

MAPLE LEAVES

JOURNAL OF THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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Notes and Comments

Seasonal Greetings

At the time of writing this editorial we are uncertain whether we can go to press in time for publication before Christmas. We intend to try and get this number in the hands of our readers in Britain in time for Christmas, so that as you somnolently snooze after your Christmas dinner you may aid your digestion with a pinch of bicarbonate of philately.

Our readers overseas, of course, must receive their copies later. To all of you, however, at home or away, near or far, we wish you a very happy Christmas and the sincerest good wishes for every success and happiness in the New Year.

Prospects for 1953

There seems no reason to doubt the continuance of philately on a steady progressive basis in the New Year. The Coronation issues will doubtless stimulate many casual collectors into more determined activity, and also bring new collectors into being. The flow of new issues, spaced out as they may be, will present problems for the trade and collectors alike. Interest in the older stamps may flag temporarily—there may be opportunities to fill some of those gaps!

Our Society

Membership at the time of Convention, the end of September, amounted to 460. The additions and withdrawals reported later in this issue have to be taken into account to find the present strength. We are now one of the largest philatelic societies in existence, and possibly stand in third position of numerical strength in this country.

There is, however, a surprisingly large number of people who quite definitely collect the stamps of Canada or the other British North American groups and yet are not members of the C.P.S. of G.B.

We are obviously going to reach our first half-thousand this year, but a recruiting campaign could make it 750. Can we get to one thousand in say three years? It all depends on you! Those wild (are they wild or only half wild?) Scots built better than they knew!

New Year Resolutions

Here are a few suggestions for those of our readers who are not particularly good at thinking up their own:—

1. Send your subscription (10/-) to the Treasurer immediately if it's not paid already.
2. Get a couple of books off to the Exchange Packet Secretary **this** week.
3. Always notify changes of address immediately to the Exchange Secretary and to the General Secretary.
4. Get a new member every time you can !
5. Support our advertisers.
6. Send the Editor any article, letter or query you can. We need material for the Journal continuously.
7. Take a small ad. occasionally—help yourself and your Society.

Group News

This is still conspicuous by its absence, even Kent and Sussex is rustivating. The London Group got a shaking when they found their programme was not in our last number—they'd forgotten to send it ! For the remainder of the season you'll find it later in these pages.

Glasgow also got a shock, for we printed a programme they had subsequently decided to scrap ! Apparently it was only a proposed list which had been sent to me, and a message cancelling it went to everyone else. We are told "Letters of apology and explanation were hurriedly sent to the four members whose displays it had been proposed to request." More news of Glasgow meetings also appears later on.

Contributions Still Required

We are still very short of articles and are carrying practically no margin forward to our next number. We want a steady stream of letters, queries and contributions of all kinds—the standard of the Journal can only depend on the quality of its contributors, and it is impossible to edit and produce without material—the Editor can't write the articles as well ! So come along, we'll give you every assistance if you require it.

Harmer's Annual Resumé

The 27th annual edition of this most informative publication arrived the other day. As a bird's eye view of the international philatelic market these booklets, of which one is published by each of the leading firms of auctioneers, are unrivalled. They also usually present, in the form of a leading article, a reasoned argument upon some major topic which is well worth reading. H. R. Harmer's publication is no exception, and the leader on "The Future of the Rarity" is a most interesting opinion on whether the continuing restriction of ability to spend and the progressive reduction of the number of the wealthy will operate to limit the market for real rarities with the eventual financial decline of these pieces. We won't tell you the ultimate point of view expressed—you really ought to get a copy of the resumé, 2/- post free. Anyway, your Editor hasn't got any rarities, and isn't likely to possess any.

Robson Lowe's Encyclopædia

There is still no official news as to when we can expect the final volume—dealing with the stamps of Canada and of British North America. The volume of work at 50 Pall Mall must leave all too little time for the amassing of so comprehensive a work as this, and we know from the standard reached by the other volumes already issued that "Robbie" will not be satisfied with anything less than exhaustive and exact presentation of both the stamps and the postal history. Volume I is now in its Second Edition—it must take a lot of time just keeping up to date, but please do keep pushing on with Volume IV, Mr Lowe, we all are looking forward to it so eagerly !

New Advertisers

We were so busy in producing the combined Year Book and November issue that we completely overlooked introducing our new advertisers in that issue. Not that they need any special introduction, for we feel that they have been friends of many of our members for a long time, nevertheless we like to welcome them with (we hope) an appropriate word in these columns. For November they were Messrs. Harmer, Rooke & Co., Ltd., the famous auctioneers (whose New York associated company sold the famous Reford Collection), and Captain C. Humphrey of 80 Devonshire Way, Shirley, Croydon, who can be relied upon for nearly any reasonably modern Canadian items—and many others as well.

In this issue we welcome Norman Todd of Happisburgh, Norfolk, who has taken over Mr Carrington's business and is a "Canada Only" dealer. He has also joined our membership, and we can state from practical experience that you can rely on his prompt, courteous and helpful attention to your wants. Messrs. Philatelic Insurances Ltd. specialise in an "All Risks" policy for stamp collectors—are you sure your collection is properly insured? By the way, they also insure our Exchange Packet for us. C. I. Whiteley of Woodbury, Dudley Road, Seaton, Devon, is an old friend—who has also joined as a member. He is a specialist dealer in the stamps of Newfoundland, and if his standard of service is as it used to be—you'll be delighted!

Kind Friends

Pressure of business, a little ill-health (now recovered), and a naturally dilatory nature have caused us recently to be backward in replying to some of our correspondents. We would, however, like to thank most sincerely those kind members in Canada who sent us First Day Covers of the recent issues. To Frank Campbell, who enclosed a mint copy of the Red Cross, from which we were able to make a block for illustration, and to C. R. Purvey, who provided yet another NANAIMO postmark—especial thanks. A mint copy of each new value is of the greatest assistance in getting illustration blocks quickly made. Thank you all very much indeed.

Writing-up Aids

In Messrs. Wingfield's shop the other day we came across a set of thin paper outlines of the 1859 decimal currency issue, specially prepared and put up in complete sets, one of each value, for writing-up purposes. We have often thought that there was a real future in someone with the forethought to supply such aids, as many of us are by no means natural artists. We think the set cost 6d—we ought to know because we bought one—but they take your money off you so nicely in the Strand that we couldn't really be sure. We were surprised to hear that since they stocked this item they have found no demand for it. It must be that collectors do not know of it.

Stamp Collecting—28th November, 1952

Canadian Column — by F. B.—contains the following:—"November MAPLE LEAVES—the best yet. Chock full of news. Letters to the Editor have had to be précis-ed. Articles pruned and some left out—and to get it all in, about half the Journal is in small print. My tip is, with your last 10 bob, join the C.P.S. of G.B."

Letters to the Editor—"F.B." by "B.F." (same issue)—is as follows:—"Sir,—

I feel that there are quite a few gems of wisdom in 'F.B.'s' Canadian Column, if we could only interpret them. For the benefit of those of us who received only a British University and/or school education, where American 'wisecracks' were not included in the curriculum (no doubt to our detriment), may we plead with F.B. to provide an English translation alongside his column?

Better still, in view of the paper shortage, could not the column be provided in English in the first place? One is aware that a certain proportion of STAMP COLLECTINGS cross the Atlantic, but the poor old Briton still deserves a 'break.' The latter is the only Americanism I know—it was acquired with great mental effort.

Having forgotten most of my Latin, and with due regard to the current vogue, I merely sign myself

“B. F.”

Editorially speaking, does the letter cancel out the kind remarks? We hope it doesn't! We have a lot of sympathy with “B.F.” as we have ourselves often wrestled with something in “F.B.'s” column—but as we have always understood since our school days that we were dull-witted and slow, we thought we were alone in this lack of comprehension. “F.B.” has always been a stout supporter in his Column of this Society, and though he is sometimes a little beyond our limited reach (on November 4th he wrote “Shoot pard, we're ready”!), we do not doubt his enthusiasm or that he is doing good work. At the same time, we feel that he is on a plane of his own in some ways, because he told us of the classic occasion when the type of his column was “pied.” No two consecutive lines were together after the type had been picked up from the floor, but it went in just the same and, as far as we are aware, no one noticed the difference!

The Stephenson (Founder) Fund

We have been asked to point out that the response to the appeal for a fund to record, permanently, the great work of our Founder President, is still not sufficient to enable the Committee to proceed with its plans. It is intended to purchase a trophy to be presented annually, but this proposal cannot be realised until some more of you make donations.

It is appreciated that “Stephie” has much to answer for, but at this time of the year when we are sure forgiveness is in all your hearts, can't you pretend he is a “wait” rather than “a h—— of a weight” and send your half-crown to the Treasurer (instead of Littlewoods)?

We'd better get the thing going whilst he is still alive. In his leadership of a Home Guard platoon he might get “perf'd” any day, so let's have those 2/6d's rolling in—we can always call it a Memorial Fund if the worst (?) happens!

PRESIDENT'S REMARKS

CHRISTMAS and NEW YEAR GREETINGS to all members at home and abroad, “LANG MAY YOUR LUMS REEK !”

Winter is with most of us again, and the long dark evenings tempt us to turn to our albums and stock books, to re-examine the old and ponder over what we have acquired during the off-season. Small get-togethers and Group meetings revive friendships, and little tit-bits of philatelic information picked up during discussion start us on a quick search for an item we had discarded. The moral is—Keep those Groups alive, something of interest always turns up.

I am sure everyone—except perhaps the Treasurer—enjoyed the last issue of our Journal. We must keep Editor Tomlinson busy with original articles, when, of course, you all profit, so get those pet theories of your own down on paper and send them along to the Editor.

Treasurer Macaskie is pleased with your ready acceptance of the revised subscription of 10/- per annum, which includes payment for your quarterly copy of “Maple Leaves.” Other organisations wonder how we do it—so do I sometimes! You can put it down to sheer enthusiasm and stringent economy in

administration—no salaries, no honoraria, and everything goes back to the members in some way or other.

The Library is growing and Librarian Lloyd is anxious to help you. Packet Secretary Fraser writes that you don't keep him busy enough with good books for the Packet. He complains he still has some time for his own business. Why not spend an hour or two a month helping to keep him quiet?

