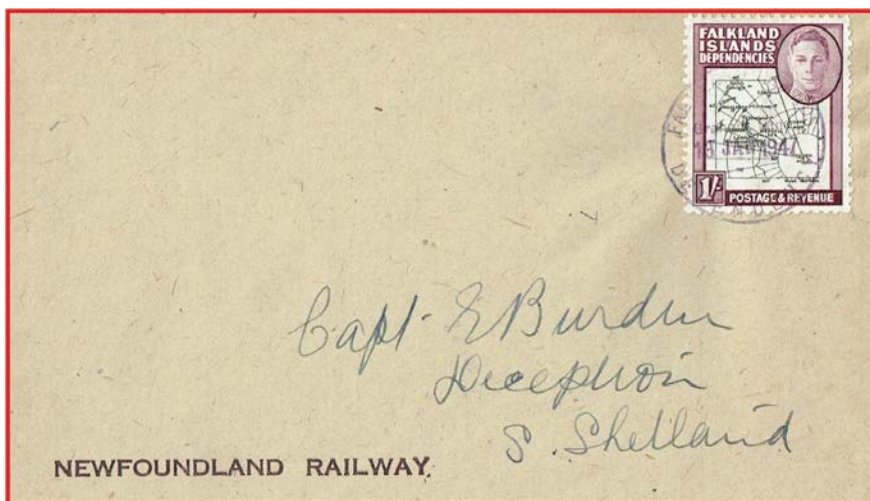


Fig 5

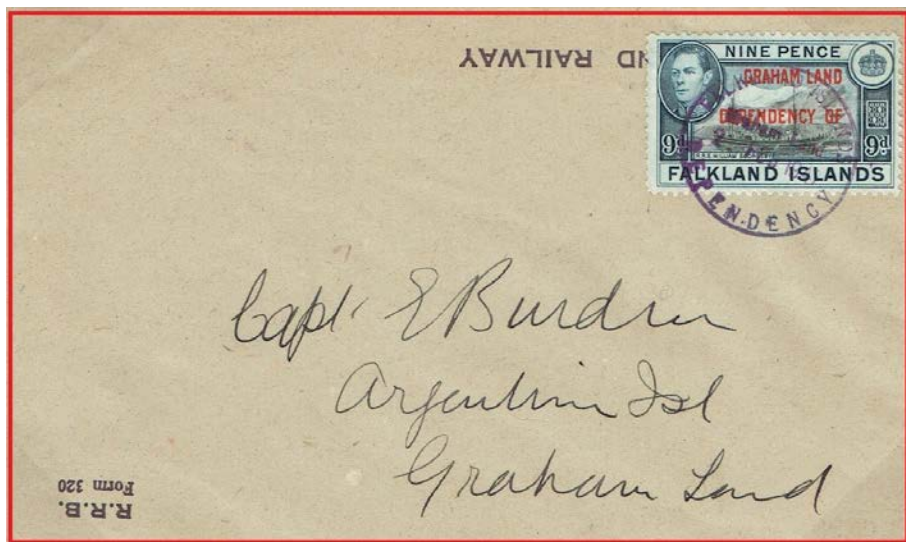


Fig 6 This George VI 9d overprinted stamp features Research Ship William Scoresby which also played a major role in Operation Tabarin.

Reference:- “**Operation Tabarin 1943-45 And Its Postal History**” by Gerry Pearce, self- published in 2018 (300 pages, ISBN 978-1-78926-580-4 www.operationtabarin.co.uk) provides a detailed account of the lead up to and actual events of the initial establishment of a British base on Antarctica. It also includes some information on MV Trepassey’s subsequent role in re-supplying British bases in the South Atlantic.

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LETTERS TO THE EDITOR

Andrew Lothian

MAIL TO THE RED CROSS DURING WORLD WAR 2

I have noticed that mail sent from Canada to the Red Cross headquarters in Switzerland during World War 2 normally has the handstamp COUPON RESPONSE applied. The position of the handstamp suggests it was applied in Switzerland on arrival. Do any of our members know what the handstamp means and also what it signifies?

PALMARES

The gradual relaxation of Covid restrictions has seen the return of major philatelic exhibitions in 2022. The first of these was the prestigious LONDON 2022 show delayed from 2020.

It was nice to see a few of our own members gaining awards amongst the crème de la crème of world philately. With our usual apologies to anyone we have missed, we offer our congratulations to the following:-

BNA exhibits:-

Darcy Hickson - Sewell Camp Field Post Office 1915 - Large Vermeil

David Hobden - In Defence of the Border - Canadian Military Mails 1828 - 1885 - Large Gold

