

## CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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### Notes and Comments

#### The New Year

January is making its presence felt in no uncertain manner as these notes are being typed. Snow all over the northern part of England and most of Scotland, wind and rain down here in the South—just the weather for a bit of work at the table in a nice warm room!

#### Stampex 1956

We looked in there on Friday, and saw a few familiar faces and met a number of new acquaintances. It was well worth while, and the four copies of the 12d. black, one mint, with the block of six of the 3d. beaver will not be forgotten. We had better not list those we met, as we shall otherwise be taken to task for not going on another day and meeting others! The new member we hoped to meet that morning we had already met the week before—Herman Herst Junior, from Shrub Oak, New York. We met in Wingfield's the week before the Exhibition opened, and were to meet again, but it didn't work out. It'll have to be next time.

#### Christmas Cards

This must be mentioned before we get too far away from the festive season. It just isn't possible for us to reciprocate in respect of all the philatelically inspired cards we get each Christmas. They arrive from all over the world—Australia, New Zealand, U.S.A., Canada, all parts of Europe, Africa and, we believe, one from Asia. It is a delight to have them all, and they remind us seasonally of many very good friends—Thank you all very much indeed.

#### The Market

Harmer's Annual Résumé arrived just before Christmas, accompanied by the usual press release. The sales for the year 1955 came to a total of £370,000. Once again we tell you, you ought to get a copy of this and read it—and keep it—it is one of the best “two bob's worth” we know. The review of the international auction field, and the sample of “prices realised” is something we would not wish to be without.

#### Allister Leslie Bruce

The Aberdeen Group is poorer for the passing of Member Bruce, who was a member of the Society from its earliest days, and who was a former Contact Member of the Aberdeen Group. We tender our sympathy to his wife and son.

#### From Over There?

We regularly peruse a page in “The Canadian Philatelist” entitled “Canadian News” by a mysterious gentleman named “U. Knohu,” which has lately passed into the successorship of “U. Knohu II.” This monthly page is

always easy reading, and usually contains something new in its up-to-date information. Would any member "over there" like to contribute such a page, six times a year, to "Maple Leaves"? Any inspired applicant caring to drop us a note, and preferably a specimen page, will get a prompt and courteous reply.

### **Membership Campaign**

Another page in the same publication, the official organ of the Canadian Philatelic Society, reminds us of the intermittent practice of promoting membership drives or campaigns "over there." Are we too conservative for such tactics? The Society could give even better value if it had more members. Do our Dealer-Members ever do anything about it? The Society must have some value in their eyes. How many have membership details and blanks to give to enquirers? There were none available at Stampex! Can we have the appointment of an enrolments officer? It cannot be expected that the already overloaded regular officers can tackle things like this.

### **Perforation 12½**

89. 83a This can only mean one stamp to the specialist! The 3c Small Queen of 1870, colour the so-called Indian Red. A very limited few somehow were perforated 12½ instead of 12 (there was a 12½ machine used on revenues only). Only about 120 copies are known, three or four being unused and the remainder used. All those with identifiable usage were used in the Maritime Provinces. Known for over 30 years—to a few—the stamp was listed for the first time by Gibbons in 1955, unpriced, in the 1956 Gibbons it was priced at £20 used, in the November Gibbons Stamp Monthly it has gone up to £50. Tell us if you see one.

### **BNA Topics**

We read with great relief, in the full report of the A.G.M. held at Hartford, Connecticut, on October 2nd, that the suggestion that the name of this really excellent publication be changed received no support. We had seen correspondence suggesting that an alteration should be made; we ourselves hoped such proposals would be rejected. "Topics," as it is internationally known, occupies a place of its own, extremely high in our opinion, ranking with any other philatelic journal, and its title has become a by-word of affectionate respect. It would be a pity to change it.

## **PRESIDENT'S MESSAGE**

Convention news must form the main part of my message in this issue. After considering several hotels the Committee has decided that the most suitable place for our 1956 gathering is the Golden Lion Hotel, Stirling. Stirling is a most accessible place. It is served by main line connections, road or rail, from almost every important centre and the hotel is convenient to the Station. It is also a perfect centre from which to see something of Scotland and the Committee hopes to provide at least one bus tour to some of the many beauty spots and places of interest in the surrounding country.

The dates selected are from Thursday, 27th September, when members will gather, to the morning of Monday, 1st October, when they will say another regretful farewell to friends old and new. In fixing the Convention for a week-end, the Committee has followed the example of the very successful Glasgow Convention which was more largely attended than any other in recent years. Perhaps more members will be able to get away from home and business at the week-end.

The high standards of the hotel are vouched by various members who have stayed in it but the charge to those attending Convention is the

moderate one of 42/- per day all inclusive. A block of rooms has been reserved for the Society until 31st July and for these early application should be made to Mr. Edward McGuigan, 26 Morley Crescent, Borestone, St. Ninians, Stirling. Members who apply after this date may have to be content with a room in the annexe.

The management is putting a large room at the disposal of the Society which will be used exclusively for our meetings, displays and the auction. Separate accommodation will be provided at a small charge for any of our dealer members who would like to have a bourse during the Convention. Early application should be made to me at 30 Greenhill Gardens, Edinburgh. 10.

The Society's room will provide ample space for exhibitors and I hope that many groups and individual collectors will start now to prepare sheets for display. As in recent years there will be awards for Research and Study and for entries from Groups. The Stanley Godden Trophy will also be awarded for the best display complying with the Rules for that Competition which appear elsewhere in this issue.

Another feature of our Convention is the Auction. Ever since its inception it has been the corner stone of the Annual Convention. The profit realised each year has provided funds for the many incidental expenses and some of the amenities of our meeting. There are too few members who take the trouble to send material for sale and the burden has fallen largely on the shoulders of one or two. Even single lots are welcome but I am sure that many members could do better. Final arrangements have not yet been made but there will be an auction and members can start to get lots ready now. I hope to announce in April where and when they should be sent.

Beyond Convention news there is little to report. The Society was again represented by two frames in the National Stamp Exhibition in January and has been asked to supply further exhibits for Congress at Brighton.

The New Year will be well advanced before these lines appear and Convention time draws nearer. Please take a note, Stirling, 27th September, 1956. Make it the best Convention yet.

As I was about to despatch this message I received a letter from the Secretary with the welcome news that the Society's membership has reached 580. Congratulations to all concerned. Keep on with the good work.

J. J. B.

## A NUMERAL ISSUE BISECT

By J. J. BONAR (341)

In the August 1955 issue there appeared a well justified cautionary article on modern bisects. The bisecting of Canadian stamps has never been authorised and has rightly been frowned upon by the authorities. Nevertheless occasional covers turn up on which bisected stamps appear to have been accepted by the Post Office.

Such a cover is the one now illustrated. It bears no obvious marks of philatelic use. It is addressed to the Manager of a Bank, scarcely a likely recipient of a cover intended for collectors only, and surely no purveyor of unauthorised bisects would tear his cover open so rudely. The bisected 10c along with the 2c makes up the current rate for a registered letter and the

markings and m.s. numbers conform to current usage.