I owe to someone an apology and a Convention photograph. Will the member who paid for but did not get his copy please drop me a note and I will remedy my mistake.

It is too early to state anything definite in regard to 1953 Convention, but enquiries to date are in favour of Edinburgh, or within easy distance of the Scottish Capital, and the dates covering the last week-end in September.

D. GARDNER.

CONVENTION AUCTION, 1952

The Committee desires to thank all members and others who, in one way or another, helped to make this another worth-while effort. To Rose Titford, Cyril Harmer and Bill Lea for their persuasive eloquence from the rostrum; to Messrs. Anderson, Godden, Falconer, Fraser, Macaskie, Hawley, Baresh, Bonar, Cartwright and both Gardners (Daniel and David) for your generous gifts, which realised over £21; and to the contributors, postal bidders and bidders in the hall—our sincere thanks to you all. The Convention Fund will profit by nearly £40.

D. G.

The following sample of prices realised will perhaps encourage more members to support this annual event of our Convention:—

Lot	Description	Sold at		
		£	s.	d.
12	1850 5c. major re-entry	7	15	0
21	1859 12½c. major re-entry	10	5	0
25	First flight covers—set of 40	3	7	6
29	Current 4c.—imprint block—Plate 6	1	10	0
36	Water colour illustrations	2	10	0
37	3c. Indian red and Rose red on cover	2	15	0
69	2c. Victoria booklet pane	16	0	0
71	Semi-official air mails—Canada	3	15	0
76	1859 12½c. mint	5	5	0
78	B.C. Crown cancel on 2c. Ed. VII on p.c.	3	5	0
87	Newfoundland 1932 15c. perf. 14	2	2	0
89	Nova Scotia 12½c. postmark A 97	1	10	0
91	Cover with "Steam Boat Letter—Toronto City" strike	6	5	0
93	1859 12½c. variety	9	15	0
96	Large Cents 2c. green re-entry	8	0	0
106	SG 257a and 258a postally used	1	5	0
120	Box of approx. 1400 slogan pmks	5	7	6
128	Cape of Good Hope—inv. surcharge	1	3	0
153	Small cents 10c. block of 4 superb used	3	5	0
158	Wholesale lot of modern Canada	3	0	0
165	Cover—Glasgow Packet	1	12	6
211	O.H.M.S. collection	29	0	0

THE PLATE PROBLEM OF THE CANADA 1859 5c. BEAVER

By W. E. LEA (504)

For some time I have been much interested in the endeavours of the Canadian Specialists to find some clue to solving the problem of plating this stamp, and I have studied many articles which have appeared in the various philatelic journals of recent years. I have also studied Senator Calder's "Phases of the Canada '59 issue," and the copies of the correspondence which passed between the printers—The American Bank Note Co., and the Post Office departments so competently tabulated in Volume 2 of *The Postage Stamps and Postal History of Canada*, by Winthrop S. Boggs.

While, therefore, the notes which are now published have been made possible by the research of many and various students whose names are household words; it will be my endeavour to take the study one step further.

For many years I have been a collector of the Line-Engraved Stamps of Great Britain, and an ardent admirer of the pre-eminent authority on G.B. line-engraved, Dr. Harry Osborne, whose magnum opus on the repaired impressions of the Gt. Britain line-engraved plates is a vast well of knowledge for any student interested in plate study.

Perkins Bacon and Rawdon Wright, Hatch & Edson, the firm which amalgamated with other engravers to become the American Bank Note Co., both used the same method of production, known as siderography, with the sole difference that, whilst Perkins Bacon hardened the steel plates (with the exception of Plate 1a and 2d Plate 1), the American Bank Note Co., according to all authorities on the subject, used soft or unhardened steel plates. It is thus obvious that to make repairs to any plate, Perkins Bacon must soften or decarbonise the plate before re-entry of the transfer roller was possible. On the other hand, the American Bank Note Co., using unhardened plates, could repair by re-entry whenever impressions became damaged or worn, and it may well have been this facility of quick repair which persuaded the American Company to use unhardened steel plates. It is, however, probable that both companies, masters of the production of stamps by the line-engraved process, used identical methods and principles.

There are still many collectors who believe that a re-entered stamp must show some signs of duplications, but Dr. Osborne points out in "Repaired Impressions" that the coinciding re-entry (an impression which does not show any duplications of the engraving) was the usual, whilst the non-coinciding re-entry (an impression showing duplication of some parts of the engraving) was the unusual result of a repair.

In laying down the plate for the 5c. Beaver stamp, certain guide dots were inserted and deepened to accommodate the side point which was probably suspended from a collar fastened to the mandrel or shaft of the transfer roller. These guide dots which can be seen on copies with the top margins attached, and in the C of "CENTS," commonly called C. dots, are some $3\frac{1}{2}$ mm. from the top frame line of the stamp or subject they control. It is then obvious that a transfer roller fitted with a side point should produce exact alignment of the subjects entered on the plate, and indeed examination of a proof sheet of the 1859 5c. shows, with but one or two exceptions, perfect alignment. One of those exceptions is No. 61 on the plate.

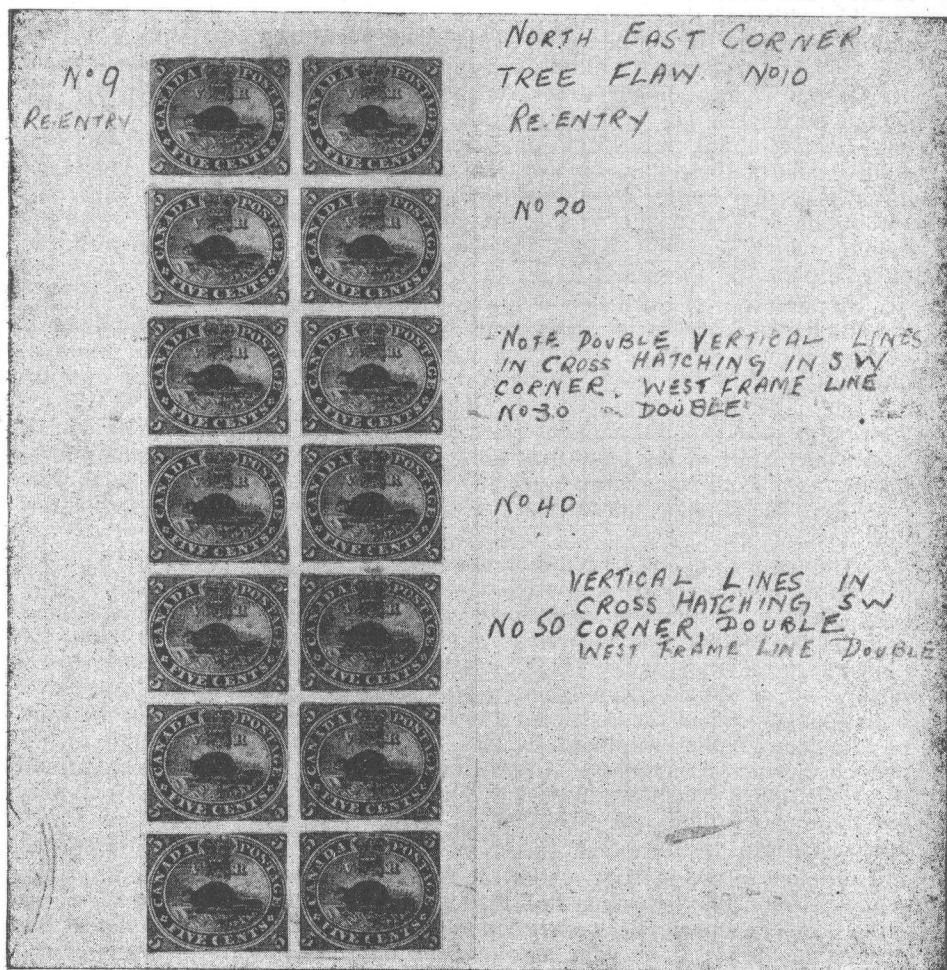
It must be borne in mind that in 1859 the engravers employed by the American Bank Note Co. were highly skilled craftsmen, who had already produced for the Canadian Government a number of plates for the pence issues. So excellent was their work that the 1851 6d. denomination was printed from a plate of 200 subjects which did not show any trace of either fresh entry or re-entry; indeed, the only solitary re-entry known on this plate occurred when the plate was bisected and imprints were added: in one position, not yet ascer-

tained, the imprint shows definite duplications which indicate re-entry.

When reading the articles and notes on this 1859 issue, I have always been puzzled by the assertion that at least two plates were used in its printing, possibly three—although the last might have been a re-entered state of Plate I—for not one shred of evidence is adduced to enable any philatelist to identify either Plate one or Plate two. Perhaps it is because the inscription does not occur on those stamps perforated $11\frac{3}{4} \times 11\frac{3}{4}$, and $12 \times 11\frac{3}{4}$, whilst it is to be found on the marginal pieces perf. 12×12 , that some students have been led to believe that these were two different plates.

It is my contention that only **one plate** was used for the production of this stamp, and that during its period of use it was repaired by re-entry on many occasions. On the first repair a minimum quantity of 22 subjects was re-entered, and on the second repair a minimum quantity of 31 subjects (I postulate a minimum quantity in each case as I have insufficient material to identify the coinciding re-entries). The spots and other marks appearing on these stamps are doubtless attributable to corrosion blemishes which appeared on the plate, and increased in number and size during the nine years it was in service.

Senator Calder states that a search of the records at Ottawa and New York failed to reveal any information respecting the number of plates used for the



5c. stamp. Considering the completeness of the correspondence covering this issue, I find it remarkable that such information is not contained in any of the letters, but if only one plate were used there would have been no necessity for further reference in any of the communications which passed between the American Bank Note Co. and the Post Office departments.

On examining the copies of this stamp in my collection, and reading the description of the classification of flaws and re-entries, I have been perplexed that a flaw which occurs on all stamps and all printings covered by the three perforation groups has not been given sufficient prominence. This flaw consists of a short line of varying length (due to the wear of the plate) which occurs between the inner and the outer frame lines in a parallel position exactly opposite the G of "Postage," about $\frac{1}{4}$ mm. from the outer frame line. Mr Lees-Jones has confirmed by the examination of specimens in his collection that it is extremely strong on the contemporary Die Proofs and Plate Proofs; consequently the flaw is a Die flaw which must have appeared on both subjects on the transfer roller and is reproduced on all 5c. stamps. As the flaw varies in intensity, due no doubt to the wearing of the plate, it is a fair assumption that it may not be visible on very much worn impressions. On the four specimens of the major re-entry contained in my collection, the flaw is duplicated and quite easily discernible, although the re-entry occurs only on stamps perf. 12 x 12, that is on stamps produced from a late state of the plate.