David McLaughlin - The Maple Leaf Issue of Canada 1897 - 1898 - Large Gold

Non - BNA Exhibits:-

Ted Nixon - Mail from Paris France 1852 - 1876 - Gold

Stewart Gardiner - Sending and Securing the Letter - Gold

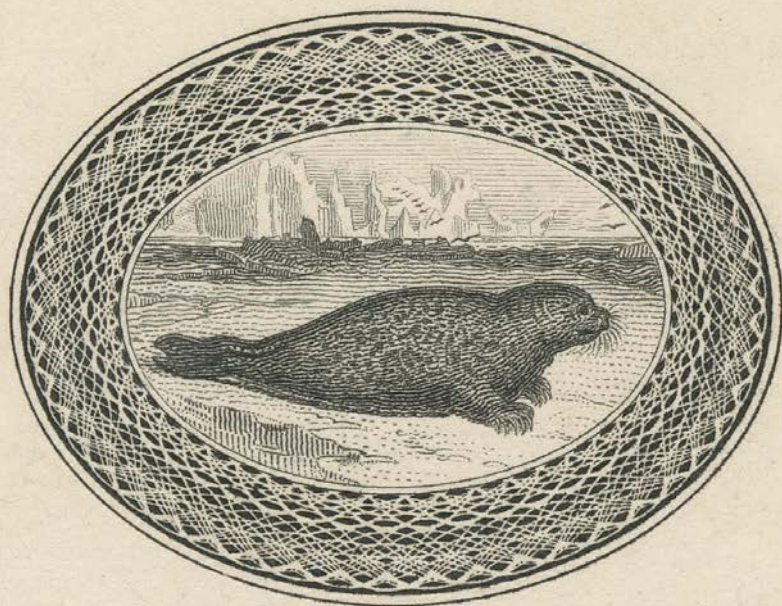
Greg Spring - The Scottish Additional Halfpenny Mail Tax Applied in London - Large Silver

George Henshilwood - Having Fun with Numbers - Large Vermeil

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Dornier DO-X inverted surcharge mint NH;
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Balbo Flight inverted surcharge,
Kessler and Sanabria backstamps;
1989 Dena cert.



1s Heraldic die essay
unadopted design



1s scarlet vermilion,
superb used; 1997 Greene cert.
ex. Pack, Dale-Lichtenstein



1p red brown
error of colour;
2008 Greene cert.



10c black
mint NH jumbo



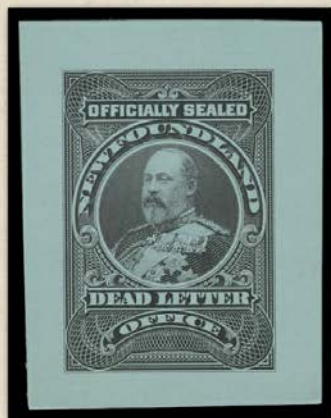
3c blue
superb mint NH;
2005 Greene cert.



3c rouletted,
spectacular mint NH;
2010 Greene cert.



2c die essay
without top label



Officially Sealed die proof
on thick blue paper



15c KGV - John Guy
engraved die proof

PERFORATIONS OF THE SMALL QUEENS

Richard Thompson

The perforating machines used by the British American Banknote Company were all rotary machines designed to perforate sheets of stamps of 100 impressions arranged 10 x 10. They consisted of 11 wheels on an upper shaft which were studded with concentric rows of small pins. A lower shaft held 11 hollow drums (counterpart wheels) in which were drilled concentric rows of small holes at the same radial spacing as the pins in the upper wheel.

A great deal has been written about whether perforating machines were constructed in imperial or SI units. But what was really important was that the radial spacing of the pins in the upper wheel and the holes in the counterpart wheel were the same. For more information on how this was achieved see "STAMP PERFORATIONS WITH PARTICULAR EMPHASIS ON CANADIAN STAMPS" by R. A. Johnson, BNAPS book page 50.

Earlier, perforation gauges were rounded off to the nearest $\frac{1}{4}$ perf per 2 cm. However, today most philatelists report perforation gauge to the nearest 1/10 perforation per 2 cm. Thus earlier 11.9 and 12.1 would both be reported as perforation 12 but today would be reported separately.

In his article on the three cents Small Queen, Shoemaker reported perforations: 12, $11\frac{1}{2}$, $11\frac{3}{4}$, $12\frac{1}{4}$ and $12\frac{1}{2}$. Now $11\frac{1}{2}$ is really 11.6 but if you are rounding off your measurements to the nearest quarter of a perforation per two centimetres then 11.6 becomes $11\frac{1}{2}$, $11\frac{3}{4}$ and $12\frac{1}{2}$ are correct and 12 can be either 11.9 or 12.1. However, when Shoemaker reports $12 \times 12\frac{1}{4}$, I find that I get 11.9×12.1 . Now he is right that his perf. $12\frac{1}{4}$ has more perforations per two centimetres than his perf. 12 does, but there is a perforation that measures 12.3 which would round off to $12\frac{1}{4}$.

I have found ten copies with this perf 12.3. Four 1¢ stamps dated from AU/07/83 to JA/10/84 and two 3¢ stamps dated from AU/25/83 to NO/12/83 (see fig 1 below and opposite). These six stamps were used in a fairly short period of time.





Fig 1 Range of Small Queen stamps all perf 12.1 x 12.3. From left to right; Ottawa AU/7/83, Belleville SP/14/83, Kingston OC/1/83 - in row opposite and, ? JA/10/84, Ottawa AU/25/83, Hamilton NO/12/83 in row above.