The cover comes from Nova Scotia, a province where the bisecting of stamps, once authorised when it was a separate entity, was for long looked upon without disfavour. It started its journey in Frizleton, a small office towards the centre of the Northern arm of Cape Breton Island, an island which it did not leave till its original purpose had been served. On the reverse it bears the date stamps of North East Margaree, an office adjacent to Frizleton, of Port Hawkesbury, at the end of the island nearest to Nova Scotia and finally of Mabou, its destination, retracing part of its journey to do so and ending up







four panes of fifty, i.e. 200 stamps.

The stamp will not be overprinted "G" for use by Federal Government Departments. The usual first day cover service was available.

In April 1956 two more "wild animals" stamps will be issued; these are stated to be in support of National Wildlife Conservation. A 25c stamp will be issued to

prepay postage plus fee for registered letters, to prepay postage on air mail to Africa, Asia and Oceania, and for use on parcel post. It will be designed to emphasise the importance of the Chemical Industry in the economy of Canada.

The current issue 20c postage stamp will also be replaced by a new design that will stress the importance of the Pulp and Paper Industry. In the fall of the year a stamp will be issued "to focus attention on the vital importance of reducing the needless waste caused by preventable fires." Further details of these stamps are promised later.

Current 1954 design Q.E. stamps have now been issued from the following plates, the positions in brackets are those plate number positions which are no longer available at the Philatelic Bureau:

- 1c Plates 1-3 (Plate 2 L.L.).
- 2c Plates 1-5 (All 1 and 2).
- 3c Plates 1 & 2.
- 4c Plates 1-6 (All 1 and 2).
- 5c Plates 1-10 (All 1-5).
- 6c Plates 1 & 2.

## THE SEA, RIVER AND LAKE T.P.O.'s OF WESTERN CANADA

By P. R. GREY (607)

[Illustrations by kind permission of "Stamp Collecting"]



The postmarks for the western half of the Dominion are listed below showing their exact lettering, the Shaw Catalogue No. and type, and some additional notes.

On the Pacific coast there are three routes, the third of which is still in operation :—

VANCOUVER & NAAS HARB.  
R.P.O. STR. TEES W.160A, Type. 3D.  
VAN. & VIC. R.P.O. NO ..... W.160 17A. (Vancouver & Victoria)  
BURRARD INLET B.C. (Circular postmark without frame) Ships' Names :  
FORT LANGLEY; SCENIC;  
HARBOUR PRINCESS.  
A post office situated on board,  
serving Vancouver Harbour res-  
orts and settlements as far as  
Indian River. (See Maple  
Leaves Apr. 1950, page 45 and  
July 1953 page 196)

In addition to these, several unofficial stamps have been used to cancel mail aboard the ships on the Vancouver - Skagway (Alaska) and two other routes. With one exception these are oval and include the ship's name, the route and the date. The routes, ships' names and approximate dates are as follows :—

PRINCE RUPERT & QUEEN CHARLOTTE IS.	S.S. PRINCE ALBERT.	1912.
VANCOUVER & PRINCE RUPERT.	S.S. PRINCE RUPERT.	1919.
VANCOUVER & SKAGWAY.	S.S. PRINCESS MAY.	1909.
—do—	S.S. PRINCESS ALICE.	1932-39. (Two types)
—do—	S.S. PRINCESS LOUISE.	1935-39. (Two types)
—do—	S.S. PRINCESS NORAH.	1934-40. (Two types, one oval and one large circular)

T.P.O.'s have also been operated on two of the lakes in the Rockies :—

PEN. & O.L. R.P.O.	W.-04, Type 17.	Penticton to Okanagan Landing (By Okanagan Lake steamer). Rail connection from Okanagan Landing to Sicamous C.P.R. 46 miles. (See Maple Leaves Oct. 1954 page 148)
PEN. & O.L. R.P.O. B.C.	W. 105. 17F.	
—do— (with ornaments)	W.106. 17G.	
PEN. & OK. L'DN. R.P.O. STR. OKANAGAN.		3C.

ROB. & A'HEAD R.P.O. B.C.	W.131, Type 17F.	Robson to Arrowhead (By Arrow Lakes steamer S.S. MINTO. 127 miles) Rail con- nection from Arrowhead to Revelstoke, C.P.R. 27 miles. (See Maple Leaves Oct. 1954 page 148)
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Finally we have the famous T.P.O. from the railhead at Waterways calling at the lake and river settlements as far as Aklavik in the Arctic Circle :—

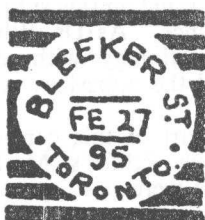
S.S. DISTRIBUTOR. POST OFFICE	(Circular postmark)	From Waterways, Alberta to Aklavik, N.W.T. (via Atha- baska and Slave Rivers, Great Slave Lake and Mackenzie River)
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The steamer DISTRIBUTOR is depicted on the 6c Canadian Air stamp of 1937 (S.G.371. illustrated.)

# SQUARED CIRCLE POSTMARKS

By Dr. LORNA COOKE



Hammer I.



Hammer II

Since Dr. Whitehead's excellent publication on this subject went to press, I have a few more dates from my own material which may be of use to other collectors of this interesting postmark. They occur either earlier or later than those mentioned in the Handbook.

Province	Town	Earliest Date	Latest Date
Halifax	Hamer II.3/	DE 24/96	.....
	Lunenburg	JA 10/95	.....
	Northport	JU 16/94	.....
	Port Maitland	NO 21/94	.....
N.B.	Sackville	.....	?22/03. K.E. stamp.
P.E.I.	Charlottetown	.....	2/AU4/98
Quebec.	Levis	MY 3/94	.....
	Quebec	4/JY 4/96	.....
	St. Hyacinthe	.....	PM/MR11/99
	Sutton	NO 2/94	.....
Ont.	Beamsville	AU 2/95	.....
	Bowmanville	.....	AU 13/94
	Brampton	JA 4/94	.....
	Flesherton	OC 19/94	.....
	Harriston	AP 23/94	.....
	Mattawa	AP 16/94	.....
	Newmarket	AP 20/94	.....
	Peterborough	.....	MY 3/98
	Port Arthur	MR 15/94	(?misprint in the handbook)
	Tilsonburg	.....	AM/JU 29/98
Man.	Gretna	(early date for time mark)	.....
	Selkirk	.....	JA 17/98
	Winnipeg	.....	DE 3/98
	Winnipeg	8/JU 18 and 19/97	.....
	Hammer I (3rd. appearance)	.....	.....
	Hammer II (Last appearance)	JA 6/98	MR 1/98
	Edmonton	NO 13/94	.....
Alta.	Red Deer	.....	MY 18/02
B.C.	Ashcroft Station	AU 30/97	.....
		.....	.....

**Kentville N.S.** Dr. Whitehead comments on the scarcity of this strike between November 1893 and 1898. (p. 9 of the Handbook).

I have a few copies well scattered between November 16, 1893 and November 9th, 1894. All of the strikes are either on 8c or pairs of 1c small heads. I wonder whether this strike was scarce because it was restricted to a special use. I should like to hear other collectors' views on this point.

**Bleecker St. Toronto.** (Handbook p. 22) After my request for dates of these two hammers in "Maple Leaves" Vol. 4, January 1953. I have so far acquired the following information.