On studying Senator Calder's Classification of the 5c. beaver flaws (appendix B), one is immediately struck by the apparent scarcity of flaws on the stamps perforated $11\frac{3}{4} \times 11\frac{3}{4}$ (Nos. 14a, 19, 23, 26, 31, 33a, 34, 47a, 50, 51b, 68, 72, 78, 83b, 86), only 15 out of a total of 86 recorded, and by the fact that whilst some of these flaws appear also on stamps perforated 12 x $11\frac{3}{4}$ in no instance do they appear on stamps perforated 12 x 12.

Again, it is interesting to note that of the 57 re-entries (many of which are minute) which Senator Calder tabulated, only four occur on stamps from the original plate (i.e. those perf. $11\frac{3}{4} \times 11\frac{3}{4}$).

Apparently no distinction is made between fresh entries and re-entries: the number of fresh entries could easily be ascertained from the original sheets of Plate Proofs, if any exist. Complete sheets of the Plate Proofs do exist, one overprinted "Specimen" in black, and an irregular part sheet of 75 without the "Specimen" overprint were sold at Harmer Rooke's, New York, on 19th February, 1946, but without examination it would be impossible to identify from which state of the plate they were pulled: a cursory examination of the photographs leads one, however, to the opinion that both of these items were from the same plate, as the subjects are all laid down in identical corresponding positions.

There are 22 re-entries common to stamps perforated 12 x $11\frac{3}{4}$ and 12 x 12: 31 occur only on stamps perforated 12 x 12. If all the subjects on the plate were re-entered at the time the stamps were perforated by the 12 x 12 machine, it might be possible that the pressure of the transfer roller would alter the appearance of many of the Plate flaws or, alternatively, eliminate them completely. If we should accept the view of Senator Calder that at least two plates were used to produce these stamps, it would point to a deterioration in the work of the siderographer employed by the American Bank Note Co., but such a deduction would be in conflict with the evidence afforded by the other plates of this issue, all of which produced vast quantities of stamps, among which very few flaws and varieties are to be found.

Major J. L. E. Chapman, in B.N.A. TOPICS, Vol. 7, No. 8, in discussing this problem of the 1859 5c. under the heading of "Number of Plates," states that Senator Calder, working in collaboration with Elliott Perry of Westfield, N.J., U.S.A., came to the conclusion that the existence of two plates was definitely determined, and that moreover a small remnant of evidence remained which might indicate the existence of a third plate. He does not, however,



61

41

81

91

Perf
12 + 11 ³/₄



61

12 + 12



61

record by what means the two plates can be identified. Major Chapman also remarks that in 1946 a questionnaire was addressed to the British American Bank Note Co., and to the Canadian Bank Note Co., which elicited the information that the Plate or Plates might possibly have been re-entered as many as 12 times, and then proceeds to accept the theory of two plates re-entered five times, making seven plates (57,000 impressions each), as propounded by Senator Calder and Mr Elliott Perry. Two plates re-entered five times cannot make seven plates, but only different states of two plates.

According to the official records as listed in Appendix A of Senator Calder's article, 39,800,000 copies of the 5c. beaver were issued, which means 398,000 impressions in sheets of 100—admittedly rather a large quantity to be printed from an unhardened steel plate—but we have evidence that a few years later the plates of the 1c. small head produced on an average 198,000 impressions, whilst W. S. Boggs records in "Postage Stamps and Postal History of Canada," at page 226, that there was ample evidence of unhardened plates giving 200,000 impressions: in a footnote he records that the 3c. 1861 plates of United States averaged 402,000 impressions. It is, therefore, evident that it would constitute nothing unusual for the plate of the 5c. Beaver to produce 398,000 impressions.

Again, the record in Volume 2, Appendix H, of the official letters passing between the American Bank Note Co. and the Post Office department, demonstrates that on March 16th, 1859, the Deputy Postmaster-General ordered the following quantities of stamps:—

1,000,000 one cent
1,000,000 five cent
100,000 ten cent
100,000 twelve-and-a-half cent
50,000 Seventeen cent.

At some time prior to 26th September, 1859, the Deputy P.M. General must have increased the order for the one cent and five cent stamps to 1,500,000 of each (August 3rd, 1859), for on the 29th October, 1859, an acknowledgment of the deliveries of these quantities was sent to the American Bank Note Co., and a Draft for \$1,480 in payment of their account for "engraving and furnishing of Postage Stamps" was also forwarded by separate post. It is difficult to determine how the amount of \$1,480 is made up, unless it be that a charge of \$150 per plate was made for all the five plates (this sum was the charge made for the 10d. and $\frac{1}{2}$ d. plates in 1854 and 1857 respectively). According to the records, the first order was for:—

1,500,000 1c.
1,500,000 5c.
100,000 10c.
100,000 $12\frac{1}{2}$ c.
50,000 $17\frac{1}{2}$ c.

and. as the cost was 25c. per 1000 (20c. for printing, 5c. for perforating), the charge should have been

Cost of Engraving five plates (at \$150) \$812.50
750.00

making a total of \$1562.50

Possibly the Bank Note Co. made an allowance on the cost of engraving: as the vignettes of the pence dies were used for making the cents dies, which therefore did not require engraving completely, the difference might well have represented a discount.

From the foregoing figures one would assume that a charge was made for engraving the plates, yet in the letters which subsequently passed between the Post Office department and the American Bank Note Co., up to April, 1866—so ably tabulated by W. S. Boggs—whilst the orders for the 5c. are given and acknowledged, there is no reference to an additional plate of the 5c., nor was

any charge made for any additional plates for this issue. Clifford A. Howes, in his "Canada—Its Postage Stamps and Postal Stationery," states that according to the Post Office records, the average annual payment to the American Bank Note Co., during the nine years the 1859 issue was in use, was under \$2,000. As this business was obviously on a much smaller scale than the American Bank Note Co. had expected, a charge would almost certainly have been made; indeed, finding the contract unprofitable, the company claimed in 1865 for an advance in price on the ground of increased costs, further evidence, surely, they would not have incurred the expense of preparing new plates without charge.

The final, and incontrovertible proof that only one plate was made for the 5c. Beaver is, in my opinion, contained in the Epilogue to the Provincial issues at page 216 of "Postage Stamps and Postal History of Canada" by W. S. Boggs. In the correspondence here cited relating to the disposition of the dies, rollers, and plates of the stamps of the various Canadian Provinces made by Rawdon, Wright, Hatch and Edson, and the American Bank Note Co., prior to 1867, T. H. Freeland (Vice-President of the American Bank Note Co.), writing to R. M. Coulter (Deputy Postmaster-General) on February 19th, 1902, states that three boxes had been shipped to Ottawa—Box No. 1 containing 11 cancelled Plates of Postage Stamps of the Province of Canada, the list of Plates being as follows:—

Item No. 1	Cancelled Plate	100 stamps	$\frac{1}{2}$ penny.
2	" "	100 "	1 cent
3	" "	100 "	2 cents
4	" "	100 "	5 cents
5	" "	200 "	3 pence
6	" "	200 "	6 pence
7	" "	120 "	8 pence Sterling
8	" "	120 "	6 pence Sterling
9	" "	100 "	10 cents
10	" "	100 "	12 $\frac{1}{2}$ cents
11	" "	100 "	17 cents

Therefore, if more than one plate of the 5c. had been engraved, it would necessarily have been returned to the Post Office Department, in accordance with the instructions of the Deputy Postmaster-General of Canada contained in his letters of October 4th and November 8th, 1901, for the Dies and Plates were the property of the Canadian Post Office Department.

Factual confirmation of this reasoned thesis that only one plate was used for printing the 1859 5c. Beavers could be obtained only by an intensive study of all the proof sheets in existence. It would first be necessary to determine the original proof taken before the stamps were printed from the plate—as this proof was invariably pulled in black, I would suggest that specialists interested in the subject should endeavour to ascertain whether a plate proof sheet in black does exist. The contemporary proofs in colour were most probably pulled at various stages whilst the plate was at press. From my own researches on the limited amount of Proof material available, I find that the black proofs have the engraved lines more clearly defined than the Proofs in colour and, at the risk of bringing down upon myself the wrath and cynical criticisms of students with a large amount of Proof material, I would venture to suggest that the Black Proofs were pulled immediately the plates were completed, and are therefore the original Plate Proofs. The Proofs in the colour of the issued stamp, overprinted "Specimen," were probably the samples submitted to the Post Office Department, whilst the proofs in colour of issue WITHOUT the "Specimen" overprint (of which the majority I have seen show the usual criteria of Re-entry) were probably contemporary proofs pulled at various stages whilst the plate was at press, doubtless after each repair to the plate. There is evidence that the printers DID take a proof from the plate after each

repair. The tree flaw on stamp No. 10 perf. $11\frac{3}{4} \times 11\frac{3}{4}$ exists in a block of 14 in proof state in the colour of the issued stamp, all 14 stamps re-entered on a plate without Imprint: moreover, the shoulder flaw on the 17c. appears on a proof impression, and as this variety occurred only on the last printing, these two examples rather suggest that proofs were pulled during each printing. A further study of the plate proof sheets in existence would without doubt help considerably in establishing the number of repairs by re-entry made to this plate.