However, I have also found a 5¢ stamp dated OC/14/87, a 10¢ stamp dated JU/26/89 and a 2¢ stamp dated SP/08/96 (see fig 2). All these stamps are also perforated 12.1 x 12.3. In addition, I have found a chocolate shade 6¢ Small Queen perforated 12.3 x 12.1. Unfortunately, it is not dated (see fig 3). The chocolate period was approximately July 1890 to July 1891

So, what has happened here? Did the 12.3 wheels produce sheets of stamps with the holes so close together that the sheets fell apart? Was the machine taken out of regular service and only used occasionally after January 1884? Or are the last three dated copies plus the six cent just extremely late use?



Fig 2. Also all perf 12.1 x 12.3. From left to right; ? OC/8/96, Stratford JU/26/89, Hamilton SP/08/96



Fig 3 Chocolate brown shade perf 12.3 x 12.1

Editor's Note:-

For those of you with an eye for precise perforations, now is the time to start hunting and let Richard know if you find any more copies of this perforation variety.

AN INTRODUCTION TO CANADA'S SEMI-OFFICIAL FLIGHTS - PART 1

Alan Spencer

At the end of the First World War, there were many scattered communities throughout Canada which were not accessible by road or rail, especially during the winter months. It can be seen in figure 1 below that this beautiful scenery is also wild and inhospitable and, in many cases, only accessible by boat in the summer months and in the winter by tractor-train or dog sled.



Fig 1

In addition, many new aviation companies were formed to turn planes from being an expensive tool of war into a vital means of transportation. Aircraft were as important to opening up the north as the railway had been to open up the west in the previous century. Many small regional airlines were founded and became integral to the exploration and development of Canada's north, especially regarding extraction of gold and oil.

The years between 1918 and 1930 can be divided into three distinctive but overlapping periods during which mail was transported – the pioneering, the semi-official and finally the official.

The Pioneering Period.

Many young men who had served with the RAF put their acquired aviation skills to peacetime use by putting on aerobatic displays at Exhibitions and Fairs. In addition,

some airlines flew passengers and freight to remoter regions. Mail carried by these companies was therefore often on an irregular and unofficial basis and to off-set the costs special stickers or envelopes were sold.

Toronto National Exhibition; August 1919

This first example shows a cover flown at the Toronto National Exhibition in August 1919 by the Aero Club of Canada (figure 2). Established in 1878 the Toronto National Exhibition became an annual event on a 200-acre site demonstrating the latest technological advances in industry and agriculture.



Fig 2

The Toronto to New York air race was started on 25th August. Competitors could start at either end but were obliged to finish within 5 days. Only 29 competitors completed the course and of those only Major Barker carried a consignment of mail. 300 covers were carried at a surcharge of \$1 and they had a special label applied on the back cancelled in blue with a "Aerial Mail –Aug 25 1919 Toronto, Canada" cachet.

Major William George Barker (figure 3) was the most decorated serviceman in the history of Canada winning the VC, DSO & Bar, MC & Two Bars. He had been born in a farm in Manitoba and was an exceptional shot and was particularly skilful whilst on horseback. He was officially credited with shooting down 33 enemy aircraft.



Fig 3

During the flight Major Barker's left arm which had been severely injured during the war became frozen and there were several technical problems, including at one point running out of fuel. Despite this Major Barker, flying a German Fokker D. V11 which had been brought back to Canada as a war trophy, covered the 1,044 miles round course in 17 hours and 24½ minutes.

Seattle to Victoria; October 1920

The United States Postal Authorities wanted to expedite mail to and from the Far East. It arrived in Seattle by train from the eastern states but often the train was late. As a result, the mail missed the ship, which had just left Seattle, bound for the Orient via Victoria in British Columbia. This would mean a delay of a week or more until the next ship left Seattle.

To avoid delay, an air service from Seattle to Victoria was inaugurated on 15th October 1920, the contractor being Hubbard Air Transport Services and because it was officially supported there was no extra charge on any mail delivered. Hubbard took possession of a Boeing CL-4S Sea plane which had floats instead of wheels so that it could take off and land in water.

The service was interrupted several times due to plane crashes and the cover shown in fig 4 was retrieved after one such.



Fig 4

A regular air mail service was resumed on 21st September 1925 using a Boeing B-1 flying boat which was able to carry more passengers and with an increased cruising speed it was able to cover the 85 odd miles in a shorter period. However, following another plane crash on 26th October 1926 Eddie Hubbard gave up the contract which

was later awarded to Northwest Air Services incorporated. The service was discontinued in June 1937.

Estevan to Winnipeg; October 1924.

This was one of the last 'Pioneer' flights and was primarily arranged to promote the coal producing region around the small town of Estevan. To help finance the flight souvenir envelopes and a special \$1 label were placed on sale shortly before the flight was due to take place.

The pilot engaged to make the flight was Lieutenant Edgar Alton and there were 1,926 pieces of mail carried. This cover is the only known one to have been autographed by both the pilot and the postmaster of Estevan (see figure 5). On the back are advertisements for various coal companies operating in the area and local businesses such as Prairie Nurseries Ltd. and Estevan Brick.