**Hammer I Bleecker St.** 4 copies known to date, the earliest is JA 13/95/. two

on J. 30/95 belonging to Dr. Whitehead and Mr. Millar Allen respectively, and my own copy of FE27/95.

*Hammer II Bleecker St.* Earliest known date AP 23/95, latest known date MY26/00.

Most of the kind people who have written to me on this subject tell me that their covers were from the Miller correspondence. As Dr. Whitehead points out most of this correspondence is on postal stationery, with adhesive stamps added when necessary. In my experience, all the adhesives added were in pairs or blocks of the small  $\frac{1}{2}$ c. black.

For the amusement of those who have part of this correspondence, especially Mr. Millar Allen (see his letter "The Editor's Mailbag" B.N.A. Topics, September 1955, p. 254), my addresses were :—

1. Mrs. Cross, Bradford, Pa., U.S.A.
2. Mr. Joel Miller, Harrisburg, Pa. U.S.A.
3. Mr. Jack Miller, Towanda, Pa. U.S.A.
4. Mr. L. Miller, New York City, U.S.A.

I have not seen any of this correspondence addressed to any towns in Canada or Great Britain. Needless to say, all the covers were addressed by the same hand.

Any further information, especially as to the dates of the various hammers, will be gratefully received.

## IMPRINT DOTS ON THE SMALL QUEENS

By C. JONAS (470)

Recently looking over some of the Small Queens, I located a dot under Bogg's type III imprint on a pair of the 3c value. The position of this dot,—4mm. below the exact centre of the imprint, in the margin between the top corners of the two stamps—seemed to imply a guide for the location of the imprint. As far as I could recollect, none of the standard works on Canada mentions the existence of a guide dot for imprint location, but a search through some cuttings provided by the Librarian soon brought confirmation on this point.

The reference (BNAPS) was to 'early plates' of the 2c, 3c, and 6c denominations, and concerned the location of one dot between stamps 5 and 6 (as above) and two dots between stamps 41 and 51, in line with the horizontal centre of the left vertical imprint. A further search through some imprint copies brought to light a dot adjacent to a late 3c Ottawa imprint, the dot in the this instance appearing above the top left corner of the stamp. Unfortunately, its exact position in relation to the imprint cannot be ascertained, as only a



(Photo by Ernest Whitley)

portion of this shows at the extreme top of the perfs. Could members help to try and answer these specific queries—

What types of imprint and what values carry these dots?

What are the precise locations of these dots in respect to imprints and stamps—top, left, right, and bottom imprints?

Any data on this would be welcome.

The confirmation of these dots raises more general questions.

Presumably these dots were used as a guide to the siderographer in locating the position of the transfer roller prior to 'rocking-in' the impression on the plate. Why one dot, and two dots for the same purpose? Why any dots at all? It should be easy enough to transfer the impression by eye alone, as the precise position of the imprint was surely not necessary, as in the case of the stamps themselves. The answer may lie in high artistic value of the plate design as a whole,—or possibly the imprint was transferred before the stamps, the different number of dots then being necessary both to locate and to ensure that the siderographer got his imprint "right side up" top and bottom in respect to the stamps.

The use of a transfer roller presupposes

the use of a die,—are any die proofs in existence or known? Are there any records appertaining to the manufacture, use, or destruction of dies or rollers for this purpose?

In addition to 'imprint' dots, there are undoubtedly many 'plate layout' dots, which have escaped the burnishing process, as well as the normal and well-known 'stamp' position dots, and these may appear in the margins of the stamps,—top, left, right or bottom. It is possible, of course, that what I term 'imprint' dots are, in reality, plate layout dots, and their position in relation to the imprint of no practical significance.

I think, however, that if dots could be confirmed adjacent to different imprint types at the same approximate distance per type, it would be sufficient proof that they were, in fact, used for imprint location.

As types III and IV imprints were used on the Large Queen plates as well as the Small Queens, it would be interesting to determine the existence or absence of these dots in relation to the imprints on the Large Queen plates. Maybe Large Queen enthusiasts could take this up?

## JACK CANUCK GETS READY FOR 1956

Having been privileged to sit and be an observer while our Scot's Convention Committee ran wild with facts and figures in preparing our next Convention, the speed of the preparation left me gasping as to whether I had been to a Maths or History Class.

The starting gun went off at 3 p.m., and from then till 6 o'clock all sorts of things were discussed and settled with remorseless precision.

Stirling, the locus settled, could not be improved upon. Known as the Gateway to the Highlands, it gives easy access to some of the most beautiful parts of Scotland: Ben Venue, Ben Vorlich (pronounced auch not ock), Lochs Lomond and Lubnaig, the Trossachs and (I am told) Bannockburn. The town itself is a delightful county town blessed with some very fine shops and other amenities. It is an ideal centre for travel and can be gained by road from the South by routes A.1 and A.6 or, by rail from the South, leave London 10.30 p.m. by sleeper, arrive 8 a.m. at Stirling (main line). There is a

perfect road from Aberdeen for those intending to walk. It is a mere 25 miles to either Glasgow or Edinburgh for those venturing away from stamps. Caravan sites also available for editors.

Hotel venue, next, was quickly settled. All the usual facilities, at a high standard, are available for the C.P.S. members. Additional arrangements for tours, ladies, photographs, banquet, displays, exhibits and all sorts of things, all taken in their stride.

The end of September being usually the time of good weather in Scotland (known as the Wee Summer), the idea of embracing the week-end with Convention was an excellent idea.

Six o'clock arrived with all arrangements buttoned up and all sailed off, leaving a very bewildered hotel manager wondering what he had let himself in for and what hit him.

Porridge and bagpipes will not be a compulsory addition to the menu. The committee have also promised to lay on a Haggis Shoot specially for Jack Canuck.

## IN SHORT SUPPLY

In "Beaver's" Canadian Column, *Stamp Collecting*, December 9th, some further information appears about the Brampton Emergency Pre-cancels. We are told that there were 2,000 of the Q.E. 3c, and 1,175 of the Q.E. 1c, and again the price is quoted of \$50.00 for a cover. The 3c were

used on the issue of Dr. Alfred Whitehead's book "The Squared Circle Postmarks," and the 1c were used on the copies of *The Canadian Philatelist* for the month of December, 1954.

Some appreciation has appeared lately of the extreme scarcity of the first two



booklets and of even single panes from these two booklets. They were made up of 12 copies, two panes of six, of the Victorian 2c carmine Numeral issue and of the Edward 2c respectively. If anything, the Edward booklet is even more scarce than the Victorian one. In the list of seasonal offers which accompanied his December *Canadian News Letter*, Norman Todd offered an "exploded" booklet complete for £76. At around the same time an advertiser in *The London Philatelist* offered a complete Q.V. booklet for £60.

Certain of the early George V booklets, though not so scarce, are rapidly mounting in price. Norman Todd priced the combination booklet with a pane of four of each S.G. 246, 248 and 249 at £8 15s 0d. For the booklet of S.G. 248 (two panes of six) FRENCH inscription, the price was £38. One with an English inscription, but with only one pane of six remaining, was priced at 15 gns.