Mr Lees-Jones has ungrudgingly allowed me to examine the material in his collection, and I have found many pieces that help to confirm my theory: he has in addition provided me with charts of the North margins of the so-called Plates 1 and 2, and I was immediately impressed by the fact that the imprints on stamps 31 and 81 were laid down in identical positions on both plates. The plate position dots in the West margins were also identical on stamps Nos. 1, 21 and 71, and the C dots on "both plates" were identical vertical positions on stamps Nos. 1, 21, 51, 61 and 81. If there were two plates, the siderographer who entered the transfer roller and the imprint must have had mechanical assistance, for it would be impossible to achieve such precision by the human hand alone. On the chart of Plate 1, positions 31 and 81, both show imprints, but Boggs, at Page 188, in his Note on Plates of the 5c., states that imprints do not occur on Plate 1 and 2 and, according to the information I have gleaned from specialists of Canadian stamps, imprints have not so far been found on the stamps perf. $11\frac{3}{4} \times 11\frac{3}{4}$ or the first stamps printed from the plate: this conclusion points to the fact that the positions 31 and 81 on Major Chapman's chart do not show the position dots and Plate markings from an early state of the plate, and consequently should not have been used for comparison in an endeavour to prove that more than one plate existed.

I have previously stated that spots and scratches cannot possibly be of any aid in identifying the number of plates, as many of them are probably caused by corrosion, and it is possible that they would alter considerably in appearance during the lifetime of the plate: again, the repair by re-entry which certainly took place from time to time and eliminate flaws in certain positions on the stamp and produce others in a quite different position, thus producing an insoluble puzzle.

Whilst examining Mr Lees-Jones' copies of the 5c. Beaver, I noticed that in a block of 14 proofs of the 5c. (2 x 7) from the North-East corner, stamp No. 10 showed the Tree flaw; according to Calder's classification of Plate flaws, this variety occurs only on Plate 1, perf. $11\frac{3}{4} \times 11\frac{3}{4}$. This fact is enlightening because in this block of 14 proofs almost every stamp shows some indication of the re-applications of the transfer roller—No. 9 shows definite duplications: No. 10 shows definite signs of re-entry, and although it is not recorded in the classification of re-entries by Calder, it does prove that the variety No. 10 from Plate 1 can be found in at least two states and that Plate 1 was extensively repaired by re-entry. As the block has large margins and **no** imprints, it must have been re-entered prior to the issue of the Plate with imprints, and consequently cannot possibly be the suggested Plate 3 (Plate 1—re-entered). Fortunately, Mr Lees-Jones has a fine lot of West-marginal pieces, and I had the opportunity of examining a South-West corner block of 12 proofs in colour horizontally overprinted "Specimen"; this piece shows positions 61, 71, 81 and 91 without Imprint. Position 61 shows that the subject was rocked into the plate at an angle, so that the North-East and South-West frame lines are $\frac{3}{10}$ ths of a mm. higher than the adjoining impression No. 62. The Plate dot in the West margin is $\frac{2}{5}$ ths of a mm. higher than the bottom frame line, and there is no evidence of re-entry. From the same position on the plate (No. 61) I also examined eight copies of the stamp perf. $12 \times 11\frac{3}{4}$ (one on cover dated August 5, 1864), and three copies of the stamp perf. 12×12 , of which only two showed the Imprint in the extreme South-West corner, and I found that the S.W. position dot on all the stamps was only $\frac{1}{5}$ mm. above the lower frame

line. However, all the stamps show traces of re-entry, the extreme N.W. inner frame line and the bottom frame lines (both inner and outer) show duplication. In addition, the inner frame line at North-East is also double, and the plate dot is $2/5$ mm. higher than the line which is found below the lower frame line: it would thus appear that when Impression No. 61 was re-entered, the angle at which the original impression was rocked in had been corrected by $1/5$ mm. and the position dot had also varied by $1/5$ mm., so that No. 61 could show two different position dots and yet still be from the same plate. As this stamp is found not only perf. $12 \times 11\frac{3}{4}$, but also perf. 12×12 , both with imprint, it demonstrates that the one plate was used during the period the stamps were perforated by the three types of perforation, that the imprints must have been added to the original Plate or Plate 1, and that the stamps perforated $12 \times 11\frac{3}{4}$ and 12×12 were also printed from the same plate, NOT from two plates as listed by Boggs at Page 188. It is also interesting to note that on the block of proofs No. 61 shows two dots in the C, and the issued stamps show the same two dots in the identical position in the C, although on worn impressions the upper or smaller dot is hardly discernible, and may possibly be absent altogether on much worn impressions.

It should be borne in mind that the wearing of a plate could result in the thickening of the letters "Canada Postage" and "Five Cents": consequently on a worn impression the C of Cents would broaden and would thus alter the horizontal position of the C dot whilst not affecting the vertical: re-application of the transfer roller would then bring the subject back to its original or normal appearance, resulting in the reversion of the C dot to its normal position. It is, therefore, inadvisable to attach any importance to the fractional differences between the horizontal positions of the C dots when other criteria indicate similar plate positions.

If any collector possesses copies of the 1859 5c. from position No. 61 with perf. $11\frac{3}{4} \times 11\frac{3}{4}$ I would indeed be very happy to have the loan of such material, as I am of the opinion that it may be possible, after examining stamps from this position, to ascertain the date when the first repair to this plate occurred. Also, if collectors would submit stamps perf. $11\frac{3}{4} \times 11\frac{3}{4}$ from the other West-marginal positions such stamps might throw additional light on this problem.

Finally, I might also record that up to the present no satisfactory or conclusive proof has been published to alter my opinion that only one plate was made for the 1859 1c. value, and this plate, repaired when necessary, produced the 275,000 impressions printed for this denomination.

CANADIAN RAILWAY POST OFFICE CANCELLATIONS (R.P.O.'s)

By L. F. GILLAM (568)

I have read Mr Davies' recent article on Railway Post Offices in Canada with considerable pleasure, and welcome it as an indication of the growth of interest in a field which has been conspicuously neglected in the past. As far as I am aware, Mr Shaw's very comprehensive catalogue is the first serious attempt to collate all known routes and strikes, as distinct from the earlier works of Messrs. Garrett and Boggs, which do not pretend to cover the post Victorian period, admirable enough though they undoubtedly are.

In this short article I shall attempt to answer as many of the points raised by Mr Davies as I possibly can, and at the same time shall probably pose many further questions which, I hope, that time and better-informed readers will help us to resolve.

As I have already indicated, Shaw's catalogue is the only known authoritative work dealing solely with Canadian R.P.O.s, and as far as I can see, the serious collector can only supplement this by the gradual accumulation of

articles dealing with this particular branch of B.N.A. philately—a common enough practice. In this connection Mr Daggett's proposal to compile an abstract of B.N.A. articles merits the support of all members, whatever their degree of specialisation or interest, and should prove of use to all.

Mr Davies states that there is some doubt as to when mail was first carried by Canadian railways. It seems to me highly probable that mail in closed bags was carried as ordinary freight in the charge of the guard or conductor (as distinct from an official of the P.O.) from the earliest days, i.e. July, 1836, when the La Prairie-St. John's Railroad was opened. I agree that there is no evidence of this, but it is inconceivable that such an obvious means of expediting the delivery of mail, especially between the U.S.A. and Montreal, should be overlooked by the postal authorities.

The efficient conduct of P.O. business, however, presupposes the employment of P.O. clerks solely engaged in the supervision, sorting and distribution of mail, and it appears that it was not until 1853 that P.O. officials were appointed for this purpose on the St. Lawrence and Atlantic Railroad. The two dates given by Mr Davies are, therefore, correct and not inconsistent:

1836 (circa)—1853—Unsupervised "semi-official" carriage of mails by railway.

1853 onwards—The appointment of travelling P.O. clerks, who at first worked singly and carried out the several duties of distribution, sorting, etc., in a small compartment partitioned off in the guard's van. In this connection it is interesting to note that as late as 1867 the P.M.G. was complaining to the Manager of the G.T. Railway that P.O. car 24 on the Montreal-Island Pond route was "very small and insufficiently equipped"—being only 9½ feet long and furnished with a sorting table 15 ins. wide. The number of original appointments as travelling clerks appears to have been 32 permanent and 12 temporary (seasonal?) employees. By 1857 the permanent staff had increased to 59, and known routes on which P.O. staff are stated to have been employed are:—

1. Montreal, St. John's and Rouse's Point (U.S.A.).
2. Richmond and Sherbrooke.
3. Barrie and Toronto.
4. Montreal and Ogdensburg (U.S.A.).
5. Windsor and Suspension Bridge (Niagara Falls).
6. Montreal and Plattsburg (U.S.A.).
7. Burlington and Rouse's Point (U.S.A.).
8. Chippawa and Niagara.
9. Coburgh and Peterboro'.
10. Industrie and Montcalm.
11. Lewiston and Toronto.
12. Montreal and Quebec. X
13. Ogdensburg and Rouse's Point (U.S.A.).
14. Bytown (Ottawa) and Prescott. X
15. Brockville and Ottawa. X
16. Quebec and Richmond. X
17. Montreal and Brockville, 1857. X
18. Toronto and Sarnia. X

Two years later the following additional routes were in operation:—

1. Ottawa and Grenville. X
2. Montreal and Kingston. X

X Special postmarks known to exist.

Some early cancellations consisted of the name of the railroad only, e.g.,

- * a. St. Lawrence and Atlantic Railway (serving Richmond and Sherbrooke (1855).
- b. G.W.R. (serving Toronto and Sarnia).
- * c. Simcoe and Huron R.R. (1860) (Northern R.R., later C.T.R.).
- d. Welland R.R. (1860?)

e. London R.R.

* Obliterators ordered in 1853.

It is possible to divide the development of railway communication in Canada into two distinct phases. Although the first railway was constructed in 1836—it was little more than a tramway of 25 miles—subsequent development appears to have been slow. The reasons for this were many, not the least being the opposition of the Canal companies, which carried the bulk of the grain traffic in the 1840's, technical difficulties (the first locomotive was imported from Great Britain), the lack of coal and steel (early Canadian engines were wood-burning and the rails made from the ubiquitous maple), and adverse topographical and climatic features all combined to present almost insuperable difficulties to railway engineers. It is, therefore, not surprising to find that for nearly 15 years after 1836 the amount of railway construction was negligible.

After 1850, however, British capital was attracted to an increasing extent, and the assistance and experience of British and American engineers became available. Railway inter-communication between Quebec and Windsor was effected by 1857, thus reducing the time of mail transit from more than 10 days to 48 hours. Toronto had already been linked to Collingwood on Georgian Bay in 1855, and Niagara Falls with Windsor in the previous year.

