

MAPLE LEAVES

Official Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Edited by **FREDERICK TOMLINSON, F.R.P.S.L.**

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Notes and Comments

Christmas

Apart from what we thought was a much-needed rest, and from contracting an extremely heavy cold—which still persists—we had a very quiet and uneventful Christmastide.

The postman, however, was extremely busy; it seemed that everyone sent us a card, not only our neighbours and many friends, but members of the Society literally from all over the world made quite sure that we were recipients of their seasonal good wishes.

It is quite impossible to reply to all of you, in fact it would take more than a page of close type to list you all, and the addresses themselves run from New South Wales by way of British Columbia right across Canada and up and down the length of Great Britain, not to mention Ireland!

There was also something in a bottle from the Aberdeen Group, in which more than one silent toast was drunk. God bless you all, and many thanks for showing us such kindness.

Canadian Philatelist

The November-December issue carries a first-class report of our Convention at Stirling, written specially for the Canadian Philatelic Society (of Canada) by Fred Walker. It gave a much better and more coherent review of what took place than anything (and everything) we printed in our last issue. We very much enjoyed reading it: it took us back there again to an extremely happy occasion.

The London Re-union

Perhaps the best comment on this is made by Dr. Willan in his President's Message. It was highly successful, and it was a real treat to see so many friendly faces. To pick out any from the many seems indivious, but we *must* say how pleased we were to see J. C. C. there, it quite made the day for many of us. The way members are making their way to these gatherings, from ever-increasing distances, shows their value and attraction. This time Dr. Willan came all the way from Lancashire, Chas. Hollingsworth all the way from Walsall, Len and Mabs Harris from Southsea, and far too many others for us to mention. That shocking lot, the London Section, were all about the place—even Lorna had arranged a baby-sitter. Hedley and Geoff. are to be congratulated on a first-class arrangement.

It is better to draw a discreet veil over what happened later in the evening, although we understand that local papers in Shaw, Southsea and Walsall offer high rates for "copy" as "rich" as the tales which have come in.

9th March, 1957

This is the date of the next one. Again at the Shaftesbury Hotel, kick-off at 2 p.m., but a lunch party at 1 p.m. for those coming early. Don't ask us what exactly will happen, or why you ought to be there. We don't know! All we can be sure of is that WE shall be there, and there are lots of others whose intentions are just as decided. DON'T MISS IT!!

Cancelled on the Medallion Issue

Mention of Charles Hollingsworth reminds me, he asks us to correct an error in his article in October 1956 "Maple Leaves." At the foot of page 159, the heading to the bottom paragraph reads "Number of Letters over date." It should read "I. No Numbers or Letters over date." Please correct your copy. Sorry, Charles.

American Style Datestamp

Charles also tells us "In the February 1956 "Maple Leaves" Millar Allen notes the American Style datestamp as used at Cardinal, Ont., in 1954 and 1955. I have recently obtained a copy of the same postmark used at Cardinal in 1942, and also at Gananoque, Ont., in 1931."

Getting Around

Frank H. Fairweather and Mrs. Fairweather are going to Canada at the end of March and are looking forward to meeting Canadian members of our Society and also to the possibility of attending the Annual Convention of the Canadian Philatelic Society in Ottawa in May. Whilst they are over there they will be based in Toronto, at 14, Servington Crescent, Toronto 7. We hope they have a most enjoyable time.

Frank recently gave a display of Canadian stamps to the Dundee and District Philatelic Society. It covered from 1868 to the present day.

Windsor "Y" Stamp Club

We have received a copy of No. 1 of a new Bulletin issued by this progressive Society, dated November 1956. It is an excellent little production and we can see a very happy future for it. A short article on Laid paper varieties found in George VI Canadian issues, by Doctor L. Seale Holmes, which appears in the Bulletin, will be reprinted by us either in this or in a later issue.

Without Comment

"The design on Canadian stamps issued for Fire Prevention Week—the week is over but the stamps linger on—shows that there is no danger of conflagration in the Post Office. A design as poor and inappropriate as that one shows that our post office designers, like their fellow top employees, are no balls of fire."—From the Kingston Whig-Standard.

1859 12½c Decimal Currency

From Past President and Fellow Lees Jones we have received a set of four negatives constituting a complete sheet of the 12½c plate overprinted "Specimen." We have arranged with Librarian R. S. B. Greenhill—address inside back cover—to have prints made of these for those interested, and these are available on application to him, at 5/- per set of four. They should be invaluable to student§ of this issue.

A Leicester Group?

Member J. H. Donne, of Highfields, Kirby Muxloe, Leicester, is trying to form a group in that area. He would be grateful for any nearby interested members' support. Please get in touch with him.

Trade News

Harmer's 1956 Auction total came to £337,200. A press release dated 1st January gives some brief details of how this magnificent figure has been achieved, the second successive year in which well over £300,000 has been exceeded.

Pemberton's, of Leominster in recent years, have merged with Robson Lowe Ltd., and will in future all be at 50, Pall Mall. The Philatelic Journal of Great Britain will continue to be published in addition to Robbie's The Philatelist. Pim & Co., of Auckland, will be the New Zealand agents of the company, Robson Lowe, Ltd., from 1st January.

Bileski Programme

K. Bileski announces a formidable programme for the coming months, a handsome album for Canadian stamps—limited to 3,000 copies—also a fully illustrated Canada Postage stamp catalogue. A matching series of albums for Revenues, Pre-cancels, O.H.M.S., Cancellations, etc., are also promised. Further developments are awaited with interest.

Early Postal Lists

From Frank Campbell comes a selection of early lists of Canadian post offices. These are photostats of originals and are now in the custody of our Librarian, R. S. B. Greenhill. They may be borrowed from the Library as a complete packet, subject of course to the payment of postal expenses each way. The early lists, before 1889, have the postmaster's name, and those before 1869 have the township. The townships helps in locating the site of the office. Thank you, Frank.

Hedley J. Hollands

Our readers will see elsewhere that Hedley has secured an appointment in Canada and will be giving up his appointment as Secretary to the Society some time in March. Everyone of us will wish him all good health, success and happiness in his new sphere, and everyone of us will miss him very much. The Society has been fortunate in an illustrious sequence of Secretaries, and Hedley has been no less prominent than his predecessors.

Dr. Charles W. Hollingsworth of 192, Lichfield Road, Walsall, has agreed to take over the Secretaryship. I am sure he will have the support of every member of the Society. We will comment on these changes in our next issue.

Miss Rose Titford

It will have come as a shock to many readers just as it has to us to learn that Rose is leaving the Royal Philatelic Society about the end of January. We are delighted, however, to know that her interest in stamps is not any less keen and that we may, in fact, see more of her at other meetings and in other places because of the greater freedom she will have. One thing, however, is quite certain, that we who go to 41, Devonshire Place will not find things the same, for Rose has been the spirit of the "Royal" to many of us for very many years. To her we extend our very best wishes and we look forward to seeing her many times in the future, perhaps on March 9th?

PRESIDENT'S MESSAGE

This message is being written as 1956 fades into the past and the New Year is being born. At such a time it is natural to look back and to look forward. In many ways 1956 has been a most depressing year. On the whole the weather, particularly during the holiday months, has been execrable. The political scene has been a stormy, lurid and convulsed picture. To read one's newspaper has been to read almost entirely of tragedy, folly and anxiety. In these circumstances I have found great comfort in turning to my hobby and in the study of my stamps, forgetting for a time the turmoil of a demented world. I am sure many readers have used the same method of escape from the worries and fears which surround us, and our Society is of the greatest help in making the most of our hobby. To the C.P.S. of G.B. 1956 has been an excellent year. Mr. Bonar and our indefatigable band of "permanent officials" have worked hard with gratifying results. The Secretary reports a very satis-

factory increase in our membership ; the Packet flourishes ; Maple Leaves has been better than ever ; some of the Groups—though not all—are going strong ; the Convention was an unqualified success.