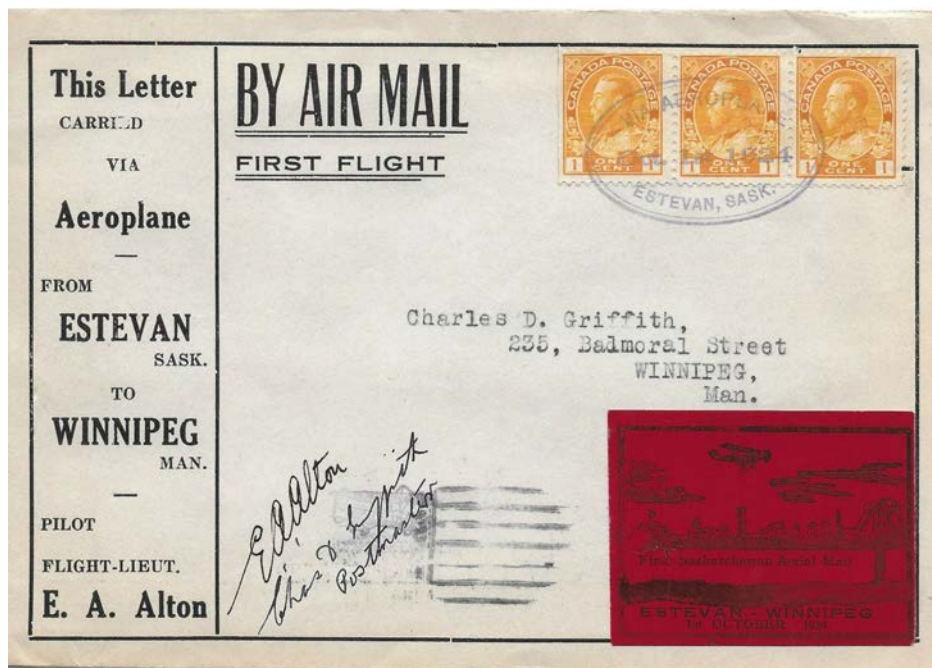


Fig 5

The plane took off at the duly appointed time but after covering only 13 miles Alton was forced to land due to engine failure. He took off again but before he was able to get into the air the plane struck a rock and crashed. As the machine was too badly damaged to continue the flight, the mail was sent on to Winnipeg by rail. So, this is an airmail cover that went by rail!

The Semi-official Period.

The first air mail services in Canada that were provided on any form of regular basis were done by small companies flying into remote areas comprising mainly of prospectors and miners. They were allowed to charge a surcharge on any letters carried, in addition to the normal postage, to defray the costs as they received no Government subsidy for providing the service. This additional charge was shown by way of a Company label. These labels had a “semi-official” status, because although sold from post offices, the Post Office did not accept any responsibility for delivery of the mail.

The first of these semi-official flights was in April 1924 when the **Laurentide Air Service Ltd.** started the first regular passenger air route in Canada from its base at Angliers, Quebec, into the newly discovered goldfields near Rouyn.

Although the Canadian Post Office authorised it to carry mail from August 1924, because the service was not subsidised an additional charge of twenty-five cents per letter was levied in addition to the three cents postage. Special labels were produced by the company and applied to the back of the letters to show that this charge had been made. Initially printed in green the colour was later changed to red.

The example shown below (see figure 6) is on a letter on the first flight from Three Rivers to Rouyn during the winter of 1924/5 when the aircraft, a De Haviland D.H.9c, (see figure 7 opposite) was fitted with skis so that it could land on ice. The pilot was H. D. Wilshire, and the label was cancelled with a special cachet. 100 pieces of mail were carried on this flight. The signature on the back is that of H. L. Lepot who was the dispatcher and not the pilot.



Fig 6

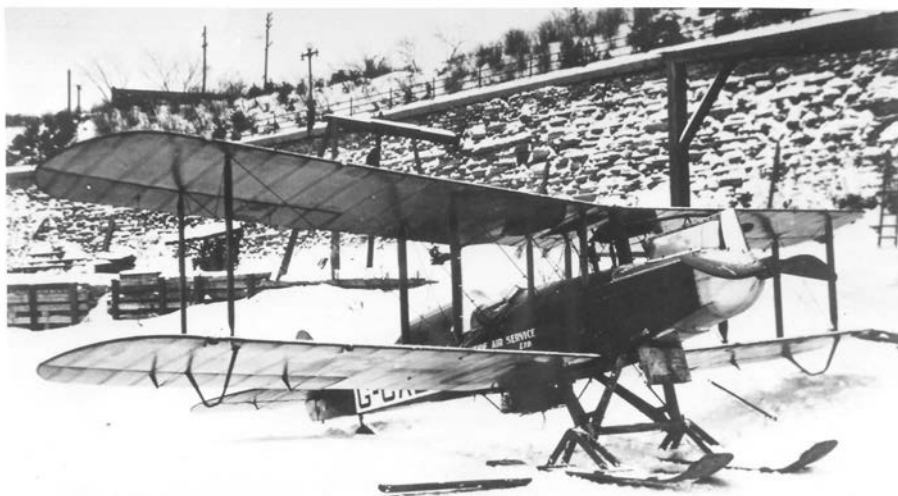


Fig 7

On 24th January 1925 the plane was damaged beyond repair when it struck trees in the Kekeko Hills, and the resultant financial situation was so bleak that the company discontinued its operations.