Eastern Canada had been linked to the U.S.A. with the extension of the Champlain and St. Lawrence Railway to Rouse's Point in 1851, while Upper Canada (Windsor) enjoyed direct rail communication with the N.Y. Central Railroad following the building of Suspension Bridge in 1855. The construction of the mile-long Victoria Tubular Bridge by Alexander Ross in 1860 provided Montreal with direct rail communication with the Atlantic via Rouse's Point. Calgary was reached in 1883, and the whole vast hinterland of the Prairie Provinces opened up. By 1886 (with the tunnel under the St. Clair River), Montreal was connected with Chicago, and the main links between Canada and the U.S.A. had been forged. This, of course, only serves to illustrate the main lines of railway development. Equally feverish activities were witnessed as branch and subsidiary lines were constructed.

The possibilities offered by an ever-expanding continental railway system as a means of expediting mail delivery were soon appreciated by the Canadian Postal Authorities. The exploitation of the travelling post office played a large part, as indeed it still does, in effecting the utmost economy of time in a country where long-distance train services are of necessity infrequent and journeys of thousands of miles are commonplace. By means of station letter boxes mail can be loaded until the time of train departure, and sorted and distributed en route.

At the time of writing Shaw's catalogue lists some 1,600 separate and distinct railway postal markings, covering hundreds of routes, many of which owing to reorganisation and extension of railways are no longer in use. In 1935 there were some 222 Railway P.O.'s, covering about 170 different routes. New "runs" are frequently introduced and old ones discontinued. When it is considered that the Canadian P.O. has issued nearly 500 different stamps, excluding "paper" and other varieties, and that even parcels are dealt with (exceptionally) by the R.P.O.'s, the number of possible combinations of stamps and postal marking is astronomical. I think that the difficulties in writing up and arranging a collection of postal markings often stem from a failure to appreciate this fact. Further complications are introduced by attempts to specialise in minor varieties of Post Mark occasioned by different train numbers, clerks' numbers or names, route numbers and directions. This is an impossible task. I am firmly convinced that a reference collection on purely representative lines is the only feasible and practical alternative to the difficulties posed by Mr Davies, and I should like briefly to outline the method which I have adopted to overcome them.

In the first place, each postal marking listed in the catalogue as a separate collectable item is represented by two stamps cancelled with the earliest and

latest example of the use of a particular strike available. The only sub-division which I allow myself is in the frequent case where train numbers have been substituted for the earlier compass directions, the rest of the strike remaining intrinsically the same.

To take a concrete example to illustrate this, Shaw's serial No. 36 Halifax and Campbellton is represented by four stamps mounted in pairs, one pair under the other to the left of the loose leaf page. The first pair are S.G. 174 and 200, and the second pair S.G. 249 and 375 respectively. On the right of the page opposite the stamps concerned I write up the various train numbers or directions known to exist according to Shaw, or which I have actually seen myself. The examples of particular strikes remain in my collection until earlier, later or better examples of the strike are found, when they are, of course, substituted and the discarded items used for exchange. The operative factor in this system being the date of the postmark and not the actual stamp since no Canadian stamps have yet been demonetized, and the use of stamps long after their period of normal currency has passed is not uncommon.

Two further points remain to be covered. The first concerns routes which have apparently been discontinued. Here, I think, the catalogue is an invaluable guide, and, as in the previous instance, I think that a concrete example from my own collection will best serve to illustrate my point. The Annapolis and Yarmouth R.P.O. does not seem to have been in operation since the 1890's no later examples being known. It is highly probable that this is so, and in such cases I have no hesitation in writing up the particular route to this effect. The route can either be annotated "Probably discontinued circa 1890" or "No later example of postmark known."

I am fully aware that this method can be modified or expanded to suit individual tastes, and I should be the last to claim that it has any special recommendation apart from the fact that it is intelligible, practicable and satisfying.

Finally, the question of mounting needs to be considered. Six separate sections are required to cover routes originating in the Maritime Provinces, Quebec, Ontario, and the Western States, and Railway and Station postmarks. No attempt should be made to mount stamps until a reasonable number of examples in each section have been obtained, and the longer this is delayed the better. When stamps are mounted, they can be placed in alphabetical order of route, and pages should be numbered—no spaces being left for later additions. These should be mounted as they are acquired on pages marked correspondingly in numerical sequence, e.g., Page No. 3 contains the following routes:—Halifax, Digby and Yarmouth and Halifax and Moncton. When a fresh strike is obtained I annotate the original route "see also Page 3A," or whatever the number may be. I know that this is not a very satisfactory method, but know of none other except mounting stamps and writing them up on plain postcards two or three to a page, and mounting the cards alphabetically with photographic corner pieces. This is probably the better method for those with time and patience.

ANOTHER LONDON RE-UNION

Another re-union in London, similar to the one held last June, has been arranged for Saturday, the 7th February, 1953, from 2 p.m. to 6 p.m., at the Shaftesbury Hotel, Monmouth Street, London, W.C.2. Your Editor received the following STOP PRESS letter:—

Dear Fred,—Just hurried note in the hope that you will be able to put it into the January issue of Maple Leaves. We have just arranged for another C.P.S. of G.B. re-union in London, similar to the one held last June. This will take place at the Shaftesbury Hotel, Monmouth Street, London, W.C.2., on Saturday, 7th February, with the approximate time schedule as follows:—

The room will be open at 2 p.m., and until 4 p.m. all members and visitors will be able to view a little exhibition of material provided by various members, and at the same

time we shall be able to have pleasant chats with each other. This will be totally informal. Tea has been arranged at 4 o'clock, to be followed at 4.30 p.m. by a display by one of our prominent members. There hasn't yet been time to make the arrangements, but it is hoped that Mr Lees-Jones will be able to come down and give us this display. For those members who wish to carry on after 6 o'clock a small intimate room will be provided for this purpose, and dinner can also be had at the Shaftesbury Hotel at a reasonable price. Members who wish to come in the morning can also have lunch at the hotel at 1 p.m., and we shall, of course, arrange it so that we all sit together. It would be appreciated if everyone intending to come will advise either Mr Stanley Godden or myself if they want us to book them for lunch, tea and/or dinner.

I think it should be particularly stressed that we not only wish as many members as possible to come, but also to bring their friends with them, and as there will be quite an array of knowledgeable people on Canadian stamps, every member is invited to bring his "Queries" and questions along as well.

I trust that your arrangements will still enable you to give this news in quite a prominent place so as to attract as many as possible, and it must be understood that this is nothing arranged by the London group, but by the Society as a whole for as many of the North as can manage to come along.

Kindest regards,

Sincerely,

L. BARESH.

Don't forget to make a note of this date in your diary, and to turn up if you possibly can. It is even within the bounds of possibility that your Editor will make himself responsible for some of your entertainment, and this is an experience you should have, if only to know to avoid it on future occasions!

CANCELLATIONS AND POSTMARKS (4)

By L. BARESH (263)



Fig. 1



Fig. 2



Fig. 3



Fig. 4



Fig. 5



Fig. 6



Fig. 7

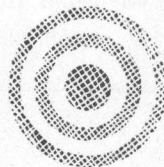


Fig. 8

In the last issue, which was combined with the Year Book, I had to economize in space, and illustrations were therefore omitted. Amongst the sketches shown in this issue the following refer to my previous notes:—

1. A standard four-ring numeral.
2. A three-ring numeral.
3. A one-ring numeral.
4. A carrier number.

We now come to the most popular group of ring numerals—the two-ring group

(Illustration 5). These were issued in early 1868 in accordance with the new arrangements resulting from the incorporation of several provinces in the new Dominion.

The numbers run from 1 to 60, being allocated to offices in accordance with their financial importance, Montreal receiving 1, Toronto 2, etc. As both the figures 6 and 9 were used, white cuts were made in the two rings below the numeral, as seen in illustration 6. This applies to both the 6 and the 9.

Whilst a list of these numerals was given in the 1949 C.P.S./G.B. Year Book, further researches and finds of covers enable us to fill in all the missing numbers with the only exception of 20, which still remains unidentified, and also to make several corrections. Judging by the number of letters I have received requesting lists of the four-ring numerals, it appears that the 1949 Year Book is no more generally available, and I therefore give below the complete listing.

TWO-RING NUMERAL CANCELLATIONS—1868-97.

- | | |
|---------------------|---------------------|
| 1. Montreal | 32. Barrie |
| 2. Toronto | 33. Sherbrooke |
| 3. Quebec | 34. Chatham |
| 4. Halifax | 35. Lindsay, C.W. |
| 5. Hamilton | 36. St. Johns, C.E. |
| 6. London | 37. Amherst |
| 7. St. John, N.B. | 38. Bowmanville |
| 8. Ottawa | 39. Whitby |
| 9. Kingston | 40. Cornwall |
| 10. Sydney, N.S. | 41. St. Mary's, |
| 11. Fredericton, | C.W. |
| N.B. | 42. Acton Vale |
| 12. St. Catharines, | 43. Windsor, N.S. |
| W. | 44. Owen Sound |
| 13. Belleville, | 45. Perth |
| Ont. | 46. Dundas |
| 14. Guelph, | 47. Napanee |
| 15. Brantford | 48. Simcoe |
| 16. Brockville | 49. Prescott |
| 17. St. Hyacinthe | 50. St. Andrews, |
| 18. Yarmouth, | N.B. |
| N.S. | 51. Picton |
| 19. Peterboro | 52. Caledon, U.C. |
| 20. Unidentified | 53. Three Rivers |

- | | |
|-------------------|-------------------|
| 21. Goderich | 54. Truro |
| 22. Galt | 55. Berlin, C.W. |
| 23. Woodstock | 56. Brampton, |
| 24. Stratford, | Ont. |
| C.W. | 57. Paris |
| 25. New Glasgow, | 58. St. Thomas |
| N.S. | West |
| 26. Windsor, C.W. | 59. Clinton, U.C. |
| 27. Ingersoll | 60. Newmarket |
| 28. Sarnia | 4. Watson's Cor- |
| 29. Coburg | ners, U.C. |
| 30. Picton, N.S. | (tall and thin |
| 31. Oshawa | numeral). |

It is by no means certain that this listing is absolutely correct as all the information had to be gathered from existing covers, no records having been found in any of the G.P.O. archives. Any fresh information, however, has to be sifted very carefully, as will be seen from two experiences I have had in the past. In one case I had a cover which clearly came from another place than is identified with the two-ring numeral which was struck on the stamp. As both places were close together it rather suggested that the cover passed through the main office and the two-ring numeral strike was in the nature of a transit marking. In the other case a stamp was struck with a town mark and a two-ring numeral of another town. There again, it is most likely that one of the markings represented either a transit or an arrival mark.