What lies ahead in 1957? In most matters we can but hope for the best, with the doubtful comfort that they cannot be much worse than 1956. We can do nothing about the weather, and very little about the general world unrest. For our relaxation, however, I think we are justified in having the highest expectations, and we can all do something to help to realise them. The object of your Committee is that every member should receive the greatest possible benefit from his membership. Maple Leaves will be sent to you regularly. Make use of the Packet and the Library facilities. The responsible officers are gluttons for work, and the more you give them to do the better they are pleased. Above all, make the most of your opportunities of personal contact with other members, in local groups and in the more general assemblies. But remember that you can only get the best out of the Society if somebody puts it in. Will you do your best to put something in, however little? If you know someone who is interested in B.N.A. philately, rope him into the Society. Andrew was a relatively minor member of the Apostles, but it was he who found his brother Peter and brought him into the group. If you have any unwanted stamp material, send it to the Packet. If you come across anything worth recording, send it to Maple Leaves. Take your part in your local group if there is one. If not, consider whether it would be possible to form one. In this way 1957 can be even better than any of its predecessors.

I cannot close without a word of thanks to the London Group for their staging of the reunion meeting on December 15. I went up feeling that I was performing a moderately pleasant duty. I came back feeling that I would not have missed it even if the journey had been twice as long. Only something very important can keep me away from the next affair in March.

It was with great regret personally that I heard that our Secretary will shortly be leaving us to take up a post in Canada. Hedley has been a source of strength to the Society during the period in which he has been Secretary, and we shall miss him greatly. On behalf of all our members I wish him every success and happiness in his new sphere.

R. WILLAN.

SOME ASPECTS OF THE CANADA 1859 ISSUE PART II

By J. MILLAR ALLEN

I now wish to mention some details of the various values of this issue and, as to these, I must admit I have always concentrated on the collection and study of the 12c and 17c more than the rest. The most information is available on these values and having this good foundation of knowledge to work on, I find there is a great deal more to be learnt about them.

The 1c has been treated very fully by Major Chapman of Ottawa, who has listed a number of re-entries or fresh entries and flaws, and his articles have appeared in *Maple Leaves*. I have some doubts whether his principal re-entries are not different states of the same re-entry having been re-touched or partly rectified. There are many points of similarity between his Nos. 1 and 2 re-entries.

I should make it clear at this stage that when I use the term "re-entry" I am

doing so in the widest sense or common usage and it is intended to include the traces of a faulty first entry and all later non-coincidental entries.

One of Chapman's listed re-entries is a doubling of the west vertical outer frame line at the top, and this will be found to occur in at least two places on the plate. There does not seem to be any evidence to support the statement of Boggs that there were probably two plates for the 1c, but there is the same evidence (as for the other values) that there was only one. This evidence has already been enunciated by W. E. Lea in the case of the 5c, i.e. that only one plate was destroyed by the Post Office Department in 1902.

The 2c stamp was issued much later than all the other values and the design for the Queen's head was taken from the 1c with the necessary alterations in the

spandrels. The Plate appears to have been substantially retouched at the time of laying down and before stamps were printed from it. This is evident from the large number of similar types of variety that occur such as the extension of the frame lines in many positions. I have also noted another type of slip by the engraver who did the retouching—in the south east value tablet will be found lines in the base of the figure '2' in at least two different positions, and a pair shows that these slips occurred on adjoining stamps in the same horizontal row. The 2c has never been plated and presents many difficulties as it lacks guide dots and is comparatively scarce.

I need not here touch on the famous Beaver 5c upon which so much is known and yet so much research has to be done. Mr. Lea has settled the long rife question of multiple plates and Major Chapman has given us many articles on all the facets of the stamp.

Again I do not propose to say much about the Prince Consort, which is at present a source of study and possible plating in more expert hands, and Mr. Lea is again somewhat of an authority on this stamp and its printings and shades. I would hesitate to raise again the old controversy as to whether this stamp in the Black Brown or Brownish Black shades are changelings as I would appear to be in a very tiny minority holding the view that they are. But I feel impelled to repeat that I never could understand why this stamp was first ordered and approved as being "Lilac" and to add that the well-known Nesbitt 10c envelope was also ordered thus and this envelope since September 1859 has passed through the same vicissitudes, all copies being now in a dark brown shade and listed by Boggs as Black Brown. I wonder has Mr. A. E. Stephenson tested the impression on this envelope scientifically as he did the 10c. I must add a few remarks on the remaining two values, the 12½c and 17c about which a great deal could be written, but I can only touch the fringe of the subject in this paper.

The 12½c is, in my opinion, the most pleasing design of all the values, being a further use of the famous portrait of the Queen by A. E. Chalon. The stamps are made full of interest on account of the valuable work done on the plating by Mr. R. W. T. Lees-Jones published in the *London Philatelist* nearly ten years ago. There are many constant re-entries and flaws from the earliest printings on through the life of the plate such as the major re-entry found on No. 94 on the sheet. Mr. Lees-Jones came to the conclusion that most of the subjects on the plate had been re-entered and/or retouched about the years 1864/65, and it is from an extension of the investigation of this view that much further information is to be found.

To trace the full story it would be neces-

sary to have several stamps from every position on the sheet, and as I have only one or two examples from a number of positions, my examination only gives part of the story so far. A large number of positions can, however, now be recognised in their early and late states. There are also progressive states of certain flaws and, in this respect, there is the example of the flaw on the Queen's nose found in position 19. Another unrecorded flaw is the very pronounced "graver's slip" on position 74 consisting of a long, deep scratch from the north east "2" down into the medallion oval.

The well-known re-entry on No. 61 where the main feature is that the toe of the "1" in the south west spandrel breaks into the space between the frame lines has been found on nearly all printings and may be taken as constant, but a similar type of re-entry occurs in the late state of three other positions, and care is needed to differentiate them as two of these latter are from positions 31 and 71 also in the first vertical row. There are other points of difference, but as a pointer to No. 61 it will be found that in this stamp the top frame lines are also doubled at the left side. The other position is No. 62, which can be recognised by its having both the dots in "C" and in the medallion rim opposite.

There are many shades of green to be found in the 12½c, and the general guide to late prints is that they are found on poorer, thinner paper and in bluish green shades with much poorer definition of design than in the earlier prints. As the 10c has its scarce Black Brown shade, so the 12½c has its rare shade of a distinctive Olive Green occurring in early and probably the earliest printings, and it is not unlike the shade of the well-known 5c Sap Green of New Brunswick.

The 17c was first plated in 1926 and the standard work on the plating is by Senator Calder, who made drawings of the main characteristics of each position. These are to be found in Lindquist's Red Book, and little can be added to his study except for some additional flaws and further recognition points which have come to light on further study. To instance one, there is the flaw on No. 95, which is a scratch on the nose of Cartier, which must have occurred early in the life of the plate. The best known variety is the "Burr on Shoulder" or "Balloon" Flaw which occurs on the late state of No. 7 from the top row, and only a few copies are known. Like the 12½c, the 17c would require also a complete study of its own.

Students of the 1859 issue have lost two stalwarts in that field during 1956 in Senator Calder and Hugh G. Bertram of Dundas, Ont., who was trying to complete the plating of the 17c in three different perforations for each position,

THE SEQUENCE OF RESEARCH IN THE CANADA OFFICIALS

By ROY WRIGLEY (801)

The first step towards cataloging this group of Canada Postage stamps was made by the British Columbia Philatelic Society in 1940, when a committee of four—Major C. E. P. Salt, Malcolm Nicholson, Wm. Millard and W. C. Gordon—were appointed to make up a list of then known varieties.

Earlier, in 1928, G. B. D. Garrett had assembled a number of varieties, and when the list by the committee was prepared, based on values, he submitted his classification recognizing the eight position of the perforating, which in turn was adopted by the Society.

In 1938 T. F. Dags had supplied an article to the "Stamp Review."

In 1940 Garrett had an article in April "Philatelic Gossip."

In 1941 Millard listed 40 varieties in "Emco Stamp Journal."

In 1942 Gordon and Salt gave papers to the B.C. Philatelic Society.

In 1943 Holmes Catalog pp 189-91 listed 83 varieties.

In 1947 Garrett had article in "Topics," Vol. 4, No. 9, first presentation of his "A" to "H" method of identifying the 8 positions, listing 168 varieties.

In 1948 Garrett had article in "Maple Leaves," Vol. 2, No. 3.

In 1948 F. E. Eaton reproduced Gordon's 1942 listing.

In 1949 Garrett in May "Maple Leaves" listed 266 varieties.

In 1949 Gordon in July "Popular Stamps" revised his list to January, 1949.

In 1950 Eaton reproduced Gordon's listing of 322 varieties.