With the suspension of flights by Laurentide Air Services Ltd. it was not long before a new company was set up to assume its operations and in May 1925 **Northern Air Service** was formed by B. W. Broatch, a former Laurentide pilot. He acquired two of the former airline's Curtiss HS-21 flying boats and in May it was granted authority by the Post Office to carry mail. Like the previous company, he obtained permission to charge twenty-five cents air mail rate for letters carried and was allowed to use a company label for this purpose.

The cover shown overleaf (see figure 8) was flown on the first flight on which the company label was used. It one of 450 flown on the outward journey between Haileybury to Rouyn on 27th June 1925; of these 400 were signed by Broatch.

During the summer season, Northern Air Service made about 212 flights and carried 503 passengers and 22,580 pounds of freight, in addition to 1,030 pounds of mail. In August one of the planes became unserviceable and was withdrawn from use and burned. In October the other one was destroyed by fire at Haileybury after a fuel tank exploded causing the company to close.

In late 1925 and into 1926, new gold fields were developed in the Red Lake area of Northern Ontario. Jack Elliot was an experienced pilot who had been flying an airplane passenger service and giving exhibitions in the Western Ontario area for several years and was based in Hamilton.



Fig 8

Elliot read about the difficulties that existed in getting men and supplies into the area and realised that a flying service was required. He also applied to the Canadian Post Office for permission to carry mail to this region and it lost no time in granting it to him and authorised him to make a charge of twenty-five cents for each letter carried.

The new **Jack V. Elliot Air Service** began in March 1926. The company established its base of operations at Rolling Portage – now called Hudson. The first flight occurred on 11th March from Rolling Portage to Red Lake with a return to Rolling Portage on the same day and the cover in figure 9 was one of 300 carried.

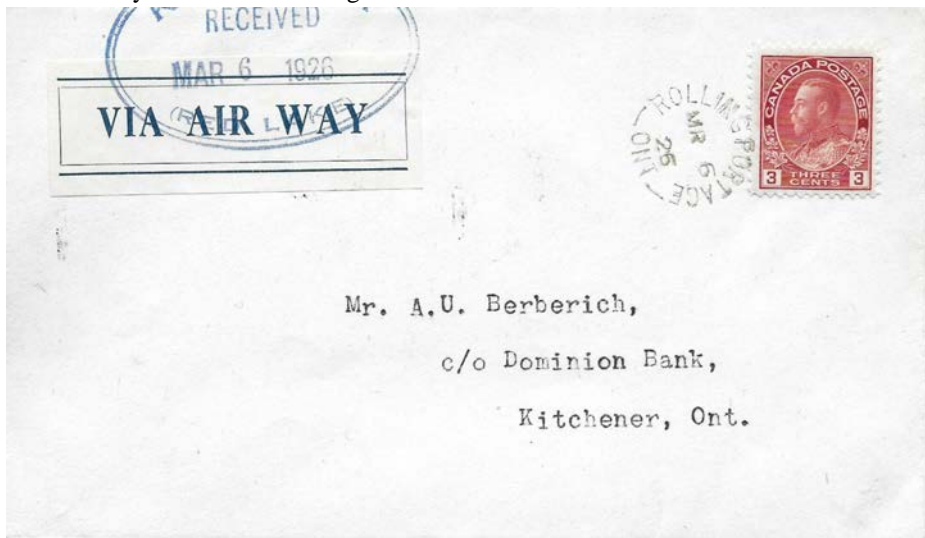


Fig 9

Using two Curtiss JN-4 aircraft he managed an almost daily service until 15th April when the spring thaw caused the ice-covered lakes to become dangerous. Company stamps were printed, first with a wavy line/zig zag background and later with a swastika background (see figure 10)

Soon after the start of the company, Jack Elliott needed an infusion of money into the business. Sherman Fairchild of the American Fairchild Airplane Manufacturing Corporation learnt of Elliott's success and persuaded him to go into a partnership, with Fairchild providing a seven-seat Aeromarine flying boat. The company's name was changed to **Elliot-Fairchild Air Service**.



Fig 10

Fairchild soon realised that he had the resources to run the company himself

and did not need the partnership with Jack Elliott. He therefore dissolved the partnership and took over control of the company. With no other alternative Elliot managed to purchase a former United States Navy Curtiss HS-21 but unfortunately it was not airworthy, and it could not be fitted with floats, so the partnership was formally dissolved, and Elliot returned to Hamilton.

The cover in figure 11 overleaf shows the only occasion on which the Elliot-Fairchild Air Service label was applied. Only 60 covers were carried on this flight from Red Lake to Rolling Portage. Trial proofs for this label as shown in figure 12 overleaf were produced in red and black.

In the meantime, Fairchild saw the potential that could be gained by operating a similar service to the Rouyn goldfields recently vacated by Northern Air Service. Consequently, instead of delivering the promised flying boat to Elliot, he retained it for use in Quebec. This venture initially operated under the name of **Elliot-Fairchild Air Transport Ltd.** However, it is unlikely that Elliot had anything to do with this business.

Although this company was formed on 1st June 1926 the inaugural mail flight to Rouyn had taken place 5 days earlier and a bi-weekly service operated from then until 31st October.