As to the identification of the two-ring numeral 22, not given in either Boggs or Jarrett, I illustrate a cover which ties the numeral to a circular issued by a manufacturer of Galt.

If not taken out within Thirty Days, the
Postmaster will oblige by returning to

The Gore District Mutual Fire Ins. Co., Galt, Ont.

THOS. M. SIMONS, Sec.

Circular



Saml. Phillips Esq.
Georgetown

The standard strike of the two-ring numeral was in black; they exist in various other colours, but such are definitely scarce. There exist also some variations in type, probably produced by local cuts due to loss of the officially issued obliterator. The fact that these are rather crude in appearance seems to support such a theory. In the case of the numeral 2 the rings are known to be intersected (see illustration 7). Several numbers—especially 1, 2 and 39—are also known to be struck through cloth—similar to illustration 8.

As the numbers were allocated in accordance with the financial importance of the Post Offices, one might logically expect the two-ring 1 to be the commonest, getting scarcer as the number gets higher. Whilst some of the high numbers, i.e. 56,

57, 59 and 60 are scarce, some of the lower numbers are even more difficult to find, and this applies particularly to 17, 20, 31, 34, 42 and 51. With a great deal of patience and a good slice of luck it is possible to complete the set on the Large Queens issue, but several numbers have never been seen on any Small Queens. If any reader has the numerals 8, 9, 19, 20, 25, 31, 42 or 51 on any stamp first issued in 1870 or later, I should be glad to have particulars.

Two of the letters I received following my notes in the last issue were full of apologies for writing and asking for some information. May I assure you all that I like to hear from everyone interested in this field, and the more of us who get together, the sooner can we jointly solve some of the many outstanding queries.

HIGH FACE VALUE CANADIAN STAMPS VERSUS PITNEY-BOWES

By FREDERICK E. EATON

(Reprinted from the Stanley Stamp Company's Newsletter)

In recent years the number of Canadian dollar stamps used has been greatly decreased through the coming of the Postage Meter. Business Houses across the entire Country have now nearly all adopted the meter, and if we but visit the parcel post counter in any big Canadian Post Office, the chances are that the Official will merely punch off a meter slip from a machine for the exact amount of the required postage and affix it to your parcel in lieu of the high value stamps that might otherwise have gladdened the heart of some philatelist. In this way the supply of the higher value Canadian stamps is being greatly and increasingly diminished.

Because of this growing trend to the meter machine, it is quite possible to foresee the day when nicely used high value Canadian stamps will be virtually impossible to obtain through commercial channels at big discounts from face value.

A few years ago, such Canadian dollar stamps as Scott No. 122 (SG 256) were traded in by the thousand at around \$1.00 per hundred, and they were common.

As late as 1930 the Parliament Dollar was selling at about \$4.00 per hundred, and around 1932, the Cavell sold at around the same price. Although the quantities printed of both these stamps were small, they were used in great quantities during their short lives, and were common.

1935 saw the Champlain Dollar widely circulated—and also the beginning of the Stamp Meter. Because of the meter, the price stiffened a little, to about \$5.00 per hundred, and the Chateau Ramesay Dollar was in much the same category while in use.

In 1942 we had the Destroyer \$, which was widely used as the troops overseas received hundreds of thousands of parcels

from their families at home, franked with this stamp. None the less, the straight commercial usage of this value in Canada was beginning to diminish, and, as the stamps were scattered all over the world, few big holdings of them remain today.

In 1946 we had the Ferry Boat Dollar, but with the ending of the World War and all its regulations, the meter machine boys really started going to town, and as the stamp neared the end of its postal life, it was remarkable how few were actually being used. (In our opinion, this will someday be a useful stamp.)

Last year, we were a people who were given an allegory in fish—a blue thing, so cluttered with the products of the sea that it looked like a freighter's bottom after 20 tropical years, but a stamp undoubtedly destined to be not only scarce, but good.

The FISH Dollar is so little used that we believe we can make the statement that not more than two dealers in the entire country have ever had a thousand copies of any quality. Very fine specimens are virtually non-existent.

There is perhaps only one real source for used Dollar stamps in Canada today, the Yukon and the Arctic North West Territories. From this area, divorced from Messrs. Pitney and Bowes insidious device, comes a steady trickle of these Dollar values on the furs, documents, samples of ores and gold which flow by air to the cities. Should the "P-B" boys ever get into the North, there might not be enough "Fish" to go round.

We believe that the used modern Canadian Dollar stamps will prove to be very desirable property in the years to come, thanks to Pitney-Bowes. (The same goes too, we believe, for the Fifty cent. values—Editor SSCN).

B.N.A. ABSTRACTS: Part III, A Progress Report

By H. M. DAGGETT, JR.

Since the proposal to start an abstract service covering BNA literature was first published in **BNA Topics** and in **Maple Leaves**, an encouraging number of completed questionnaires, often accompanied by offers of help or comments, suggestions and criticisms, have been received. The response has been encouraging enough to warrant starting the programme on a trial basis. Those who have written to me will have received, by the time this report is in print, a letter outlining what needs to be done to start the ball rolling. Those who have offered assistance have been asked to assume responsibility for covering one or two periodicals as they have indicated.

Offers of help for covering some forty periodicals have been received. There are still some that we should try to cover. These are: Aero Field, Aero Philatelist's News, Airpost Journal, Australian Stamp

Journal, Covers, CPS Bulletin, CPS Newsletter, EMCO Monthly Journal, Linn's Weekly Stamp News, Philatelic Contact, Philatelic Journal of Great Britain, Postal History, Sanabria's Airpost and British Empire News, Seaposter, Stamp Collector's Bulletin, Stamp Collector's Digest, Stamp Collector's Fortnightly, Stamp Collector's Guide to Periodical Literature, Stamp Fair, Stamp Mirror, Stamp Specialist, West End Philatelist. Possibly not all of these contain much material of BNA interest, but I feel that they should be looked at. If anyone would like to help and take on responsibility for any of these, please let me know.

Later, it will be necessary to print extracts from the Directions to Reviewers and Abstractors. This will be necessary to let those that will be reading or using the abstracts become acquainted with the methods used in their preparation.

NOTES ON THE 1859 ISSUE

By J. MILLAR ALLEN (422)

The beautiful and popular 1859 set of Canadian stamps provides a very wide field of study and research and most of the ground has been covered by eminent philatelists including our past President, Mr. R. W. T. Lees-Jones, F.R.P.S.L., and we are greatly indebted to all of them for the enlightenment they have given us on the many facets of this issue. The writer wishes here to touch on a few points that have arisen on his examination of the Imprints and Perforations.

The Imprint which reads "American Bank Note Co., New-York." was, we learn from several sources, added in eight different positions to the Plates of each of the values with the exception of the 17c. in the year 1864, and it is the various positions of this Imprint relative to the positions of the stamps that the writer intends to consider.

It will be noted that the left and right (or longer) sides of the design of the 1c., 2c., 10c. and 12½c. and the top and bottom (or longer) sides of the design of the 5c. measure 23 mm. (or very slightly under in some cases) and that the Imprint measures 24mm. including the period after "York." Thus we see that the Imprint only extends half a millimetre at either side beyond the end of the design and, consequently, on a well-centred stamp the whole length of the Imprint will appear in the margin outside the design on its longer side, i.e. opposite one stamp only and not on either adjoining stamp. However, in the case of a badly centred copy, a line or dot of the Imprint could appear in the margin of an adjoining stamp, but the mark would be undecipherable on that stamp, unless in pair with the copy having the full Imprint.

Therefore, on the 1c., 2c. and 12½c., the Imprint would appear at the left of the design opposite stamps numbers 21 and 71 and at the right of the design opposite stamps numbers 30 and 80. Following the same line of argument, the Imprint on the 5c. Beaver appears at the top of the design above stamps numbers 3 and 8 and at the bottom below stamps numbers 93 and 98. W. S. Boggs gives a table of the positions of the Imprint in Column I at page 186, but states that the Imprint is 28 mm. long instead of 24 mm. and he has evidently budgeted for this length in giving his positions. On the shorter sides of each of the values mentioned above, the Imprint or part thereof appears on the three adjoining stamps as set out in his table.

Another point arises here as to the bottom Imprints on the 1c. value. These are Normal and not Inverted, as stated by Boggs, and this is possibly a misprint, as he illustrates on page 185 the Imprint on the 1c. at the bottom of the sheet as Normal. Again, the Imprint on the 10c., which is opposite only two stamps all round the Plate, is Inverted at the bottom of the Plate and not Normal as given in the table.

The varieties of Perforation found in this set were clarified by the researches of Dr. Reford of Montreal and other leading authorities, and their conclusions were that all the values (except the 2c.) when first issued came in perforation 11½ x 11½ and then changed late in 1862 to 12 x 11½ (in the case of the 5c. it came also 11½ x 12) and then a further change took place late in 1864 to perforation 12 x 12. As the 2c. was not issued until 1864, it occurs first in perforation 12 x 11½ and changed at the

same time as the other values to 12 x 12.

These perforation variations are a very good general guide to the dating of the period of issue of any particular stamp and are generally used for that purpose (in conjunction with variations of shade) by collectors of this issue.

However, on examination of numerous copies of the several values, it appears that other combinations of these perforations do occur, and even the perforation of $11\frac{1}{2}$ is found. Appended below are some examples of these anomalies which the writer has found on some of the values in his collection:—

- 5c. Perf. $11\frac{1}{2}$ x $11\frac{1}{2}$.
 10c. .. $11\frac{1}{4}$ x 12 (Two copies, one dated 2nd. July 1868)

- 12 $\frac{1}{2}$ c. .. $11\frac{1}{2}$ x $11\frac{1}{4}$ (Two copies, one dated June 1862)
 12 $\frac{1}{2}$ c. .. $11\frac{1}{4}$ x 12 (Blue green shade)
 17c. .. $11\frac{1}{2}$ x $11\frac{1}{4}$ (Two copies)
 17c. .. $11\frac{1}{4}$ x 12 (Two copies).