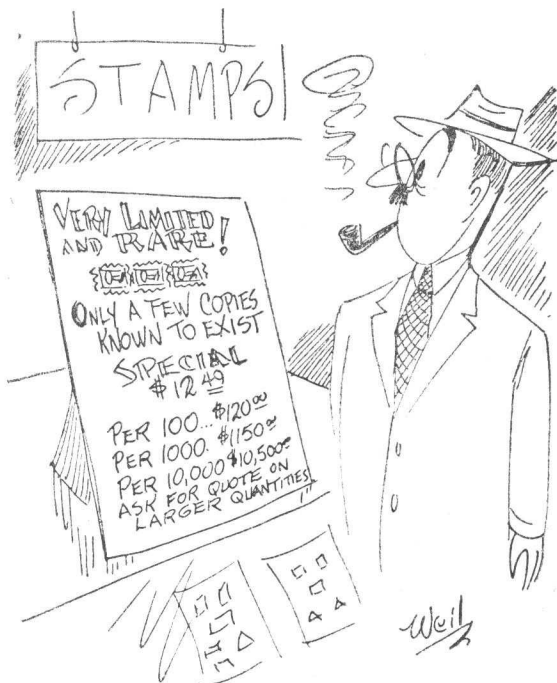
The rose-carmine 3c Small Cents, S.G. 105, has been climbing in the catalogue ever since we remember. Try and buy a decent copy in London today. This stamp is due one day to be as good as many others now out of reach of the

ordinary man.

Jim Sissons obtains prices at his auctions which reflect the state of the Canadian market today. For a pair of imperforate Maps, superb, the price realised was \$44.00, a mint block of four of 50c "Bluenose" \$18.00, a similar block \$1 Parliament fetched \$44.00. Incidentally, Jim catalogues these last two items at \$17.00 and \$40.00 respectively in his 1955 catalogue. And what about the O.H.M.S. officials? The 1939 Royal Visit, on first day cover complete, perf. Large O.H.M.S. fetched \$45.00!! The 1924 Admiral imperfs, the set of three in blocks of four fetched \$20.00 (cat. by Jim at \$16.00).

In the Philatelic Literature section of the same sale (Dec. 7-8th), a copy of Jarrett's book (1929) fetched \$36.00 and the 1926 one \$7.50. Here perhaps the biggest surprise was Calder's "Some Phases of the 1859 Issue," which went up to \$26.00 before it was knocked down.

For "Squared Circle Postmark" fans, Jim also offered DeVolpi's collection of these items, 338 different made up of 310 3c, 66 1c, and 12 covers. This sold for \$180.00. Somebody must be keen on these postmarks!



(From the American Philatelist)

## GROUP NEWS

### Aberdeen

Reports of the November and December meetings indicate that these were of the usual successful standard. November was devoted to J. P. Macaskie's collection of Canadian Postal Stationery. Mac sent his notes along so that the ignorant could be enlightened! Ossie acted as Commentator. Hope Mac got his stuff back!

Sir George Williamson showed the December meeting part of his early Canadian material, pre-stamp covers, ship letters, "paid" covers, essays and rare postmarks. The report also mentions misprints, forgeries, and very unusual cancellations. Sir George accompanied his display with a running commentary, which was much appreciated and which emphasised his keen interest and knowledge.

### Kent and Sussex

Whilst the Editor was unable to attend the Eastbourne meeting, the brief conversation we had at Tunbridge Wells emphasised its success. The Tunbridge Wells meeting spent the afternoon in watching the Editor "expertise" Map stamps brought by others and having an explanation of how unfamiliar material is approached, examined and finally allocated as to plate and position. The time after tea was devoted to other issues.

### Glasgow

Klanger or no klanger, we still hold that this Group is defunct!

## THE STANLEY GODDEN TROPHY

To be awarded annually at the Convention for the most meritorious Exhibit of Classic Issues.

Canada 1851 to 1897 (end of the "Small Cents" series).

Newfoundland 1857 to 1897 up to S.G. 65a).

New Brunswick.

Nova Scotia.

British Columbia and Vancouver Island.

Prince Edward Island.

### RULES

- (1) Amateur collectors only are eligible to compete.
- (2) The Trophy to be held by the winner for one year.
- (3) A previous winner is not eligible to win the trophy until three years have elapsed.
- (4) Entries must not exceed the maximum of 12 sheets.
- (5) In making the award, consideration will be given to philatelic knowledge, presentation, condition and interest.

*N.B.*—It is impracticable to send the trophy out of Great Britain. If won by an overseas member, a special Diploma will be awarded and the winner's name engraved on the Trophy.

## MILITARY POSTMARKS

By CPL. STAN LUM (780)

I was most interested to read the article "Military Postmarks" by Mr. J. Millar Allen in October's Maple Leaves.

In my letter to you, which appeared in Maple Leaves, August issue, I made a very casual statement (not wishing to cause a security violation), appertaining to the meaning of a postmark query by Mr. John Anderson (Maple Leaves—June). The area to which I am assigned, I have full and direct use of the Canadian Military Post Office, in addition I have the privilege of using the United States Army postal facilities as well as the British Forces Post Office, and of course the civilian post should I so desire.

For the benefit of the original inquirer, I should like to make the following comments on Mr. J. Millar Allen's remarks re Military Postmarks.

(A) **MILITARY POSTMARKS**—As previously mentioned, the reason why there hasn't been too much readily available information on this subject is security. At present, the Canadian Postal Corps (Army) serves the majority of the military establishments in Canada, the Royal Canadian Air Force and similar units located throughout England, Germany and France.

Both CAPO (Canadian Army Post Office) and CFPO (Canadian FIELD Post Office) are in use. It is quite possible that the functions of a CAPO corresponds to the British Forces Post Office, and the functions of a CFPO runs parallel to that of the British Field Post Office. A CAPO may be defined as an administrative unit, ie: exercising administrative

control over one or more CFPO's. On the other hand CFPO's are accounting units. Under circumstances CFPO's could be operating right in a battlefield while an CAPO is normally located with some Headquarters.

Three known types of authorised postmarks (black) are in use:

- (1) Roller—Parcels
- (2) Bar—Newspaper wrappings, etc.
- (3) Circle showing PO number and dates—letters

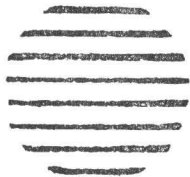
Example A

Example B

Example C

1-104 ——— CFPO-104 ——— CFF

a



b

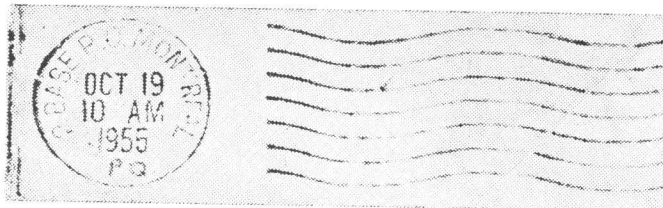


c

Another circle similar to "C" but larger. This type is not considered as an authorised postmark. It is a rubber stamp and this marking appears in various colours. Used as date stamp on declaration forms (Customs), registration certificates, etc.



In addition to the above, it is noted that mail from Canada are back-stamped with a Canadian Base Post Mark. I imagine that this Base Post Office in Montreal is a sort of "Center" which Canadian mail destined to units overseas, and mail from CAPO's to Canada pass through. I have not seen this backstamp on mail from one CAPO to another.