In 1954 Wm. T. Jackson in September "Topics" listed 205 varieties.

In 1954 Holmes Catalog 8th edition listed 213 varieties.

Later articles appeared in "Topics" and "Gossip" by C. R. Timpany, M. G. Pursinger and Roy Wrigley.

In 1955 Roy Wrigley published Checklist of 841 varieties.

In 1956 Roy Wrigley published Catalog pricing all major varieties in the 5-Hole perforated, 4-Hole perforated, overprinted OHMS, and 'G.'

While many collectors have the o.p. OHMS, and o.p. 'G' fairly complete used, mint, and in plateblocks, the majority carry through into the 4-Hole perforated and 5-Hole perforated, legitimate Canada P.O. issues. Advanced collectors specialise in the more difficult B, D, G and H positions of the perforated, in the Doubles, Triples and Compound perforations, and the rare Perf-Imperf pairs. These truly are an interesting phase of B.N.A. philately.

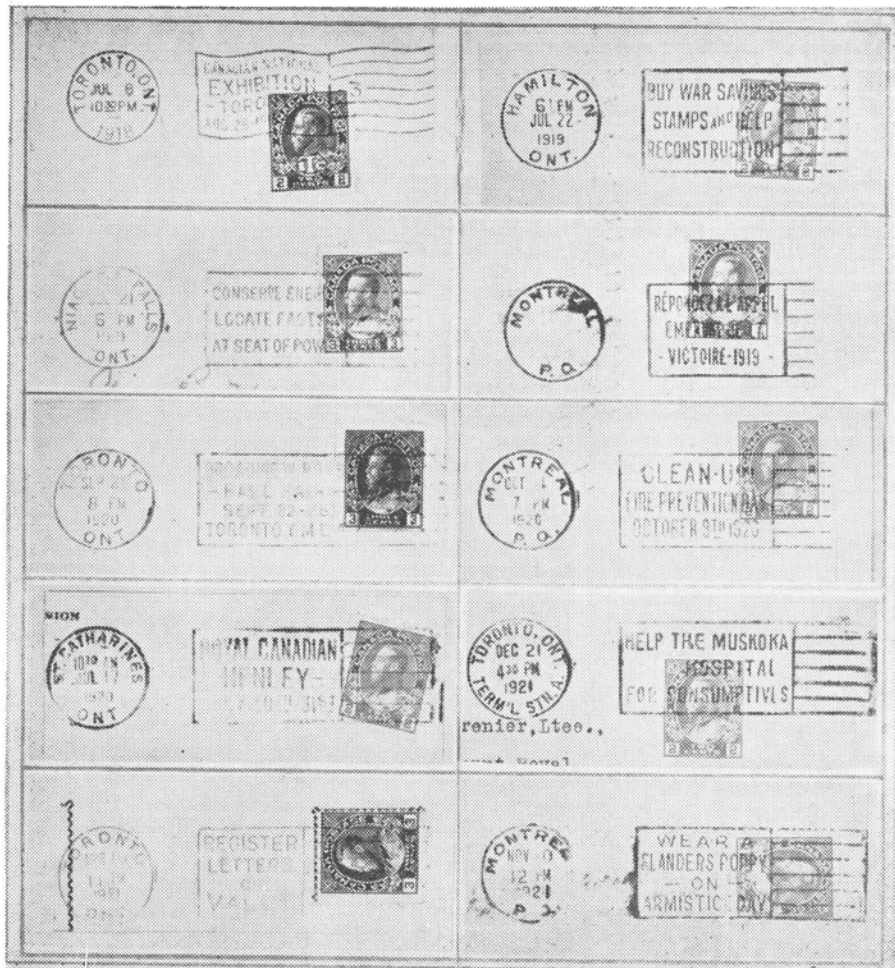
The Canada Post Office ruled that these stamps were for use only between Government Departments, for postage, but could also be used for payment of postage due on insufficiently prepaid mail, posted, and received by their Head Offices, Branches and Representatives.

THE SLOGAN CANCELLATIONS OF CANADA

By the Slogan Study Circle of the C.P.S. of G.B.

Part 3 (Cont. v. 2-181)

In 1918 and 1919, the advertising of National, Provincial and Local Fairs and Exhibitions continued, interspersed with Patriotic Slogans. There is a marked fall in the number of Slogans recorded for 1918, but 1919 shows a vast increase over any year so far listed, due to the Patriotic Appeals, one of which, "Buy War Savings Stamps and Help Reconstruction," has been recorded from fifty-three towns. It was in 1920 that the first recorded Postal Directive Slogan "Advise Your Correspondents of Your Correct Post Office Address" appeared, to be followed in 1921 by such further directives as "Register All Letters of Value," "Post Office C.O.D. Speeds Business," and "Do Not Place Money in Unregistered Mail," all from Toronto. The Slogan "Help Prevent Forest



Fires," of which our earliest recording is from Prince Albert in 1919, was to become an annual appeal from an increasing number of towns, as were a number of other Postal Directive Slogans.

1918

Alberta Winter Fair Calgary Dec. 10-13, 1918	Calgary		
Broadview Boys' Fall Fair Sept. 18-21 Toronto Y.M.C.A.	Toronto		
Buy Victory Bonds to the Limit of Your Ability			
Calgary	Charlottetown	Edmonton	Halifax
Moncton	Montreal	Ottawa	Quebec
Regina	St. John	Toronto	Vancouver
Winnipeg			
Calgary Industrial Exhibition Calgary June 28-1918-July 5	Calgary		
Canadian National Exhibition Toronto Aug. 26-1918-Sept. 7	Toronto		
Central Canada Exhibition Ottawa Sept. 7-16, 1918	Ottawa		
Exposition Provinciale de Quebec L'Annee de l'Elan Agricole	Quebec		
Exposition Provinciale de Quebec L'Annee de la Sante Publique	Quebec		
Food Will Win The War. Don't Waste It.	St. John N.F.		
Help the Muskoka Free Hospital for Consumptives	Toronto		
Help the Toronto Free Hospital for Consumptives	Toronto		
Lindsay Central Exhibition Sept. 19-21, 1918	Lindsay		
Prince Albert Exhibition Aug. 8-10, 1918	Prince Albert		

Provincial Exhibition Brandon July 22-27, 1918			Brandon
Provincial Exhibition Regina Sask. July 29-Aug. 3, 1918			Regina
Saskatoon Industrial Exhibition July 16-20, 1918			Saskatoon
Southern Alberta Fair and Stampede			Lethbridge
Victoria's Winter Season 1918-1918 Beginning Dec. 9th			Victoria
Western Fair London Canada Sept. 8-14, 1918			London
1919			
Alberta Horse and Cattle Shows, Calgary			Calgary
Alberta Spring Shows Calgary April 4-1919-21			Calgary
Alberta Winter Fair Calgary Alta Dec. 9-12			Calgary
Broadview Boys' Fall Fair Sept. 17-20 Toronto Y.M.C.A.			Toronto
Buy Victory Bonds. All Canada is Your Security			
Brandon	Brockville	Chatham	Fort William
Fredricton	Glance Bay	Hamilton	Ingersoll
Kitchener	Lindsay	Medicine Hat	Moncton
Montreal	Nelson	New Westminster	Orillia
Peterborough	Prince Albert	Regina	Sarnia
Toronto	Winnipeg	Yarmouth	
Buy Victory Bonds. Every Dollar Spent in Canada			
Brantford	Chatham	Collingwood	Edmonton
Ingersoll	Kingston	Kitchener	Lethbridge
Montreal	Niagara Falls	North Bay	Owen Sound
Port Arthur	St. Catharines	St. Hyacinth	Stratford
Toronto	Truro	Vancouver	Windsor
Winnipeg	Woodstock	Yarmouth	
Buy War Savings Stamps and Help Reconstruction			
Amherst	Brandon	Brantford	Calgary
Charlottetown	Chatham	Cobourg	Collingwood
Edmonton	Fort William	Fredricton	Galt
Gananoque	Guelph	Halifax	Hamilton
Ingersoll	Kingston	Kitchener	Lethbridge
Lindsay	London	Medicine Hat	Moncton
Montreal	Moose Jaw	Nelson	New Westminster
North Bay	Orillia	Ottawa	Owen Sound
Prince Albert	Quebec	Regina	St. Hyacinthe
St. John	St. Thomas	Sarnia	Sault Ste Marie
Saskatoon	Sherbrooke	Stratford	Sydney
Toronto	Truro	Vancouver	Victoria
Welland	Windsor	Winnipeg	Woodstock
Yarmouth			
Calgary Exhibition Calgary Alberta June 28 to July 8, 1919			Calgary
Canadian National Exhibition Toronto Aug. 23-1919-Sep. 5			Toronto
Central Manitoba Victory Fair Portage la Prairie July 8-10, 1919			Portage la Prairie
Clean Up! Fire Prevention Day October 9th, 1919			
Montreal	Ottawa	Regina	Toronto
Winnipeg			
Corbourg Ont. Horse Show Aug. 19-23, 1919			Cobourg
Conserve Energy. Locate Factory at Seat of Power			Niagara Falls
Exposition Provinciale L'Annee de la Grand Paix 8 Aout-9 Sept. 1919			Quebec
Exposition Provinciale de Quebec L'Annee de la Sante Publique			Quebec
Finnaisons la Besogne. Emprunt de la Victoire 1919			Quebec
Fort William-Port Arthur Fall Fair Sept. 9-10-11			
Fort William	Port Arthur		
Help Prevent Forest Fires			Prince Albert
Help the Muskoka Free Hospital for Consumptives			Toronto
Help the Toronto Free Hospital for Consumptives			Toronto
International Mining Convention March 17, 18, 19, Vancouver Canada			Vancouver
Keep Our Farms and Factories Busy. Buy Victory Bonds			
Belleville	Charlottetown	Collingwood	Edmonton
Guelph	Moncton	Montreal	Nanaimo
New Westminster	Orillia	Ottawa	Pictou
Prince Rupert	St. John	St. Thomas	Sherbrooke
Strathcona	Sydney	Toronto	Vancouver
Kingston Industrial Exhibition Kingston Ont. Sept. 23-27, 1919			Kingston
Le Coup de Balai. Emprunt de la Victoire 1919			Montreal
Let Us Not Demobilize Patriotism. Buy Victory Bonds			
Fort William	Fredricton	Galt	Lethbridge
London	Montreal	North Bay	Ottawa
Portage la Praire	Prince Albert	Saskatoon	Sault Ste Marie
Truro	Victoria		