The question arises as to whether this Perforation-Date test can be regarded as a hard and fast rule and have other readers also found examples of the variations from the rule amongst their collections.

To add a footnote and give due acknowledgment, the fact that the Imprint is only 24 mm. long was first pointed out by "F.B." in his Canadian Column of "Stamp Collecting" on 31st August, 1951, and he also referred to the Imprint on the 1c. value not being Inverted at the bottom of the sheet.

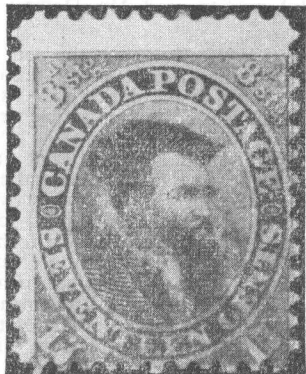
LETTERS TO THE EDITOR

BURR ON SHOULDER FLAW.

Dear Sir,

I would be grateful if you could show the enclosed photograph in your next edition followed by these paragraphs.

No doubt the famous Balloon Flaw (known to us as the "Burr on Shoulder" flaw—Editor) discovered about 25 years



ago and mentioned in every specialised handbook, is a rarity most readers of Maple Leaves have heard and read about. Stamp No. 7 on the only plate of Canada's 17c. Cartier, it developed during the very last printing or printings, and the number of copies known to date totals less than one dozen.

I am at present attempting to gather all informative data of this variety, and shall be pleased if any owners reading this will contact me.

Thanking you in anticipation Mr. Editor, I remain with personal compliments upon the excellence of your publication.

Yours faithfully,

PETER J. HURST (488)

(Apt. 416, 1355 Drummond St., Montreal, Canada.)

15 CENTS LARGE QUEEN.

Dear Sir,

Being a newcomer to the C.P.S. of G.B., and also the field of Canadian philately, I am hoping you may be able to help me. I am enclosing a photograph of a 15 cent Large Queen which has a distinct flaw in the cross stroke of the right "5".

I haven't been able to find any reference to this in any of the articles I have been able to find on the varieties of the Large Queen, but as my literature resources are very limited I have no means of knowing if this is a real variety or not.

The actual stamp is in a shade of purple, and I will gladly forward it if of



sufficient interest. I am writing to you in the first place as I thought my "item" might be of interest (I hope it is as interesting as Maple Leaves—I've read it through twice already).

Yours very sincerely,

K. HOROBIN (594)

CANCELLATIONS.

Dear Sir,

I noticed with interest Mr. A. R. Walker's queries regarding cancellations on page 105 of the November, 1952 edition of "Maple Leaves."

With reference to query 2, The undated Montreal cancellation. This strike is part of a double handstamp used with a 13 bar circular "killer" the same size as the circular "Montreal-Canada" which Mr Walker illustrated.

I cannot explain the omission of the year, but can only add a complication to the fact. I have covers with 4 types of cancellation for Montreal covering a period of nearly 12 years from MY 19 '80 to FE 18 '92, each with the year missing on the Montreal cancellation. The above dates have been obtained from the back-stamps of the town of arrival, with the following exceptions. These cover all the printed postcards between April 30, 1890 and February 1892 from the "Witness" Office, Montreal, these have no backstamp, in spite of the fact that some of these cards have been sent abroad. However, all of these printed cards have the printed date in the address of the "Witness" Office.

I thought at first that Montreal might have used this cancellation for either local or internal mail of printed type, but this cannot be so as I have several covers—just envelopes with ordinary stamps sent all over the world, and the only available year is from the backstamp.

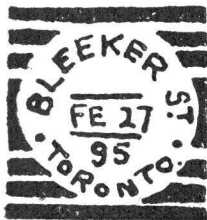
It may be possible that it was the custom of backstamping which allowed the post office at Montreal to make use of the more detailed indicia, thus depending on the backstamp for the year.

Yours sincerely,

LORNA COOKE.

Dear Sir,

Can any member help me with the following problem? Dr. Alfred Whitehead, (611) first pointed out to me the existence of two hammers of the "Square



Hammer I.



Hammer II

Circle" cancellation for BLEEKER ST., TORONTO (Jarrett 373). These are interesting as the spelling differs. The earlier

hammer shows BLEEKER ST. and the later one BLEEKER ST. I have only one cover of hammer 1, dated FE 27/95. My earliest copy of the second hammer is dated MY 12/95, and all my subsequent copies for this post office "Square Circle" are hammer 2. As hammer 1 was in an excellent condition by February 1895, it seems strange that a new hammer was used only six weeks later. Most other towns using this cancellation only replaced a hammer when it was too worn for reasonable use. Could it be that the hammer was abandoned owing to the spelling BLEEKER?

I should like to hear from members of any dates of hammer 1 before and after that on my cover, and also any date for hammer 2 before MY 12/95. If hammer 1 was abandoned then it may well have had a short life. To date, I know of only one other copy of hammer 1.

Yours sincerely,

LORNA COOKE.

R.P.O.s.

Dear Sir,

I am sure that I am echoing the sentiments of all collectors of Canadian Rlwy. Post Marks when I say how pleased I was to read Mr. Davies' recent article.

May I briefly comment thereon, not in a spirit of criticism, but as a "fellow traveller" equally in the dark as far as many of the points raised in this article are concerned.

Firstly, I should like to point out that Shaw's excellent catalogue does indicate the length of usage of various strikes by quoting Scott's catalogue numbers of the earliest and latest stamps known to be cancelled by the strike in question. Such information is, of course, subject to amendment, and the numerous supplements and addendums issued are the result of the co-operation of interested collectors with the catalogue publisher. The adequacy of such an arrangement depends entirely on the willingness of enthusiasts to publicise their findings, and in this respect "lone wolf" tactics have no more to recommend them than in any other branch of philately.

May I express the hope that as a result of the proposed R.P.O. study group members will come forward with suggestions and information not so far available in Shaw's catalogue. I am quite willing to collate the latter and forward it to Mr. Shaw periodically.

I have been collecting this type of cancellation for several years, and quite early on realised that the magnitude of the field precluded anything but a representative collection of as many strikes as possible. When it is realised that it is possible to have the same strike on hundreds of different stamps the advisability of restricting oneself to the earliest and latest example

of the use of a strike becomes all the more apparent, and the insuperable difficulties involved in mounting a 'comprehensive' collection—I have experienced these—only serve to confirm my judgment. I need hardly add that even a "token" collection of a representative nature fully extends the enthusiast, but it does (with the aid of the Catalogue) make the planning of a collection on loose leaves practicable, worthwhile and satisfying. I do not think that collecting on these lines involves any difficulties. Writing up is so largely a question of taste, that I do not feel disposed to comment upon it at all, beyond the fact that 'too much' can be worse than 'too little.' The greatest difficulty involves the question of dates. Here again the catalogue gives an excellent guide to the duration of a 'strike,' but since this will vary as the collection develops, I do not feel that neat pencilled notes can reasonably be objected to, even for display purposes. When all is considered, it is a specialist study upon which the last word will probably never be written.

Having said this, Sir, I am prompted to have (to your relief, no doubt), my last word. All power to Mr. Davies' elbow! May I assure him that I do heartily endorse the plea contained in the final paragraph of his letter. In the words of the old song "The more we pull together, etc."

Yours sincerely,
L. F. GILLAM (568).

PASSED FOR EXPORT.

Dear Sir,

The following note concerns the "Passed for Export" marking, last mentioned in the Editorial of January, 1952. I find I have two covers, details as follows:—

1. 1940 Halifax to England, Registered Airmail, marked "Passed for Export," and also bearing a red stamp "From H.M. Ship—Passed by Censor."
2. 1941 Montreal to England (from Royal Bank of Canada to Lloyds Bank) Registered, marked "Passed for Export—by Exchange Control Board" and initialed by "Manager." This letter had been opened and resealed by a gummed slip printed "Examiner 307."

Yours faithfully,
R. S. CAMPKIN (590)

MONEY LETTER OVERPRINT.

Dear Sir,

I enclose a 1893 Small Queen 8c, overprinted "Money Letter." Perhaps you would consider giving it a little mention in the next issue of "Maple Leaves."

STUDY CIRCLES

We are pleased to report Mr Gillam 30, Brecklands, Broom, Rotherham, Yorks, who is leader for the R.P.O. and T.P.O. Study Circle, now has his circulation file in full swing and on its rounds. Any members interested in this branch drop him a note and have their names included in the circle. Mr Gillam also would like to know of any members who have any scraps, cuttings or

I can find no mention of such an overprint in any of the standard works and Mr Fraser has shown it around at Bournemouth, fishing to no avail (To all our Convention experts!—Editor).

It has been suggested that the overprint may have been applied privately by some large firm—some knowledgeable member may be able to throw some light on the matter.

I do not think it would illustrate very well (It wouldn't—Editor) but I am in no hurry to have the stamp returned if you wish to have a block made.

Yours very sincerely,
D. J. BREWER (372).

EDITOR'S NOTE.—A heavy "R" cancellation, apparently over the overprint, together with the dark background of the stamp, make normal illustrating of this item impossible. Local printer tells me the overprint is in type known as "10 point Caslon Old Face."

CANADA COILS

Dear Sir,

With reference to the misalignment commented on by Mr Walker on page 92 of the last Journal, I have found the ONE CENT value, S.G. 419, misaligned in a strip of four. The misalignment is not great—about $\frac{1}{2}$ mm.

Yours faithfully,
NORMAN TODD.

PERFINS AND USED ABROAD

Dear Sir,

Whilst going through some auction purchases I came across the enclosed stamp. It is the 1937 TEN CENTS, perforated not O.H.M.S. but O.H.N. The "N" I take it should be "M," but the "S" is completely missing.

With reference to Mr Fraser's article on Canadian stamps used in Nippon, I have the 1912-1918 FIVE CENTS with violet postmark YOKOHAMA JAPAN dated 2nd June, 1916.

I have also a PAQUEBOT cover, 1932 THREE CENTS scarlet, date not clear: and finally a 1935 THREE CENTS postmarked 19th October, 1935 BRITISH GUIANA in double circle.

Yours faithfully,
W. MATTHEWS (525).