I am not certain if the Canadian Army post offices in the Far East still exist, but I do know (from my own experience) that those stampless covers bearing examples of CAPO or CFPO markings peculiar to Japan or

Korea are quite sought after. Under the Forces Mailing Privilege, which probably commenced at the beginning of the Korean Conflict and terminated after the War, when the majority of the troops have been repatriated; all letters not exceeding one ounce in weight and bearing an military return address, were carried free of charge by air, to Canada.

To date, I have not seen any examples of "FMO" or "CNPO" postmarks, although it is more than likely the Army Postal Corps serves the Navy as well.

MPO—Presumably in those camps in Canada which the Canadian Army Postal Corps serves, MPO type post marks are used. In camps where the post office is under civilian control, the post marks read, RCAF Station Edmonton, "Alta" or "Rivers Camp" etc.

(B) AMF—AIR MAIL FIELD. AMF Post Offices are not military, and to the best of my knowledge the RCAF or other Allied Air Forces are in no way associated with an AMF.

The AMF originated about 1947 when the "All Up Service" began, ie: All letters originating and addressed to points within Canada, being carried by air at ordinary surface rates; thus AMF post offices are found at most of the busier air fields (Gander, Moncton, Montreal, Winnipeg, Toronto, Calgary and Vancouver). It is understood that, normally, AMF post offices are non-accounting and the duties of these transient post offices are to sort and transfer mail received by air, without reference to the city office. The work that they do is very intricate and I shall try to illustrate by the following simple examples:

#### CASE I.

Supposing mail from the East (say Halifax, Goose Bay, Moncton) are addressed to Winnipeg. This mail will obviously be put on board an aircraft flying west, but because this plane goes as far as Montreal only, then this mail will be taken off in Montreal, and the AMF will transfer it to the first available plane going to Winnipeg.

#### CASE II.

Should the route of the above aircraft be to Vancouver, with a stop over in Winnipeg, the plane will still land in Montreal to pick up and deliver mail to the Montreal AMF, and again in Winnipeg for the same purpose. To identify which bags remain on the aircraft, and the ones to be taken off, different colour mail bags are used.

#### CASE III.

A letter from Montreal is addressed to Fort Williams, Ontario (East to West). It will be placed on a plane going to the nearest AMF, which is Winnipeg; and from Winnipeg, it will be transferred to a TRAIN going to Fort Williams. In this particular case, the train travels EAST. This route represents the fastest means of conveyance (which is the AMF's duty), and it is at these transfer points, the letters are back-stamped with an AMF postmark. (I think that only those letters that are re-sorted by the AMF receive this treatment).

About three months ago the term AMF was discontinued, and they are now being referred to by the full word Airport. Eg: Vancouver-Airport.

## CANADIAN TWO CENTS MAP STAMP OF 1898

By F. TOMLINSON (74)

### PART X

It was hoped that the next part of this series could deal with the Black printing of Plate V. Alas, part of this sheet still eludes me, and the final sections will have to wait until it turns up.

In the meantime, my attention has been directed to another essay which

has turned up. In December 1947 the "London Philatelist" included illustrations of four essays for this stamp; these were all of 2 cents. denomination. The new one bears the denomination "three cents." I can't do better than include the illustration and the statement which is printed below it on the copy I have received. If anyone can throw any light on this essay I shall be glad to print the information.



**Mystery Essay**  
**THREE CENT ESSAY**  
of the  
**1898 2c MAP STAMP**

This essay came to light in June, 1948. Heretofore the only essays of this stamp were all a 2c denomination.

As the Post Office Department has no record of this and it is a 3c value, presumably for the map stamp, it is truly a "mystery essay".

Why is the value 3c? Why was it not recorded? Information wanted!

This essay is written up in Weekly Philatelic Gossip, Oct. 2nd, 1948, and the Essay Proof Journal, October, 1948.

Four previously known proofs, all 2c value, are illustrated and written up in Essay Proof Journal, April, 1948.

But why the 3c proof — who knows?

(Photograph of above kindly loaned to us by Judge William R. Horney, Centreville, Maryland.)

**SOUVENIR**  
**"T. H. & B."**  
(Toronto, Hamilton and Buffalo Clubs)  
**DINNER**

Celebrating the Golden Jubilee  
of the 1898 2c Map Stamp  
October 23rd, 1948

Royal York Hotel

Toronto, Canada



## CLIPPINGS FROM B.N.A. MAGAZINES

Contributed by R. J. DUNCAN

## 25—OVAL SHIP MARKINGS

By ROBERT S. GORDON

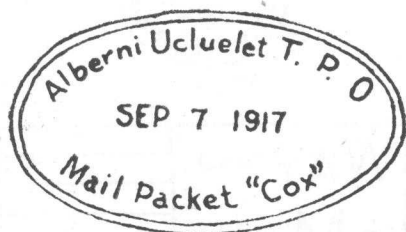
The status of the well-known oval ship markings formerly in use aboard some Canadian vessels on its Pacific coast has been uncertain for many years. On one hand, the marks invariably include "R. P. O." or "T. P. O." and ship name; and they have frequently been considered railway post office markings. Yet Canada's normal R. P. O. cancellers are not oval, nor are they normally struck in red and green, the usual colors of the oval marks.

In an attempt to determine whether these were really railway post office markings, a letter of inquiry was sent to Canadian postal officials. The answer, dated March 1952, reads in part:

"These stamps were authorized by the Director of Communications (Railway Mail Service Division) and are used by the Purser who act as Mail Officers . . . Prior to 1941, the date stamps in question indicated the name of the route as well as the name of the steamer; but since that time only the name of the steamer and date are shown, as the steamers are occasionally transferred from one route to another, in which case the date stamp of that steamer was of no use on the alternate route . . . It might be added that the letters 'R.P.O.' shown on your sketch . . . should not have appeared, as a Railway Post Office was never operated on the Vancouver-Skagway Water Route."

It would appear from this that, while no railway post offices actually functioned on the ships, their markings are nevertheless entitled to official status because of the "authorization" mentioned.

Since these oval cancellers are now presumably obsolete, it may be useful to summarize the available information on them.



**Alberni-Ucluelet.** An illustration of this mark appeared in the British publication "T. P. O." for Nov.-Dec. 1950. It is the only example yet recorded from this route.



**Penticton & Okanagan Landing.** Although this is a lake route, rather than one operating on the Pacific coast, its mark falls naturally into the same category. The illustration is from "Postal Markings" for March, 1937. A standard circular railway post office cancellation was in use on this route from the early 1920's to the late 1930's, when steamer mail service was superseded by bus service (closed pouch only, with no postmark).



**Prince Rupert-Queen Charlotte Islands.** The illustration is from "Postal Markings" for April, 1936. So far as present information goes, this is the only recorded example.



**Vancouver-Prince Rupert.** This is another early one, with only one recorded example noted so far.



**Vancouver-Skagway.** It is only from this important coastal route that recent markings can be found.

To begin at the beginning, the earliest mark now on record from this route is that of the "Princess May," known with 1908 and 1909 dates. Undoubtedly other earlier cancellations of this type exist.