Liquidon la Guerre. Emprunt Victoire 1919	Montreal	Trois Rivieres	
Prince Albert Exhibition July 29-Aug. 1 1919			Prince Albert
Provincial Exhibition Sept. 29-Oct. 4, 1919.	New Westminster		New Westminster
Provincial Exhibition Regina July 28-Aug. 2, 1919			Regina
Repondez a L'Appel Emprunt de la Victoire 1919			Montreal
Saskatoon Industrial Exhibition July 14-19, 1919			Saskatoon
Souscrivons a L'Emprunt de la Victoire 1919			Montreal
Vancouver Fair Sept. 8-13, 1919			Vancouver
Victoria Home Products Fair Sept. 22nd to 27th			Victoria
Victoria's Winter Season 1918-1919, Beginning Dec. 9th			Victoria
Victory Loan 1919 The Bridge front War to Peace			
Amherst	Belleville	Brandon	Brockville
Calgary	Charlottetown	Galt	Halifax
Moose Jaw	Nelson	Peterborough	Port Arthur
Prince Rupert	St. Hyacinthe	Saskatoon	Sherbrooke
Stratford	Toronto	Walkerville	Welland
Winnipeg	Woodstock		
Victory Stampede Calgary Aug. 25-30			Calgary
Western Fair London Canada Sept. 6-13, 1919			London

1920

Achetez des Timbres d'Economie la Guerre et Aidez la Reconstruction			Trois Rivieres
Advise Your Correspondents of Your Correct Post Office Address			Prince Rupert
Alberta Horse and Cattle Shows Calgary			Calgary
Alberta Winter Fair Calgary Nov. 22-26, 1920			Calgary
Broadview Boys' Fall Fair Sept. 22-25 Toronto Y.M.C.A.			Toronto
Buy Victory Bonds. All Canada is Your Security			Nelson
Buy War Savings Stamps and Help Reconstruction			
Brandon	Brantford *	Calgary	Chatham
Cobourg	Edmonton <i>Fort William</i>	Fredrickton	Galt
Gananogue	Guelph	Halifax	Hamilton
Kingston	Kitchener	Lethbridge	London
Medicine Hat	Montreal	Moose Jaw	Nelson
New Westminster	North Bay	Ottawa	Quebec
Regina	St. John	St. Thomas	Sarnia
Saskatoon	Sherbrooke	Stratford	Toronto
Truro	Vancouver	Victoria	Windsor
Winnipeg	Yarmouth		
Canadian National Exhibition Toronto Aug. 28-1920-Sept. 11			Toronto
Central Canada Exhibition Ottawa Sept. 10-20, 1920			Ottawa
Clean Up! Fire Prevention Day October 9th, 1920			
Calgary	Charlottetown	Halifax	Montreal
Ottawa	St. John	Toronto	Vancouver
Winnipeg			
Come to London Centennial and Old Boys' Reunion			London
Conserve Energy. Locate Factory at Seat of Power			Niagara Falls
Help Prevent Forest Fires			
Calgary	Edmonton	Kamloops	Prince Albert
Quebec	Vancouver	Victoria	Winnipeg
Help Prevent Forest Fires			Billing. Quebec
Help the Muskoka Free Hospital for Consumptives			Toronto
Help the Muskoka Hospital for Consumptives			Toronto
Kingston Industrial Exhibition Sept. 28-Oct. 2, 1920			Kingston
Let Us Not Demobilize Patriotism. Buy Victory Bonds			Fort William
Nettoyez Jour de la Protection Contrae les Incendies 9 Octobre 1920			Quebec
Royal Canadian Henley July 30th, 31st			St. Catharines
Safety Week October 10-16, 1920. Be Careful. Prevent Accidents			
Hamilton	Ottawa	Toronto	
St. Johns' Exhibition Sept. 4-11, 1920			St. John

1921

Advise Your Correspondents of Your Correct Post Office Address			
St. Catharines	Woodstock		
Alberta Horse and Cattle Shows Calgary			Calgary
Alberta Spring Shows Calgary April 4-9, 1921			Calgary
Auto Equipment Show. Winnipeg Feb. 6-11, 1921			Winnipeg
Brantford Old Home Week			Brantford
Broadview Boys' Fall Fair Sept. 14-17, Toronto Y.M.C.A.			Toronto
Buy, Build and Work to Reduce Unemployment			Hamilton

Buy Made in Newfoundland Goods				St. Johns N.F.
Buy Victory Bonds to the Limit of Your Ability				Regina
Buy War Savings Stamps and Help Reconstruction				
Cobourg				
Gananoque				
Canadian National Exhibition	Toronto	Aug. 27-1921-Sept. 10		Toronto
Central Canada Exhibition	Ottawa	Sept. 9-19, 1921		Ottawa
Conserve Energy. Locate Factory at Seat of Power	Niagara Falls			Niagara Falls
Do Not Place Money in Unregistered Mail				Toronto
Exposition de la Vallée du St. Laurent.	Trois Rivières	22/27 Aout, 1921		Trois Rivières
9 Février. Jour Nationale Servez vous de Poisson				Quebec
Have You Contributed to the War Memorial?				St. Johns N.F.
Help Prevent Forest Fires				
Calgary	Edmonton		Kamloops	Prince Albert
Vancouver	Victoria		Winnipeg	
(Biling.)				Quebec
Help Prevent Forest Fires				Toronto
Help the Muskoka Free Hospital for Consumptives				Toronto
Help the Muskoka Hospital for Consumptives				Winnipeg
Help the Red Cross				Winnipeg
Home Building Exposition	Winnipeg	March 28 to April 2, 1921		Kingston
Kingston Industrial Exhibition		Sept. 20-26, 1921		Galt
Made in Galt Exhibition		Nov. 12-19, 1921		Listowel
Old Boys' Reunion		1921 July 31-August 4		St. Catharines
Old Home Week		July 17th to 23rd		Quebec
Portez le Coquelicot le Jour de L'Armistice				Toronto
Post Office C.O.D. Speeds Business				New Westminster
Provincial Exhibition New Westminster	B.C.	Sept. 12-17, 1921		Brandon
Provincial Exhibition of Manitoba		July 25th to 30th		Regina
Provincial Exhibition	Regina	Aug. 1-6, 1921		
Register All Letters of Value				
Galt	Lethbridge		Moncton	Niagara Falls
Sault Ste Marie	Sherbrooke			
Register Letters of Value				Toronto
Remember the National Fish Day, February 9				
Calgary	Edmonton		Halifax	Hamilton
Montreal	Moose Jaw		Ottawa	Regina
St. John	Toronto		Vancouver	Winnipeg
Saskatoon Industrial Exhibition		July 18-23—1921		Saskatoon
Wear a Flanders Poppy on Armistice Day				
Montreal	Truro			
Western Fair	London	Canada Sept. 10-17, 1921		London
Winnipeg Garden Show		Aug. 29-Sept. 2		Winnipeg
Winter Carnival	Ottawa	Jan. 28-Feb. 4		Ottawa