The cover in figure 13 overleaf was flown on 12th August and was the first occasion that the company's label was used. Most of the 410 covers flown were signed by the pilot Glyn Burge. The cover in figure 14 overleaf was carried on the first flight under the **Fairchild Air Transport Ltd.** name. This took place on 20th October between



Fig 11



Fig 12

Haileybury and Rouyn and return and a new label with the name change was applied. It has also been signed by Glyn Burge.

While the operation proved profitable, it was, nevertheless, discontinued in 1926 as the Canadian rail system had now been extended to Rouyn and a new company, Patricia Airways and Exploration were about to launch a competitive service in the same area.

The Patricia Airways & Exploration Ltd. was first established on 10th April 1926 when Jack Elliot found that he had competition in the Red Lake mining region with the arrival of a three-seat Curtiss Lark biplane at Sioux Lookout.

The Curtiss Lark was an ideal plane for the rugged terrain of Northern Ontario as it could be quickly adapted to take wheels, skis or floats. It quickly started to provide a daily service from Sioux Lookout to Pine Ridge, Red Lake, Women Lake, Birch Lake and Cat Lake. With the demise of Elliot Fairchild Air Transport Ltd. this became the only airline company operating in the area.



Fig 13



Fig 14

It was not able to obtain a contract to carry mail on a regular basis until 7th July but with the accumulation of mail at Rolling Portage because of the close down of Elliot-Fairchild Air Service, the Canadian government was obliged to permit them to clear the backlog. Initially the government paid Patricia Airways to transport the mail but after 7th July they were allowed to charge an extra twenty-five cents per letter to Pine Ridge and Red Lake and fifty cents per letter to Woman Lake, Birch Lake and Cat Lake – this was, of course, in addition to the standard postal charge.

This cover shown in figure 15 was flown on the first Government backed flight on 27th June and even though no additional airmail charge was levied because of the Government subsidy an Elliot-Fairchild Air Service label was applied and cancelled.



Fig 15

TO BE CONTINUED.

IN 2021 THE SOCIETY WAS 75 YEARS YOUNG.....

IN 2022 WE GET TO HAVE THE PARTY!

COME AND JOIN US IN DUNDEE FOR OUR 2022 CONVENTION

FROM 28 SEPTEMBER TO 2 OCTOBER



CONSTANT PLATE FLAWS ON THE ADMIRAL STAMPS

Bill Burden

Hi, I'm Bill and I look at a lot of stamps.

Now that we have that out of the way, I would like to share a little bit of what I have been doing - philatelically - for the last pandemic or so. I have had an interest in Constant Plate Varieties (CPVs) for many years and for the last decade or so, this interest has become more and more focused on Canada's Admiral issue.

Stamps of the Admiral issue are about a century old and most bulk lots that we can inspect are quite likely to have been in the possession of and studied by earlier generations of collectors. While I hope that I am wrong, it is unlikely that someone is likely to offer me the chance to 'put glass to' a shoebox of Admiral bundles which have never been looked at before. For me, this means that I have to cast a finer net. I suspect that most of the 'old time' collectors were - for the most part - looking for strong re-entries and significant retouches. The results of these efforts seem to be well recorded. Books by Marler, Matte and Reiche along with articles and newsletters from many other students leave us with much information about these two types of CPVs.

Constant Plate Flaws - the third group of varieties I consider to be part of the CPV 'triad' - seem to be much less studied. In 1987, Hans Reiche produced a small booklet listing over 260 different CPVs in his *The Admiral Flaws*. The technology of 1987 allowed for hand drawn enhancements to stamp templates and written descriptions as the primary method to share information on varieties. Three and a half decades later, we have much more powerful tools. While I still use enhanced templates to help organize my CPV collections, I try to share information 'digitally', using scans, photographs, email and web site production. Even my stamp templates are digitally modified stamp images, printed in bulk on a laser printer.

So, in this note, I would like to share some of what might be found using that 'finer net' I mentioned earlier...actually I do prefer to use a well illuminated 8x magnifying glass.

Let's look at the 1¢ Green War Tax stamp of 1915 (see fig 1 overleaf). Marler lists seven identifiable 'Types' and about 30 re-entries and no retouches for the 18 plates used. The 18 plates of 400 (Layout Type D) give us some 7,200 positions, which is fairly small for the Admiral issue. (By comparison, the regular 1¢ Green has well over 60,000 positions.) In his major publication of 1982, Marler mentioned very few Plate Flaws. However, in his personal collection, he showed many which were not listed in his book. Reiche's 1987 booklet, did not consider the War Tax issues. Our look at plate flaws of the 1¢ Green War Tax would seem to be a good beginning in a somewhat unexplored area.



Fig 1 The 1 cent green War Tax stamp of 1915. CS cat MR1, SG cat 228

To date I can report seven different Plate Flaws, which, to my knowledge, have not been reported before. I have illustrated these below and opposite. Each flaw has been found with at least two clear examples. I admit that three or more examples is better, but I have come to accept that within the huge field of The Admirals, two examples of a CPV might have to be sufficient.

Flaw A: A strong, diagonal scratch in the lower left corner.

Flaw B: A scratch in the upper left margin, opposite the crown.