From 1909 to 1929, the record is blank. Marks of the "Princess Alice" are recorded from 1929 to 1939. This vessel was sold in 1947 to a Greek concern and re-named "Aegeon."

The oval "Princess Norah" cancellation was in use from 1934 to 1937 (and probably later). It might be mentioned here that terminal names have not been removed from the postmark authorized for use aboard this vessel. As recently as March, 1952, its circular cancellation carried the legend "PRINCESS NORAH R.P.O./VANCOUVER TO SKAGWAY."

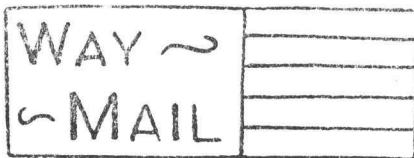
The "Princess Louise" used its oval postmark from 1936 to 1940, or later. There is also an earlier unframed straight-line cancel from this vessel reading

R.P.O. PRINCESS LOUISE  
VANCOUVER-SKAGWAY

Although these markings were all normally used as cancellers, it is the custom to find the Vancouver postmark right over the ship's handstamp. In the early 1930's, Vancouver used more often than not its "Way Mail" machine canceller, which seems to have gone out of use since around 1935.

Early examples (before 1925) of these oval ship marks are excessively scarce. There can be little doubt that many others, besides the few mentioned here, are still awaiting "discovery."

Later examples are to be had, but all too often on philatelic covers only. Legitimate examples of commercial usage are few and far between.



## 26—POSTMARKS AND CANCELLATIONS ON THE "SMALL CENTS"

### The Three Cent Stamp

(Mr. Arthur E. Rankin and Mr. P. L. D. Rankin traced these from their collections.  
All are in black unless otherwise noted).

#### CROWNS



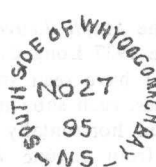
#### RAILROADS



#### OTHERS



Palmer Cox  
Brownie



#### MAPLE LEAVES



Purple



(Postal Markings—Oct. 1934).

## NEWFOUNDLAND CORNER

By Dr. R. WILLAN

Considering that Newfoundland is a "dead" country as far as new issues of stamps are concerned, it is indeed surprising that new items are constantly appearing. I have had occasion to mention several of these recently, and other examples continue to present themselves. When I refer to new items, I mean that they are new to me. Someone has known about them previously, but either they have never been recorded or I have missed the record. Popular as Newfoundland has always been philatelically, it has never been very adequately written up, and I think many collectors like myself know relatively very little about the stamps and postal history of the country. There is a great opportunity for useful and interesting work for our Study Group if we record our findings.

In the last issue of the *Maple Leaves* I wrote of varieties in the 1937 Long Coronation set. Since then I have seen strips of the 20c and 48c values, each showing a pair imperforate between horizontally. I shall be glad to hear from anyone who knows of other varieties in this set, in the hope of making a complete record.

My question regarding the layout of the plates for the 1932 booklet stamps has soon been answered. W. E. Lea tells me that he has handled sheets of these stamps. As I surmised, they are made up of six horizontal rows of 10, with gutters between rows 2 and 3 and rows 4 and 5. These gutters are 15.3 m.m. wide from design to design.

Though I know little about booklets, I am very interested in them. Some time ago T. R. Hutton wrote to me about an item in his collection which appeared to be a booklet pane of 4 of the 2c rose, comb perforated. As the rose stamp never appeared in the second—the comb perforated—booklet, this was regarded as phoney. I could tell him little about it except that I had a similar pane. Published descriptions of the 1932 booklets give three types, each containing one pane of 1c, three panes of 2c, and one pane of 3c stamps. In the first the 1c is green, the 2c rose, and the 3c brown, all being perforated 13.1 line. The second booklet has the 1c grey, 2c green and 3c brown perforated, 13.3 comb like the normal stamps, while the third booklet has the same stamps perforated 14 line. From this it would seem that the 2c rose with comb perforation never appeared in booklets,

and our panes remained a mystery.

I have just acquired one of three identical complete booklets, in buff two-piece cover, bound with two wire staples. This agrees with the published descriptions of the first type booklet, as does also the advertising matter on the interleaving and the stamp content of one pane 1c green, three panes 2c rose and one pane 3c brown. The 1c and 3c stamps are perforated 13.1 line, but all panes of the 2c stamps are perforated 13.3 comb, the same as the normal sheet stamps. Definitely, then, the 2c rose stamp in the first booklet occurs in both line and comb perforation. It is possible that the same may apply to the other two values, and I should be very interested to hear if anyone has seen either of these comb perforated.

But another obvious point arises about which I am crying out for information. It is quite impossible that this stamp—and this applies equally to all the stamps of the second booklets—could have been produced from the booklet sheets by the ordinary comb perforating machine. The stamp design is 26.8 m.m. long, while the gutter is only 15.3 m.m. between designs. I can only think of two possible ways in which these panes could have been produced. The first is that a special comb perforator was obtained to perforate the booklet sheets. Considering the small number of booklets required and the fact that line perforation was quite satisfactory, this seems very unlikely. The alternative is that the top two rows of normal sheets were utilised, leaving 80 stamps from each sheet to be either destroyed or issued to the Post Office incomplete, which seems to me equally unlikely. This is not specifically a Newfoundland problem, and we may get a more practicable suggestion from a student of stamp production. It is even possible that the same question may have arisen and been answered concerning some other country.

Another interesting point about the 1932 series of booklets is apparent on examining the stamps. The panes were torn from the sheets, not cut. I have never seen a straight edge nor one that impinged on the neighbouring stamp. Moreover, inspection of the pane edges shows that the perforation stubs are slightly uneven and the tips are somewhat woolly, both inevitable results of tearing.

In this respect, these stamps differ from those of the only other Newfoundland booklet, issued in 1923. These earlier booklets contained one pane of eight 1c stamps and two similar panes of 2c stamps. The edges of these panes show quite obviously that they were guillotined. I have no information about the produc-

tion of these 1923 booklets. The stamps contained were the 1c and 2c values of the 1923 pictorial issue in panes of eight (2 x 4), and they were comb perforated 14 x 13.7. As this was the commonest perforation of the ordinary sheet stamps, there is again the possibility that they came from normal sheets, using the top four rows. Newfoundland booklets are almost as scarce in this country as reliable information about them. I should be most grateful if anyone in possession of either would let me have full particulars.

### RECORD PRICE

A record price for a single stamp of Canadian or British North American origin was paid for a twelvepenny black of Queen Victoria designed by Sir Sandford Fleming in 1831. The stamp, considered a perfect specimen, was bought for \$4,200 from J. N. Sissons Stamp Auction Galleries by an unidentified collector. Until recently the rare stamp had been owned by the late J. D. Smart of Oshawa, Ontario, the *New York Times* reports.—*American Philatelist*, December, 1955.

## LETTERS TO THE EDITOR

### American Style Postmarks

DEAR F. T.,



I was pleased to see another contribution in December "Maple Leaves" from Frank Campbell, who has apparently an inexhaustible store of information on all types of Canadian postmarks.

This subject also interests me, and I have noted that Vancouver now also uses the large double ring circle which Mr Campbell states is being used in Moncton and Fort William.