NEWFOUNDLAND CORNER

From 1919 onwards the Newfoundland Post Office showed great interest in the use of the aeroplane for carrying mails. Its connection with the trans-Atlantic flights is an integral part of the history of the development of air transport, but of even greater importance to Newfoundland itself was the development of internal air routes from 1921. In view of this interest it seems strange that the only definitive Air Stamps issued by the Colony were the three values of 1931, the five of 1933 and the lone 7 cent stamp of 1943, particularly as this includes the period during which Newfoundland was accused of issuing an unnecessary spate of ordinary postage stamps. Official mail carried on the various trans-Atlantic flights up to the Balbo flight of 1933 was franked by specially overprinted or surcharged stamps. Internal air mail carried on the many experimental and inaugural flights up to 1930 was

franked with the normal postage stamps, usually at the normal inland letter rate, and covers were generally given a special cachet. Both these groups are, of course, entirely made up of "philatelic" mail.

The first definitive set of air-mail stamps was issued in 1931, comprising three denominations. The 15 cent value was intended for inland services, the 50 cents for Canada, and the one dollar for trans-Atlantic use. The numbers of the first printing on unwatermarked paper were 55,000, 30,000 and 20,000 respectively. Stamp trade orders alone accounted for half the total value in a few days. The 15 cents value was exhausted in February, and the other two values by the end of May. This is not surprising in the case of the lowest denomination. The inaugural flight from St. Johns to St. Anthony and intermediate points on 29 January 1931 carried almost 8,000 covers, of which a

large proportion were for return to St. Johns and were franked with 30 cents. The 50 cents and one dollar stamps are not quite so obvious. They were not used for their supposed purpose as during their life there were no air-mails to either Canada or Europe. A few may have been used on small parcels to White Bay—50 cents up to 2 pounds and one dollar not exceeding 4 pounds—but most of them were used unnecessarily on ordinary air letters for philatelic reasons.

The second printing of these stamps was on watermarked paper. 125,000 of the 15 cents value were issued on 13 March 1931, and 20,000 each of the 50 cents and one dollar on 5 June. They were used in a similar manner to the earlier printing, but as the philatelic demand had slackened they lasted longer, despite the fact that in May 1932 8,000 of the one dollar stamps were surcharged for the Dornier flight, and in February 1933 70,000 of the 15 cents stamps were overprinted "L. & S. Post" to convert them for ordinary surface mail. This overprinting reduced the number of the 15 cents air-mail stamps to 55,000, the same as the issue of the same value on unwatermarked paper, but whereas the latter exhausted in a few weeks, I have the watermarked stamp on ordinary cover as late as 1939.

Air mail stamps were obligatory on some of the flights of this period, on others they were merely "desirable" by official instruction, but actually they appear to have been used invariably on the scheduled flights. I am not aware of any official order forbidding the use of air stamps for surface mail, but they do not seem to have been so used, and it is obvious that the Post Office did not approve of such use or there would have been no need for the "L. & S. Post" overprint.

By 1933 changes in air mail rates together with such events as the opening up of new gold concessions in Labrador and the dispatch of mails to the fishing fleets necessitated a new set of air stamps. Five values were issued in June of that year; 100,000 each of 5 cents and 10 cents stamps, 50,000 of 30 cents and 30,000 each of 60 cents and 75 cents. The two lowest values were noted as for local use; the 30 cents for the Labrador gold concessions, Canada and U.S.A.; 60 cents for Great Britain and 75 cents for foreign. Most of these rates are purely nominal, there being no air service to Canada, U.S.A., or Europe. It is true that in July 1933 there was the Balbo Mass Formation flight across the Atlantic, but mail for this flight was franked by the 75 cents stamp surcharged 4 dollars 50 cents, 8,000 stamps being thus surcharged. Mail to the gold mines, going by surface to Seven Islands and thence by air to Wabush-Katsao was charged 30 cents per ounce, 60 cents return, with addi-

tional 10 cents if registered. The precise service of the two lowest values is not clear. I have been unable to find the rates to the fleets though this service is actually depicted on the 60 cent stamp. Dalwick and Harmer in their invaluable book suggest a doubt whether these two are rightly listed as air stamps. They are inscribed "AIR POST," but I have never seen them alone on a flown cover, and they were certainly accepted as payment for postage and registration by ordinary surface mail. Actually all these stamps are scarce on cover except for special services such as to Wabush-Katsao, and the post marks seen on most used copies suggest that they were used on ordinary surface mail.

In 1942 the first regular air service between Canada and Newfoundland was inaugurated from Moncton N.B. to St. Johns. The rate was 9 cents per ounce. The following year this was reduced to 7 cents, and on 1 June 1943 a 7 cents air stamp was issued to meet this rate to Canada and U.S.A. This stamp was used for its original purpose, and in multiples for other flights. It was also used for surface mail. It was in use until the Confederation, but does not appear to have been much used on the post-war Atlantic flights, mail for which is usually franked with normal stamps.

These notes are concerned only with the use of the air stamps. The stamps themselves and their production, together with most of the known major varieties are fully described in *Newfoundland Air Mails* by Dalwick and Harmer, but in our next issue I will note one or two points which are not mentioned in the catalogues.

REVIEW

A welcome, rather belated, to the 189th issue of *Popular Stamps*, published ten times a year under the guiding hand of fellow member A. L. McCready. It is a compact magazine specialising in B.N.A. material.

The main article deals with "R.M.S. Nascopie" enthralling us with details of its work in connection with the Canadian Post Office Department making annual journeys as far as the Arctic wastes.

A heading "The Hollow Tree" brings us chit-chat on items ranging from revenues to soldier's rate covers.

Ed. Richardson delves into the question of British Columbia Hospital Aid Tax stamps issued during a depression in 1933. Added to the cost of a meal when eating out, it provided revenue for the aid of hospitals. These issues promise good hunting for the specialist.

Published at \$1.50 per year, this magazine is good value for money.

J. W.

THE PORT HOPE DUPLEX



In the June number of *Maple Leaves* a description and illustration was published of the Port Hope duplex of 1870 with cork insertion. The accompanying illustration (dated 1869) shows the Port Hope duplex without the cork insertion, *but in all other respects identical*, and this suggests how the cork insertion duplex was possibly created.

In 1860-61, the Postmaster of Port Hope, with 20 other postmasters in Canada (see Boggs, page 573), received the standard type of earliest duplex I.A.13 (M.L.11). In 1870 he, with a few hundred other postmasters in Canada (see Jarrett, page 536).

made for himself a neat little cork cut into eight segments, of which he was apparently rather proud and determined to use. So he had the ingenious idea of cutting a hole in the bars of his duplex and inserting his cork, thus creating a unique type of duplex!

All the copies of this cork duplex I have seen to date (on Large Cents and 3 cents copper red) are dated 1870, so possibly it was not in use very long. If readers of this note have copies dated before or after 1870, it would be interesting to record them.

E. A. S.

LAI D PAPER ON CANADA GEORGE VI

By L. SEALE HOLMES, M.D.

(Reprinted from the *Windsor 'Y' Stamp Club Bulletin*)

I wonder where the eyes of collectors of Canadian stamps have been for the last several years. A number of years ago I bought some of the 4c stamps of the first George VI issue and, on examining them, I discovered *laid paper* had been used to print them on. A little later I found some in the 5c value.

Later I had a most interesting letter from Mr. Franklin Matthews of Texas,

who sent me copies of all values, 1c to 8c, showing this *laid paper*.