Editor's Note.—The perforation of the 1937 10c. is quite clearly OHN (no stops). The "N" is a proper and complete letter and is not a damaged "M." This is presumably the perforation of a private person or firm.

We are pleased to report Mr Gillam,

information relating to this subject, and would they pass these on to him for the circulation file.

Those who are interested in the Edward VIII Issue please contact Mr G. B. Harper.

The Admiral Circulation file is still gathering information regarding this issue.

but it is surprising how many members of this circle are content just to read it and then send it further on its way. Don't be afraid to write in your comments on points—it is only this way we can get information.

I have had many requests for the starting of a Study Circle on the Large Heads, and one on the Small Heads. It is also difficult to get a Leader for each of these groups. Members want these files but say they are far too busy to take over

leadership. I hate rubbing it in, but "if nothing is put into the hat, nothing can be taken out."

I may point out my own commitments outside of the Society are very large, and that goes for every office-bearer in the Society, yet we all manage to put in a little extra, so let us have a spate of volunteers to lead the various Study Circles.

A. E. STEPHENSON,

Convener of Study Circles.

GROUP ACTIVITIES

Meetings of the LONDON GROUP are held at 6.30 pm in the Conference Room of the COMMERCIAL COUNSELLOR FOR CANADA (R. P. Bower Esq.) Sun Life Buildings, 2, Cockspur Street, London S.W.1. The Hon. Secretary is Dr. LORNA COOKE of 22, Essenden Road, Sanderstead, Surrey. The programme for the remainder of the season is

- Jan. 22 Research into Early Canadian Stamps—Brigadier M. A. Studd, D.S.O., M.C., F.R.P.S.L.
- Feb. 26 Canadian Postal History—Nugent M. Clougher, F.R.P.S.L.
- Mar. 19 Entires.
- Apl. 16 Display by Three Members.
- May 14 Cancellations.
- May 28 My most interesting find.

The meetings are all on Thursdays. It is hoped to hold Auctions on the evenings of Mar. 19, Apl. 16, and May 14.

The programme of the GLASGOW GROUP printed last month was only a proposed one and was not adopted. The group decided to pursue studies and discussions amongst its own membership. The Hon. Secretary, David J. Pirrie of 201, Auchinairn Road, Bishopbriggs, Glasgow, tells us that the new policy has certainly paid divi-

dends at the last two meetings. "Those present have been unanimous in admitting that there is very much more to be learned in this way than in a somewhat detached and hurried viewing of displays from outside members, which normally allow of little time for discussion." A report of meetings so far:—

15th September. Ten present. Display from the collection of Mr. John Anderson of Aberdeen—galaxy of Large Heads—interesting cancellations—pre-stamp and early stamped covers—Bothwell watermarks.

20th October. Nine members present. Report on Convention by Mr. McGuigan—report on Auction and Social side by President Gardner—display of Member McGuigan's prize-winning study of 1c. green Admiral—display of 3c. Small Heads by Col. McLellan.

17th November. Five present. Talk by Col. McLellan on papers used for the early issues of Canada—issues up to and including Large Heads—beautifully illustrated by fine examples from his own collection. "By the evening's close we were all able to recognise the various papers used."

PORT HOOD PROVISIONALS, 1899

By A. E. STEPHENSON, F.C.P.S.

Further to my article in M.L. No 20 of July 1951, in which I stated that the Port Hood Provisionals were issued only on the one day, 5th January, 1899. This was based on the Post Office statement of the time. I also made a note that I had seen a copy dated 4th. Jan. and that I had no reason to doubt it being the genuine article.

I have now received a letter from E. K. Allen (531) of Nova Scotia which I append below.

240 Spring Garden Rd.,
Halifax, Nova Scotia.
August 1952.

Dear Sir,

Since reading your article on the "Port Hood Provisionals" I have found in a collection one of the 3c. numerals cut and used the same way as those from Port Hood except that the post mark is MULGRAVE and JANUARY 3rd. that

is one day earlier than the Port Hood. It is the circular Post Mark well tied but only on a small piece of cover.

It could easily be that a person getting his stamps in Port Hood did not mail it until he got off the ferry at Mulgrave. Dr. Whitehead who studies post marks thinks this does not look like a faked P.M.

I have written this thinking it might possibly be of some interest.

Yours very truly,

E. K. ALLEN (531).

I have not seen the stamp myself, but have a very great respect for Dr. Whitehead's reputation as an authority on Post Marks that I must ask readers to keep a very open mind as to the actual first day of issue of these stamps.

Mr Allan's letter has opened up an interesting point, and it would be interesting to hear of other stamps, or dates and other opinions.

ODD REMARKS BY THE MAD HATTER

Apropos the new reign, how about Newfoundland S.G. No. 214, now at ten bob each way doubling itself pretty soon? Have a look and see if you have it?

We have it on good authority that there is no truh in the rumour that a well-known north country dealer said he could not find a purchaser for a cover with a block of four of Canada S.G. No. 9a with first day cancellation. The cover did not go to to the pulping mills.

Can anyone help with an article at some future date on the Labrador Stamps (?) of U.S.A. issued in 1908. Don't just say they were bogus, we know that!

Any member having sheets of "Small Heads" in mint condition and desirous of having some fancy cork cancellations applied should not apply to us. Try your

local blacksmith.

The packet secretary says it is quite untrue that an Aberdeen member sent him twice the prices asked for on the sheets so that he could keep down his income tax demands.

It took Canada over two years to produce and issue its first stamp of King Edward 7th (1901 - 1903). How long before the first issue of Queen Elizabeth? Our guess for what it is worth—six months.

Where do all the "Way Letter" cancellations go? There should be a good crack here, but we just can't think it has anything to do with "the way of all flesh".

Some folks have been worried recently with "hair-lines"—the lines that worry us are those beginning with "Dear Sir, Unless."

OUR SECRETARY REPORTS

AMENDMENTS TO MEMBERSHIP LIST (to 30th November, 1952)

NEW MEMBERS

- | | | |
|-----|---|-------------|
| 621 | HARMER, C. H. C., 41, New Bond Street, London, W.1. | N. |
| 622 | EDWARDS, T. J., 41, New Bond Street, London, W.1. | CBN. |
| 623 | PORTER, C. A., 486, Nichol Road, R.R. 15, New Westminster, B.C., Canada. | C.CR2. |
| 624 | DENT, G. W., The Vinery, Bury St. Edmunds, Suffolk. | C.CR.—CLP. |
| 625 | COX, D. G., 13, Elizabeth Street, Tighe's Hill, Newcastle, N.S.W., Australia. | C.CS.—CG.P. |
| 626 | TONKIN, R. T., Lot 1, Jersey Road, Merrylands, N.S.W., Australia. | C.P.C. |
| 627 | IZZETT, D. S. T., Rev., Hamilton Cottage, Tidworth, Hants. | C. |
| 628 | MILLER, A. W., 42, Bath Road, Keynsham, Bristol. | C. |
| 629 | FRETTINGHAM, C. H., 10, Tavistock Road, West Bridgford, Notts. | C. |
| 630 | STRINGER, K. E., Grove Lea, Lansdown Road, Bath. | C. |
| 631 | COBB, F. P., The Old Farm, Badsey, Evesham, Worcs. | C. |
| 632 | BERTRAM, H. G., 32, Cross Street, Dundas, Ont., Canada. | C.CR.—C.L. |
| 633 | TODD, N., Happisburgh, Norfolk. | C. |
| 634 | PARSONS, B. K., 179, Ravenhurst Road, Harborne, Birmingham, 17. | C. |

CHANGES OF ADDRESS

- | | |
|-----|---|
| 509 | PARSONAGE, J. S., 50, Greenfield Drive, Huyton, nr. Liverpool. |
| 436 | ALLISON, R., 8728, Cayaga Drive, Niagara Falls, N.Y., U.S.A. |
| 305 | EASTON, D. E. F., P.O. Box 233, Kentfield, Marin Co., Calif., U.S.A. |
| 466 | CRAWLEY, F. A., P.O. Box 752, North Sydney, N.S., Canada. |
| 178 | GARDINER, A. F., Box 487, Armstrong, B.C., Canada. |
| 603 | RICHARDSON, R. M., 28, Elliot Row, St. John, N.B., Canada. |
| 513 | NICHOLSON, E. A., Temple Hill Officers Mess, R.A.F., Changi, Singapore, 17. |
| 618 | WHITLEY, R. M., Woodbury, Durley Road, Seaton, Devon. |
| 362 | YARD, J., 2b, Castlereagh Street, Sydney, N.S.W., Australia. |

REINSTATEMENTS

- | | |
|-----|--|
| 330 | LATCHFORD, D., 15, Park Court, Preston Park Ave., Brighton, 6. |
| 521 | THOMAS, H. G., 9, Column Street, Treorchy, Rhondda, Glam. |

RESIGNATIONS and DEATHS

- | | |
|-----|------------------------------------|
| 70 | HEWISON, Capt. P. B., Resigned. |
| 442 | WINDSOR, L. E., Resigned. |
| 597 | O'MEARA, Lt.-Col. J. S., Deceased. |
| 118 | WILLIAMS, H. M., Deceased. |

CORRECTIONS

- | | |
|-----|---|
| 495 | GOODMAN, correct address to Eastern Ave. |
| 316 | HOME, B., should read HOWE, B. |
| 602 | HOWARD, correct address to Auckland. |
| 195 | JEPHCOTT, C. W., should read JEPHCOTT, Dr. C. M. |
| 562 | LANCE, G. N., should read LANCE, Dr. G. N. |
| 566 | LEACY, correct address to Calne, Wilts. |
| 9 | McNEIL should read McNEILL. |
| 480 | McLELLAN, correct address to Rostan Road. |
| 360 | POULTER, Mjr. H., should read POULTER, Lt.-Col. H. |
| 406 | PRIESTLEY, add O.B.E. |
| 219 | SHIPTON, correct address to Bury St. Edmunds. |
| 579 | SMITH, G. C., should read SMITH, Dr. G. C. |
| 614 | HUNTER, R. C., address should read 2640, Burlingame Ave., Detroit, 6, Mich., U.S.A. |
| 619 | YORKE, R. H., surname incorrectly spelt YORK. |
| 332 | ROBERTSON, A. K., wrongly numbered 532. |

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