Flaw C: Two short parallel lines in the lower left margin below the right side of the left numeral box.



Flaw A



Flaw B

Flaw D: A fairly light scratch in the lower right corner.

Flaw E: A diagonal line in the top left margin above the left crown.

Flaw F: A diagonal slash in the bottom margin below CE of Cent.

Flaw G: A group of three marks in the upper left margin, opposite the left crown.



Flaw C



Flaw D



Flaw E



Flaw F



Flaw G

Hopefully this note will provide some encouragement to fellow Admiral enthusiasts to take a closer look. It would be wonderful to find plate positions for any or all of these varieties.

**HAVE YOU TRIED TO ENROL
A NEW MEMBER RECENTLY?**

SOCIETY NEWS

FROM THE PRESIDENT

Preparations are well underway for our 75th Annual Convention to be held in Dundee from Wednesday 28th September to Sunday 2nd October. A booking form for the event can be found in the centre of this issue and can also be downloaded from the Society website. You will also find, in both places, an entry form for the Society one frame competition which will be held at Convention. This is a good chance to show other members your favourite collecting interests in a not too serious competitive environment – though there are some nice trophies to be won – so why not put in an entry this year if you have not done so before.

The various rules regarding the Covid pandemic continue to change but most of the recent changes have been positive ones. Members living overseas will be pleased to learn that as from mid March 2022 there are no remaining conditions on travel into the UK regardless of your vaccination status, making travel to Convention a lot easier for everyone. As before, it is a good idea to keep an eye on the situation as who knows what may come along next month. Full details of any travel conditions can be found at www.gov.scot/publications/coronavirus-covid-19-international-travel-quarantine

At the time of writing this, it is still a legal requirement in Scotland to wear face masks in crowded places such as shops, public transport etc. However, it is likely that this legal requirement will be relaxed during April to become guidance only.

The draft programme for the Convention is as follows:-

Wednesday 28 September

1500hrs	Meet and greet
1800hrs	Dinner
2000hrs	Philatelic displays by the Scottish group - 'A Box of Delights'
2000hrs	Ladies informal meeting

Followed by auction viewing, informal bourse and philaholic group meeting

Thursday 29 September

0830hrs	Executive Committee meeting
0930hrs	Members displays up to 18 sheets with 5 minute presentations
1215hrs	Break for lunch
1300hrs	Coach outing to Scone Palace, return by 1700hrs
1800hrs	Dinner
2000hrs	Philatelic display by John Watson - Postal History of the QE2 era up to 1966
2000hrs	Ladies programme t.b.a.

Followed by auction viewing, informal bourse and philaholic group meeting.

Friday 30 September

- | | |
|---------|---|
| 0845hrs | Fellows meeting |
| 0900hrs | Committee meeting |
| 1030hrs | Philatelic display by Charles Livermore - Canadian National Exhibition |
| 1230hrs | Break for lunch then

Free afternoon to explore one or more of the Dundee attractions within walking distance of the hotel. These include the V&A Museum, the Discovery Centre, the MacManus Galleries, the Verdant Works Museum etc. |
| 1800hrs | Dinner |
| 2000hrs | Philatelic displays by Brian Hargeaves - Numeral and Fancy Cancellations on the Large Queens and Malcolm Newton - WW1 Flag Cancellations |
| 2000hrs | Ladies programme t.b.a. |

Followed by auction viewing, informal bourse and philaholic group meeting.

Saturday 1 October

- | | |
|----------------|--|
| 0900hrs | Annual General Meeting |
| 1030hrs | Competition entries on display and judges critique.

Additional time for members 18 sheet displays if required and/or additional philatelic display. |
| 1300 – 1400hrs | Final viewing of auction lots |
| 1400hrs | Auction. |
| 1830hrs | Presidents Reception |
| 1900hrs | Banquet and Awards Presentation |

Sunday 2 October

Farewells after breakfast.

I look forward to welcoming as many members as possible to Dundee for our first 'in person' gathering since 2019.

Karen Searle FCPS

FROM THE SECRETARY

Annual General Meeting

In accordance with Rule 20, notice is hereby given of the Society's Annual General Meeting to be held at the Queens Hotel, Dundee on Saturday 1 October 2022 commencing

ing at 0900hours. In accordance with Rule 18, nominations are sought for the positions of President, Vice Presidents, Secretary and Treasurer. Nominations and any proposed amendments to the Rules, should be sent to the Secretary to reach him no later than **17th June 2022**.

Fellowship

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

- Outstanding research in the Postal History and/or Philately of British North America or:
- Outstanding service in the advancement of the interests of the Society

Nominations are sought for submission to the Fellowship sub-committee in accordance with Fellowship Rule 2. Such nominations must be on a prescribed form, which is available from the Secretary, and must be submitted to the Secretary, to reach him no later than **17th June 2022**.

Founders Trophy

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

A nomination for the award, which must be proposed and seconded, may be submitted in writing to the Secretary, to reach him no later than **17th June 2022**.