I have seen it among regular stamps, also booklet panes (used). Precancels, too—we found one stamp which showed very deep ribbing. So it would appear that we have both laid and ribbed papers among these early George VI stamps.

What amazes me is that collectors are too busy looking *at* their stamps instead of looking *into* and *thru* their stamps. I hope this brief report will start collectors really digging into their stamps much more thoroughly.

CONSTANT VARIETIES OF THE "CITY TYPE" PRECANCELS

By R. B. HETHERINGTON



Fig. 1



Fig. 2



Fig. 3



Fig. 4



Fig. 5



Fig. 6



Fig. 7



Fig. 8



Fig. 9



Fig. 10

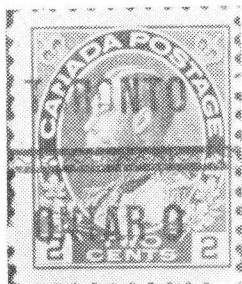


Fig. 11



Fig. 12



Fig. 13

NOTES on the constant varieties of the "City Type" Precancels of the Edward VII and George V issues of Canada. Many of these varieties are not catalogued in the "Official Catalog of Canada Precancels," published by Gilbert W. Noble and edited by H. G. Walburn.

These NOTES are based on an article written by Doctor Alfred Whitehead, Mus.Doc., F.R.C.O., of Amherst, N.S., on the "City Type of Edwardian Precancels of Canada." Doctor Whitehead's article was never published and he has kindly given me permission to make use of his notes in this article.

Further information has been supplied by G. E. L. Manley, see *Maple Leaves*, Vol. 5, No. 2, Page 45. Members who have helped me with other useful information include:—Messrs. Frank W. Campbell (notes on printing methods, etc.), H. G. Walburn, J. S. Parsonage, S. Thirkell, Stan Lunn, and others.

During 1903 a new type of precancellation of Canadian stamps was introduced, commonly referred to as the "City Type." In this type appears the Town name and Name of the Province, the latter sometimes abbreviated, separated by a pattern of wavy lines, or dots, and bars, and in one case, that of Peterboro', Ontario, by a sort of Scotch plaid design which is at once characteristic and attractive, these wavy lines (or dots) and bars are used in a variety of combinations.

The "General Types" used are recorded in the "Official" Catalog, as Types U, numbered U-200 to U-212. Special individual types were set up for the following towns:—Brandon, Brockville, Carleton Place, Coburg, Galt, Halifax (see special note), Moncton, Niagara Falls, North Battleford, Paris, Peterboro', Regina, St. Hyacinthe, St. Thomas, Toronto (several), Truro, Walkerville and Winnipeg (2).

Electrotypes or plates consisting of one hundred subjects were made of type foundry handset type, and were NOT, as stated by Boggs, cast on a Ludlow machine. Frank W. Campbell (who was himself a Master Printer) points out that the Ludlow method was not invented in 1903. This method of preparing plates for precancellation was not introduced until the coming of the "Numerals."

The overprinting of a complete Post Office pane, at one operation, was made possible. These electrotypes, generally referred to as "electros," were cast in horizontal rows of ten subjects, repeated vertically to make up the required ten rows, making one hundred subjects in all. This method was used for all the "City Types," except for HALIFAX—Nova Scotia. Frank W.

Campbell, in his notes on the printing methods used, says:—"One exception in the early years is that the HALIFAX—Nova Scotia, was definitely not printed from electros, as stamps are known with the brass rule missing and the type line moved up the 1/12th inch the RULE occupied." Later types, such as TORONTO—Type 7, used this method, and in this type, there are many interesting varieties, such as the bending of the RULE. It is suggested that cheap zinc rules were used instead of the usual brass, which bent under pressure in the course of printing.

Being made of unhardened type metal, the electros used in the early types, and in the case of the smaller offices in use for upwards of twenty or more years, were easily damaged and also liable to wear. It is my opinion the authorities foresaw this liability to damage and wear, and that they prepared many plates for precancelling stamps for TORONTO, MONTREAL, OTTAWA and QUEBEC. (Manley considers that different settings were used for the above in some cases, although Doctor Whitehead in his notes says that "exactly similar plates" were prepared). Further information is looked for regarding this.

It may be possible that additional electros for all towns using precancels were made, and held in reserve. (This is hardly borne out by the fact that the "Bri "b" dgeburg" error continued in use from the first issue in 1903 and was still found in use on the issue for George V made in 1922!). This would have ensured quick replacement in case of damage, whereas the repair of plates would be a somewhat difficult matter and might produce an evident and botched result. The numerous examples of plate damage, some extremely striking, are well known to the research specialist in Canadian precancels. It can be assumed, I think, that if errors were corrected, it was by plate replacement, and not plate repair. Considerable further research must take place before a definite answer to all these queries can be made.

The overprinting for all the "City Types" was done at OTTAWA, and although the work was supposed to be carried out "under the strict supervision of the Post Office Department," it is amazing that there are so many evidences of scamped, hurried and careless workmanship. Doubled overprints and inverted overprints abound, and in at least three cases "City Types" are found twice printed with different Town Names. These are duly listed in the "Official Catalog." In addition, besides productions of over-inking, under-inking and careless inking, there are many examples of wear, breakage, damage, and even of typographical variation to be found.

The constant varieties caused by the examples of wear, breakage and damage to the plate are on the whole uncatalogued, and below will be found a check list of these varieties so far reported. This list is not claimed to be complete, but it is hoped that it will be of some assistance to collectors of Canadian Precancels.

In this Check List of the Constant Varieties of the "City Types" it is NOT proposed to include Inverted or Double Prints which are already recorded in the "Official Catalog." However, in certain cases, Inverted and Double Prints already listed will be mentioned, if they refer to any item not so listed.

It is proposed to list items in Town Order, as per the "Official Catalog," starting the list with BRANTFORD—ONTARIO and finishing with WOOD-STOCK, the remaining Towns not recorded in the list have had no varieties reported for them.

This Check List will include four chief groups of varieties, as follows:—

- (1) Narrow "Os,"
- (2) Missing Letters,
- (3) Missing Town or Province Names,
- (4) "Cut-off" Letters.

Where possible, stamps with the above varieties will be listed with their "Official Catalog" Type and Stamp No., in the REMARKS column. When in certain cases NO number is given, a full description will be included. Any stamps referred to in the List which are already included in the "Official Catalog" will be marked * *.

Town Name—Pop.	Type	Error	Remarks
BRANTFORD— ONTARIO Pop. '05: 20,000 '47: 31,948 '54: 36,727	TYPE 1. Variety of U 200. (Very rare with middle scroll showing.	"ONTARIO" missing.	Found on: 1/74, 1/75 (probably from bottom horizontal row). Reported, Whitehead and Manley.
BRIDGEBURG— ONTARIO Pop. '07: 1,356 x '47: 6,595 x '54: 7,572 x Now named FORT ERIE.	TYPE 1. U — 206	BRIBDGE- BURG * *	1/74i, 1/741, 1/74m. Also in BLUE — 1/85i, 1/85j, 1/106i, 1/106j. (This error continued in use for 21 years).
	TYPE 1. U — 206	NARROW "O" 1st "O" in ONTARIO	1/74, Very rare. May occur on 1/74a.
BROCKVILLE— ONTARIO Pop. '07: 8,940 '47: 11,342 '54: 12,301	TYPE 1. U — 206	NARROW "O" 1st "O" in ONTARIO	1/74a, Very rare. May occur on 1/74.
BROWN'S NURSERIES ONTARIO Pop. '07: 50	TYPE 1. U — 200	First "E" in NURSERIES missing.	1/74a, Very rare. May occur on 1/74.
CALGARY—ALTA. Pop. '54: 129,060	TYPE 1. U — 200	Tete-beche Pair. * *	1/74 + 1/74a, Rare. When the rows of the foundry type were nailed to their wooden base, one row was placed upside down so that it was possible to find pairs, one normal, one in- verted. This was soon corrected.
	TYPE 1. U — 200	NAIL-HEAD	1/131. Upper Left.
CARLETON PLACE ONTARIO Pop. 54: 4,725	TYPE 1. TYPE 1.	"ONT" missing.	1/151 Die 2.
	TYPE 1.	PLACE NAME missing.	1/172, Block of 20 from left hand bottom corner of the pane (4 rows of 5 stamps) 3rd Row shows Place Name missing on 4th and 5th stamp.
	TYPE 1.	NAIL-HEAD	1/106. Lower right.
GUELPH—ONT. Pop. '54: 27,386	TYPE 1. U — 203	NAIL-HEAD	1/106. Lower left.
HALIFAX Nova Scotia Pop. '47: 70,488	TYPE 1.	BARS omitted. * *	1/75i, 1/75j, 1/76i, 1/76j.
HAMILTON— ONTARIO Pop. '06: 60,443 '47: 166,337 '54: 208,321	TYPE 1. U — 200	NARROW "O" 1st "O" in ONTARIO.	Reported for—1/74, 1/74a, 1/75, 1/75a, 1/85. Pro- bably on other stamps of this type. (See PHOTO. Fig. 1.)
	TYPE 1. U — 200	CUT-OFF Letters.	1/74. BOTTOM half of letters of HAMILTON cut off.
	TYPE 1.	"O" & part of "N" of "ONTARIO" missing.	1/151, Die 1.
	TYPE 2. U — 202	"A" of HAMILTON missing.	2/74, 2/74a, 2/75, 2/75a.