I send you a tracing of another type which is distinctly American style and is in use in a machine in Cardinal, Ont. I have examples for both 1954 and 1955.

To digress slightly from the subject in hand, the Americans actually produced a postmark themselves for Halifax, N.S., in 1936, when a ship of their Navy visited that port. My impression on cover reads "U.S.S. Wyoming Sep. 18, 1936. Halifax. Nova Scotia."

Yours sincerely,

J. MILLAR ALLEN (422).

### Canada Dealer

DEAR MR TOMLINSON,

Am glad to note that our Newsletter receives your favourable comment. These publications, as I am sure you so well must know, do require a considerable effort. We are always somewhat amazed at the variety of favourable comments received.

Our mailing list is revised, at least,

yearly, and when we have had no recognition for some period the name is "struck off" it is then we hear from that person invariably "Why do I not get your Newsletter?" It would be the easiest thing possible to have a mailing list of thousands; we try to keep ours to about 1,000, which is all we can service with present facilities.

My son, Lt.-Col. F. E. Eaton, is off on one of his trips. En route he spent some days in Toronto with our good friend Jim Sissons, attending one of Jim's auctions. He was an unsuccessful bidder of \$4100.00 on a 12d black Canada, knocked down at \$4200.00. He is spending this week in New York.

This one in New York is always a very busy one; he attends auction visits with our so many friends and business contacts. We, of course, belong to the A.S.D.A., etc., etc. From N.Y. he is going to Mexico City just for a look see. I asked him why. His answer: I have never been there. . . .

Stamp business with us continues very active. You perhaps noted that we had bought the last five volumes of the Major K. Hamilton White "Plate Block Collection" of Canadian plates. We bought the big lot about a year ago. This collection will have a retail value in excess of \$30,000.00, which is a lot of money in any currency in one collection. It is purchases such as this that keeps us busy.

We recently bought a vast accumulation of Tobacco, etc., revenue, mint, stamps. We send a few to some London, or English, dealer, and he had some time clearing from your Customs, being in many cases uncanceled seemed to bother the officials. To our surprise they have gone well out here, some U.S.A. collectors wanting sample of everything available.

With all kindest personal regards, I remain,

Very sincerely,

F. B. EATON,  
Stanley Stamp Co. Ltd.  
Vancouver.

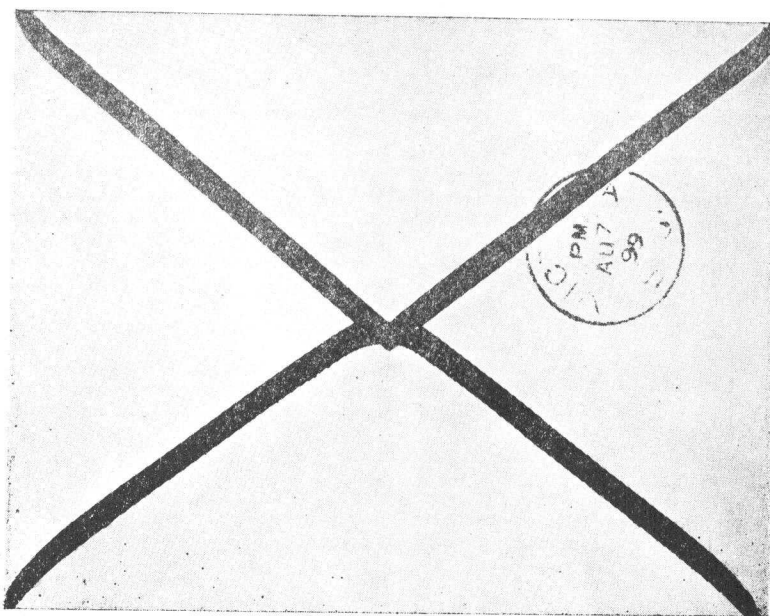
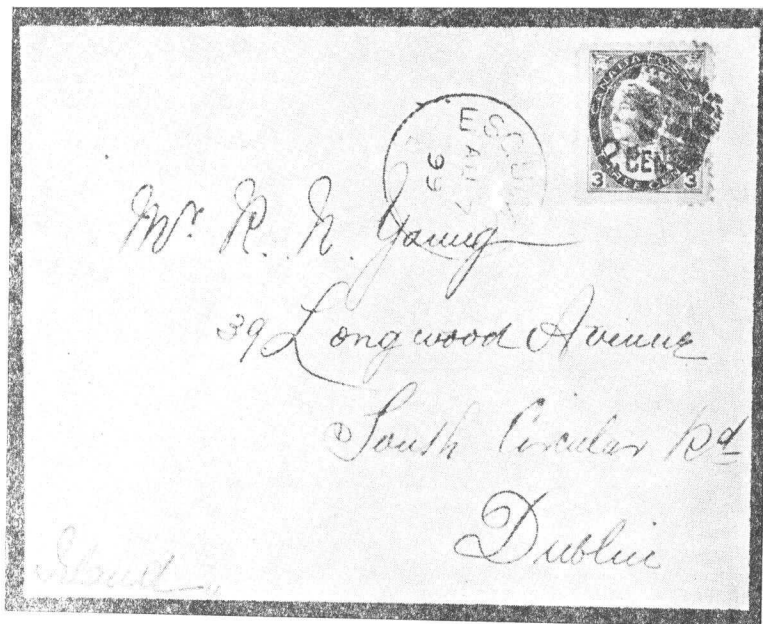


# The 2c Q.V. Provisionals of 1899

DEAR SIR,

Following the lead given by Gibbons (S.G. 171 and 172), it is generally believed, and as readily accepted, that the 2c on 3c "Leaves" issue preceded that of the 2c on 3c "Numerals." Gibbons gives July 28, 1899, as the date of issue of the former and August 8, 1899, for the latter. Some

writers, e.g. Boggs (p. 343) follow this lead, others, e.g. Jarrett (p. 78) go no further than to say that both were issued on the earlier date. Howes, in his invaluable "CANADA: Its Postage Stamps and Postal Stationery" (Boston: 1911) places the order of issue the other way round; the "Numerals" as having appeared on July 28th and the "Leaves" on August 8th. This is stated quite categorically on



p. 172 and "Mekeel's Weekly Stamp News" XIII: 308 is quoted in support.

If further support is needed, readers are invited to study the accompanying photograph of a cover in my collection showing the "Numerals" stamp. From this it will be seen that the postmark "ESQUIMALT B.C. AU 7 99" stands out very clearly. [Esquimalt, be it remembered, a Naval Station 4m. out of Victoria and on the Esquimalt and Nanaimo Rly., is about as far West of Ottawa as it is possible to go. Which lends testimony to the fact that the stamps must have been despatched at least some four or five days earlier; at all events well before August 8th]. Fortunately the Victoria arrival mark on the back of the cover, showing the same date, dispels any doubt that the Esquimalt cancellation might have raised concerning the postal clerk's correct setting of his date "stamp" on the morning of August 7, 1899!

Yours faithfully,

EVAN R. GILL (125).

### Pre-Cancel Variety

MY DEAR FRED,

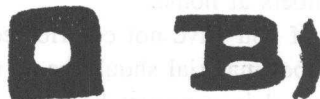
I was very pleased to see Mr R. B. Hetherington's letter and photograph of the missing "QUE" variety of the QUEBEC pre-cancel (Dec. M.L. p. 23).