The relevant Rules, referred to above, can be found at the Society website www.canadianpsgb.org.uk

John Watson

FROM THE AUCTION MANAGER

My thanks to all those members who participated in the March auction either as buyers or sellers (or both). This sale brought in the largest number of bids of any recent Society auction with gross sales of over £13000, confirming the buoyant state of the market for high quality material. So, if you do have surplus material sitting in the drawer, now is a great time to consign it to a Society auction. Our next auction will be a room sale at our Dundee Convention on Saturday 1 October commencing at 1400hrs. **The deadline for consigning material for this sale is Friday 17 June** and I hope to have the catalogue available online at the Society website by mid August. Those who have asked for a paper copy in the past will receive one automatically so there is no need to ask again.

Graham Searle FCPS

LONDON GROUP

The following programme of meetings has been arranged for 2022. All meetings will be held at the premises of the Royal Philatelic Society, London at 15 Abchurch Lane, London, EC4N 7BW. The meetings are scheduled to take place bi-monthly on the first Monday of the month in the Ramsey Room between noon and 3pm. Tea/ Coffee will be provided. Our first meeting of the year had to be cancelled due to lack of support and all of the meetings listed below are subject to a sufficient number of members being willing to attend to make them viable so please support your local group!

4 April – Any subjects starting with V, W, X, Y or Z – all members

6 June – Pre 1900 Postal History of Newfoundland – Colin Lewis *FCPS*

1 August – AGM and Beaver Cup – all members

3 October – subject t.b.a.

5 December – subject t.b.a.

Please advise myself if you intend to be present or contact me if you have any queries regarding the meetings; by e mail cbjubilee@yahoo.co.uk or phone 01508 826 556 or 0770 8269698.

After the meeting join us for a bite at a local eatery if you have time.

Colin Banfield *FCPS*

SCOTLAND AND NORTH OF ENGLAND GROUP

The following programme of meetings has been arranged for 2022:-

9 April – hybrid meeting in person in Glasgow and with Zoom link option for those unable to attend in person

16 July – Zoom

22 October – in Glasgow

Full details will be circulated to the regular attendees by e mail nearer the time. If you would like to attend by Zoom but do not normally do so, please e mail me and I will add you to the list for the Zoom links.

Note that George has moved so the Glasgow meetings will now be held at 42 Clouston Street G20 8QX. If travelling by public transport take any of the bus services that go out from the city centre along the Great Western Road and alight at Byres Road then walk up Queen Margaret Drive past the Botanic Gardens and over the River Kelvin to find Clouston Street on the left a few yards further on. A map will be provided along with the meeting details! As usual, please bring along a few sheets to display (in person or digitally) and/or some questions needing answers.

Graham Searle *FCPS*

AMENDMENTS TO MEMBERSHIP

to 15th MARCH 2022

New Members:-

- 3104 SAGAR, Michael; 3920 Royalmore Avenue, Richmond, BC Canada V7C 1P6; e mail gailandmike@shaw.ca; **PS, MN**
- 3105 MALICKI, Thomas; 739 Hurondale Drive, Mississauga, ON Canada L5C 4N9; e mail tom.malicki@gmail.com; **PH**
- 3106 BORKOWSKI, Andrew; 1 Holly Ridge, Portishead, Bristol BS20 8BP; e mail borkmail@gmail.com; **B, C**
- 3107 QURESHI, Prof Ijaz A.; 2733 Place Bergevin, Saint-Laurent, QC Canda H4R 2GB; e mail ijaz.qureshi@sympatico.ca; **PH, M, MI, ST**
- 3108 BOOLER, Barbara; 1 Milnrow Drive, Sheffield, S5 9LT; e mail babs06.bb@gmail.com; **XMAS**

Change of Address:-

- 3010 HENSILWOOD, George; 42 Clouston Street, Glasgow G20 8QX
- 3051 FINLAY, Robert; Flat 47, Brookfield House, Selden Hill, Hemel Hempstead, Herts HP2 4FA
- 3062 HOBRATH, Norbert; 2730 Shady Pine Circle, Southport, North Carolina, 28461 USA

Resigned:-

- 2239 FERGUSON, Roy (ill health)
- 2920 MILLER, Jim

Deceased:-

- 2301 FELTON, James

Revised Total:- 248

FORTHCOMING EVENTS

2022 (Note that all events are subject to confirmation and prevailing COVID restrictions)

- Apr 4** CPSGB London Group Meeting, RPSL
- Apr 9** CPSGB Scottish Regional Meeting, Glasgow/Zoom
- Apr 22 – 23 Scottish Congress, Perth
- Apr 23 – 24 Orapex 2022, Nepean, Ontario
- June 6** CPSGB London Group Meeting, RPSL
- June 9 – 12 CAPEX 2022, Toronto
- June 11 SWINPEX 2022, Swindon
- July 16** CPSGB Scottish Regional Meeting, Zoom
- August 1** CPSGB London Group Meeting, RPSL
- Sept 2 – 4 BNAPEX, Calgary Alberta
- Sept 28 – Oct 2** CPSGB 75th Anniversary Convention, Dundee
- Sept 28 – Oct 1 Autumn Stampex – BDC Islington, London
- Oct 3** CPSGB London Group Meeting, RPSL
- Oct 22** CPSGB Scottish Regional Meeting, Glasgow
- Dec 5** CPSGB London Group Meeting, RPSL

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