Town Name—Pop.	Type	Error	Remarks
KINGSTON— ONTARIO Pop. '01: 17,961 '47: 30,126 '54: 33,459	TYPE 1. U — 208	"I" missing & last "N" of KINGSTON broken.	1/74, 1/74a, 1/75a. May be found on 1/85, 1/86. This variety may be found in various states, late state shows "I" & "N" both missing completely. (See PHOTO. Fig. 2.)
LONDON—ONTARIO Pop. '05: 41,500 '47: 78,264 '54: 95,343	TYPE 1. U — 200	NARROW "O" 1st "O" in ONTARIO. (Third vertical row.)	1/75, 1/75a. In later prints of this variety the diagonal of the first "N" in LONDON is broken a third of the way down. The normal "N", early prints, is very rare.
	TYPE 1. U — 200	BROKEN BARS. Both bars broken at right side.	1/75, 1/75a. Not re- ported for 1/74, 1/74a, but likely to exist. (See PHOTO. Fig. 3.)
	TYPE 1. U — 200	DOUBLE OVERPRINT	1/75b. (Normal) Double overprint (inverted) already catalogued.
MONTREAL— QUEBEC Pop. '07: 360,000 '47: 903,007 '54: 1,021,520	TYPE 2. U — 200	"BLOB" on UPPER BAR. All stamps from third vertical row show a distinct BLOB on upper bar below "NT" of MONTREAL.	2/74, 2/74a, 2/75, 2/75a. May also be found in BLUE.
	TYPE 2. U — 200	BROKEN "N". A variety of the above "N" of MONTREAL broken from top right to lower left.	Found on late state of Plate on 2/74, 2/74a, 2/75, 2/75a. NOT re- ported in BLUE. Third vertical row.
	TYPE 2. U — 200	DAMAGED Bars and Letters.	On 2/75 & 2/75a ONLY. Dr. Whitehead reports this as a major variety. It would seem that a heavy object fell upon the bars above "Q" and slanted upwards, cutting through "TR" of MONTREAL. The left end of the upper bar and the whole of the top scroll are gone and "MONT" has been lifted. Occurs on Third Vertical row. Very rare. "Evi- dently a quick repair or replacement was made, as I have only found this on early prints." (See PHOTO. Fig. 4.)
	TYPE 2. U — 200	CUT-OFF letters. MONTREAL— Top of letters cut off.	2/74, 2/74a, 2/75, 2/75a. May be found on 2/85, 2/86, 1st Horizontal Row.
	TYPE 2 or 4 U — 200 or U — 201	"QUEBEC" missing.	Reported with the Pro- vince name missing. Either 2/76 or 4/76.
	TYPE 3. U — 202.	"R" in "FOR"	"R" in "FOR" has the Top cut off. 3/74a.

Town Name—Pop.	Type	Error	Remarks
	TYPE 4. U — 201	CUT-OFF letters.	4/74, 4/74a, 4/75, 4/75a. probably to be found on other values. 1st Horizontal Row.
	TYPE 4. U — 201	NAIL HEAD	4/106. Upper left.
	TYPE 5. U — 204	CUT-OFF letters.	5/85, 5/85a, 5/86, 5/86a. 1st Horizontal Row.
	TYPE 7. U — 211.	NAIL HEAD	7/106. Upper left.
OTTAWA—ONTARIO Pop. '07: 70,000 '47: 154,951 '54: 202,045	TYPE 1. U — 200	NARROW "O" 1st "O" in ONTARIO.	1/74, 1/74a, 1/75, 1/75a. Probably on other values also. (See PHOTO of Pair, Fig. 5. 2nd stamp showing Narrow "O".)
	TYPE 2. U — 202	"R" in "FOR"	"R" in "FOR" has cut- off top (See MONTREAL). 2/74, 2/74a.
PARIS—ONT. Pop. '54: 5,249	TYPE 1.	MISSING TOWN NAME.	Reported on 1/171 in pair with normal, position NOT known.
QUEBEC—QUE. Pop. '07: 75,000 '47: 150,757 '54: 164,016	TYPE 1. U — 200	"UE" of "QUE" close together.	All values of Edward VII & George V, of this type. 2nd Vertical Row.
	TYPE 1. U — 200	BROKEN "E" in QUEBEC 1st "E".	1/74, 1/74a, 1/75, 1/75a. Found on 2nd Vertical Row, in conjunction with variety "UE" close to- gether. (See PHOTO. Fig. 6.) Probably on other values.
	TYPE 1. U — 200	BROKEN "Q" in QUEBEC.	1/74, 1/74a, 1/75, 1/75a, and probably other values. (See PHOTO. Fig. 7.)
	TYPE 1. U — 200	BROKEN BARS.	Both bars broken and mis- placed. 1/74, 1/74a, 1/75, 1/75a. (See PHOTO. Fig. 8.)
	TYPE 1. U — 200	CUT-OFF letters.	Town name cut off. Occurs normal and also with stamps showing variety "UE" close together. 1/74, 1/74a, 1/75, 1/75a, 1/76a, 1/85, 1/85a.
	TYPE 1. U — 200	"QUE" missing.	Abbreviated Province en- tirely missing. 1/85, 1/85a, 1/86, 1/89. (See PHOTO.) Fig. 9.)
	TYPE 3. U — 201.	BROKEN BARS and damaged letters "P.Q."	A somewhat similar variety to that of MON- TREAL already mentioned. Reported on 3/106, 3/107, 3/131.
REGINA—SASK. Pop. '06: 6,217 '47: 58,245 '54: 71,319	TYPE 2.	CUT-OFF letters.	This variety very promi- nent for this Town. Found on 2/92a, 2/106, 2/107, 2/111, 2/113, 2/113a, 2/122, 2/131, 2/151 Die 1.
	TYPE 2.	BROKEN BARS.	Rather similar variety to that reported for QUE- BEC, so far reported on 2/86, 2/106, 2/107, 2/111a, 2/113.
SASKATOON—SASK. Pop. '54: 53,268	TYPE 1. U — 204	CUT-OFF letters.	So far only reported for 1/106.