I would like to point out, however, that this variety was listed by me in "Maple Leaves" No. 30 of January, 1954, where I stated I had so far found it on the 1c, 2c and 5c, and 1c inverted.

Yours sincerely,

G. L. MANLEY (327).

### Cancellations



DEAR MR TOMLINSON,

I have recently acquired two cancellations both on the 2c Registration Stamp, which are not listed in Jarrett. If you feel that they are of interest, a note in Maple Leaves might produce the answer.

The first is almost a square with a circle cut out of the middle; and the second apparently a "B" which may have had a ring round it, as there is a portion remaining.

Yours sincerely,

CHAS. HOLLINGSWORTH (424).

## PACKET CHATTER

In some golf clubs the only hope of membership is if someone falls over his club, passes to the golfers' Paradise, and you secure the vacant locker by topping the waiting list. But with our Society, if you are sufficiently vouched for, you're in—and long may it be so.

At the same time my list of members awaiting the Exchange Packets grows longer and longer, and to satisfy this demand I have the unenviable task to wheedle, coax or beg material from that small (far too small) band of members who keep me supplied with books. And it is not dirty or heavily post-marked or common stamps which rarely sell that I require, but fine, clean material attractive to the collector-specialist.

Of necessity, the recurring theme of these notes is the appeal for good material, and possibly, for many, this section of the magazine is skipped over, or not read at all. They do not or, for some reason or other, will not contribute.

However, occasionally, in response to an appeal, I receive an encouraging note with a book from a member, and I can add another name to my list of contributors. One day last November such a note with a book arrived from

Canada. I had been in correspondence with this good member and had to explain that it was quite in order for him to send me material, but the proceeds of sale of his stamps must remain here. Within the appropriate regulations, that was my decision, and you may think that with those conditions contributing to the Packet was out of the question for an overseas member. Yet he did send me books of fine stamps. I hasten to say that this is in no way an appeal for contributions from our many members abroad, but rather I would commend the thought behind this grand gesture from Ontario to our members at home.

If you have not contributed so far, send me a book or two NOW. Remember material should be in reasonable condition, keenly priced and neatly mounted in a packet booklet. Booklets are always available on request.

This is an opportunity given to every member, no matter what his particular interest may be, to play his part in the active life of our Society.

J. H.

---

## OUR SECRETARY WRITES

I would like to take this opportunity of thanking all those members who have sent their good wishes to me on my appointment to the office of Secretary.

It is very gratifying to know that so many members are interested in the running of the Society and I assure you that I shall give of my best.

I should like to thank Philip Marsden for all the help he has given me in taking over from him and I hope I shall be able to keep up the high standard that he has set. Philip's service to the Society has been considerable and I know all members will join with me in wishing him a speedy recovery to full health, and success in his examinations.

Now that the old year has passed and the new one is with us, may I wish all members a very happy and prosperous one.

HEDLEY J. HOLLANDS.

---

## AMENDMENTS TO MEMBERSHIP

### NEW MEMBERS

- |     |  |           |
|-----|--|-----------|
| 819 | MACKIE, Alexander S., 11, Pitstruan Place, Aberdeen.                           | C.        |
| 820 | DONNE, James Harold, "Highfields," Stamford Road, Kirby Muxloe, Leicester.     | C.        |
| 821 | GEE-HEATON, Peter, Weald Dene, Weald Way, Caterham, Surrey.                    | CGC.—CGE. |
| 822 | PAYNE, Charles William, 84, Kenilworth Road, Coventry.                         | C.        |
| 823 | McDONALD, Kenneth, 9, North Bridge Arcade, Edinburgh, 1.                       | C.        |
| 824 | MARTIN, J. Stanley, 465, Nyberg Street, Kitchener, Ontario.                    | C.        |
| 825 | DUDLEY, Stuart Dennis, "Bradenham," King St. Lane, Winnersh, Wokingham, Berks. | CGC.—CGE. |
| 826 | LIVINGSTONE, Thomas, 33, Churchill Crescent, St. Andrews, Fife.                | C.        |

- 827 HOLMES, Dr. Ralph Jerome, Dept. of Geology, Columbia University,  
New York, U.S.A. C.
- 828 McELDOWNNEY, Rev. William Joseph, 27, St. Anne's Crescent, Lewes, Sussex. C.
- 829 CROSS, Miss Dorothy, 8, Marine Parade, Eastbourne. N.
- 830 BORNEMANN CURT, Berlin-Charl, 5, Kaiserdamm, 111, Germany. C. A. A.G.
- 831 EATO, Henry Proctor, 179, Manthorpe Road, Grantham, Lincs. C. P.C.
- 832 WAINWRIGHT, Richard William, 51, Victoria Street, Aberdeen. C.
- 833 GILES, Wilfred Venning, 44, South Croft, Henleaze, Bristol. C.
- 834 LINTON, Humphrey Clement, 421 Squadron, 2 (F) Wing, R.C.A.F., C.D.N.,  
Army Post Office, 5052, c/o Home Postal Depot. C. B.S. P.
- 835 BERKELEY-WHITTAM, W. W., Wroxton Abbey, Oxon. C. P.H.
- 836 MOMY, J. G., H.Q.—AAFCE (RCAF), B.F.P.O. 6. C. N.
- 837 NARATH, Prof. Dr. Albert, Darmstaedter Str. 7, Berlin W.15, Germany. C. P.H. P.
- 838 FLEMING, William A., 7, Devanha Gardens West, Aberdeen. C.
- 839 FRANK, J. R., 534, Discovery Road, Florida-North, Transvaal, S. Africa. C.

#### OMITTED IN ERROR FROM LIST OF MEMBERS

- 778 IZZERT, Rev. D. S. T., 11, Whinny Hill, Catterick Camp, Yorks. C. PC.

#### REINSTATEMENT

- 317 MUNRO, Rev. J. M., 335, Albert Drive, Glasgow, S.1.

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- 404 GRANT, W. H.
- 97 VAUX, J. S.

#### DEATH

- 24 BRUCE, A. L.

#### AMENDMENTS

- 475 COOKE, J. R.
- 787 SMITH, C. C., 23, Charlton Village, Andover, Hants.
- 564 HITCHCOCK, H. N.

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- 733 BAIN, Rev. John S., 435 Fourth Street, Santa Rosa, Calif., U.S.A.
- 629 FRETTEINGHAM, C. H., 11, Thistlebarrow Road, Queens Park, Bournemouth.
- 178 GARDINER, A. F., Box 164, Enderby, B.C., Canada.
- 607 GREY, Sqn.-Ldr. P. R., R.A.F. Collaton Cross, Yealmpton, Plymouth, Devon.
- 479 HARRISON, A. N., O.B.E., 44, Selbourne Road, Sidcup, Kent.
- 316 HOWE, B., 16, Primrose Street, Leith, Edinburgh, 6.
- 198 NELSON, H., Apt. 33—1509, Sherbrooke St. West, Montreal, Que., Canada.
- 10 OGDEN, Miss B. Lyndhurst, F.C.P.S., c/o Miss Wakeham, 10, Carthew Terrace,  
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