Town Name—Pop.	Type	Error	Remarks
TORONTO— ONTARIO Pop. '06: 300,000 '47: 667,457 '54: 675,754	TYPE 3. U — 200.	"I" in ONTARIO missing.	3/74, 3/74a, 3/75, 3/75a, also reported on 3/86 by Mr. J. S. Parsonage, prob- ably to be found on other values. (See PHOTOS. Figs. 10, 11 and 12.)
	TYPE 3. U — 200.	NARROW "O" 1st "O" in ONTARIO.	3/74, 3/74a (rare), 3/75, 3/75a.
	TYPE 3. U — 200.	NARROW "O" 2nd "O" in TORONTO.	3/74, 3/74a, 3/75, 3/75a.
	TYPE 3. U — 200.	NARROW "O" Last "O" in TORONTO.	3/75, 3/75a (rare). (All the above should be looked for in BLUE.)
	TYPE 3. U — 200.	BROKEN BARS. (A) Short bars at left. (B) Long bars at left.	Varieties occur in 1st ver- tical row. 3/74, 3/74a, 3/75, 3/75a.
	TYPE 4. U — 202.	"R" in "FOR"	"R" in "FOR" with cut- off Top. 4/74, 4/74a, 4/75, 4/75a.
	TYPE 4. U — 202.	DAMAGED CLICHE.	An oblique break down- wards to the right, in- volving the foot of "R" (TORONTO), both bars "O" (FOR) and "I" of (THIRD), "M" of (MAT- TER). 4/74, 4/75a. (See PHOTO. Fig. 13.)
	TYPE 4. U — 202.	DAMAGED CLICHE.	Similar to above but dif- ferent. 4/74 only.
	TYPE 4. U — 202.	BROKEN BARS.	Both BARS show a gap of about 1 mm, 1½ mm from right side, 4/75. 4/75a shows gap 1½ mm from left side.
	TYPE 5. U — 201	NARROW "O" 1st "O" in ONTARIO.	5/74, 5/75 (rare).
	TYPE 5. U — 201	NARROW "O" last "O" in ONTARIO.	5/74, 5/74a, 5/75, 5/75a.
	TYPE 5. U — 201	NARROW "O" Final "O" in TORONTO.	5/74, 5/74a, 5/75, 5/75a. Late state shows this variety with first "O" in TORONTO broken.
	TYPE 5. U — 201	BROKEN BARS.	5/75a. Break of about 1½ mm. Both BARS under 2nd "O" of TORONTO.
	TYPE 7.	CUT-OFF letters.	7/85, 7/85a, 7/86, 7/86a. 7/90, 7/92, 7/92a, 7/106, 7/106a, 7/113, 7/123.
	TYPE 7.	BROKEN BARS.	7/85, 7/85a, 7/86, 7/86a, 7/90, 7/92, 7/106, 7/106a, 7/111, 7/113, 7/113a.
	TYPE 7.	Missing letters.	"T" & part of "O" miss- ing in "TORONTO" to- gether with damaged BARS. 7/85, 7/86, 7/89a, 7/92, 7/106, 7/106a, 7/110.
	TYPE 7.	NAIL HEADS.	7/106. Left upper. 7/106. Right lower. 7/106. Left lower.

Town Name—Pop.	Type	Error	Remarks
	TYPE 12.	CUT-OFF letters.	'TORONTO' shows name cut down. 12/106, 12/108, 12/109. (Mr. J. Anderson.)
	TYPE 12.	"T" of "TORONTO" First "T" missing.	12/132.
WINDSOR— Pop. '05: 14,007 '47: 105,311 '54: 120,049	TYPE 1. U — 200	NARROW "O" 1st "O" in ONTARIO.	1/74, 1/74a, 1/85. Probably to be found on other values.
	TYPE 1. U — 200	DOUBLE (1) WINDSOR Type 1/ U—200 (2) BRIDGEBURG Type 1.	1/74 (wa). This error must also occur with the overprint (2) reading BRIBDEBURG (reported Mr. G. Manley) V. rare. (2nd, error not so far seen. V.V. rare).
WINNIPEG— Pop. '07: 100,000 '47: 221,960 '54: 235,710	TYPE 1. U — 200	"I" for "T" in MANITOBA.	1/76a, Top of "T" missing — so that MANITOBA reads — "MANIOBA" (rare).
	TYPE 1. U — 200	NO OVERPRINT.	1/122 exists in PAIR with overprint so misplaced that the 1st vertical row shows NO sign of precancel. (One pair, reported).
WOODSTOCK—ONT. Pop. 54: 15,544	TYPE 1. U — 211	MISSING "W"	1/151 Die 1, exists with "W" and part of first "O" missing.

TYPE U — 201, exists with TOWN NAME missing from the Province of "ONTARIO" (Reported by Mr G. Manley) on 74a.
 TYPE U — 212, exists with only the BARS printed, both TOWN NAME and PROVINCE NAME are missing, on 85. (Reported by Mr G. Manley.)

In reference to the NAIL HEAD varieties which are reported in the above "LIST," this TYPE of variety does not appear (as so far reported) until the 1922-31 issue of the George V, "City Types."

The NAIL HEAD variety shows a round dot, about $1\frac{3}{4}$ mm. in diameter. This dot occurs in four positions on the stamp:—Left Upper, Right Upper (between $1\frac{1}{2}$ and 2 mm. from the left and right edge of the stamp in line with the lower edge of the TOWN NAME, and Left Lower and Right Lower in the same position to the left and right of the PROVINCE NAME. This variety was caused by the nails which were used to attach the electros to the wooden base working up, and therefore showing in the printing. This variety is most commonly found on 106 or 106a. At present it has not been reported on the 1912 George's or on the Edward's, but of course it may exist on these issues.

Further information is asked for regarding this TYPE of variety, and any member finding any such varieties among his or her precancels is asked to write to me (R. B. Hetherington, Beedings Cottage, Gay Street, Pulborough, Sussex, England) regarding any such finds.

In reference to the suggested different settings for the TORONTO—ONTARIO precancels of the City Types, as already referred to I would be much obliged if members would let me have their comments on this suggestion.

Mr. G. Manley reports that he considers that at least two and perhaps three different settings of type were so used, and states:—"If you compare the word 'ONTARIO' you will find that in some cases the 'Os' appear to have

SQUARE bottoms, whereas in others they appear to have **ROUNDED** bottoms."

Considerable research must be undertaken, however, before it can be proved that there were in fact two or more settings. Large Blocks or Panes of these stamps are rare, and in many cases are probably non-existent. Will members please check through their collections and report their findings to me.

Doctor Alfred Whitehead has made a close study of the varieties occurring on the 1 and 3 cents of the Edward issues, and he is fortunate to have large blocks and panes of these issues. Further information is required as to the existence of the varieties so far reported occurring on the higher values of the Edward issues, also on all values of the George V, "City Types."

In certain cases the electros used to print the Edward issues continued in use for all the "City Types," so that it should be possible to find most of the varieties already reported on the Edward's on the George's. Please check up and let me know what you find.

POST OFFICE DEPARTMENT

NEWS RELEASE

27th November, 1956.

Date of Release, Friday the 30th
November, 1956, p.m. papers.

NEW DESIGN FOR POSTAGE STAMPS FOR 1957

The Honourable Hugues Lapointe, Postmaster General, has announced that the Post Office Department will issue at least ten new postage stamps and a new Aerogramme form during the calendar year 1957.

Early in March, there will be issued four large size, horizontal postage stamps, each illustrating a different Canadian form of outdoor recreation, skiing, fishing, swimming and hunting. These stamps are being issued to emphasize that Canada is an "All Seasons Playground." This set of stamps will be unique in Canadian philatelic history because the four different designs, all of 5c denomination, will be printed on each pane of 50 stamps delivered to the Postmasters for sale. The Canadian public will be able to purchase a block of four stamps displaying the four different recreation subjects.

In April, a 5c postage stamp will be issued in support of National Wildlife Conservation. This stamp will illustrate the

widely known Canadian bird, the Common Loon.

In June, a postage stamp will be issued to honour the outstanding explorer of Canada, David Thompson. This stamp will also be of 5c denomination. In August, two postage stamps, 5c and 15s denominations, and a 10c Aerogramme form, will be issued to commemorate the 14th Congress of the Universal Postal Union. This Congress will convene in Canada at that time, marking the first occasion that this important international body has met in this country.

Later in 1957, the importance of Canada's Hardrock Mining Industry will be emphasized by the issue of a postage stamp commemorating the Sixth Commonwealth Mining and Metallurgical Congress, also being held in Canada. In addition, the significant accomplishments of the United Nations Children's Fund (UNICEF) will be honoured by a special stamp. Both of these stamps will be of 5c denomination.

Canadian artists created the designs for these stamps which will reveal the rising stature of art in Canada.

Further details regarding the above-mentioned stamps will be announced throughout the year.

GROUP NEWS

ABERDEEN.—The Aberdeen group for their November meeting were the guests of Dr. and Mrs. Orkin at their residence. Mrs. Orkin exhibited part of her general collection of Canadian stamps and stationery, both used and unused. The collection showed many interesting postmarks and re-entries, and as both Dr. and

Mrs. Orkin are Canadians they were able to give much interesting geographical and historical data on Canada and on the items exhibited. The members present got a delightful surprise when Mrs. Orkin set on the table a home-baked iced cake, the icing depicting one of recently issued Canadian stamps. On the call of Mr. George

Beverly, hearty thanks were extended to our host and hostess for a very happy evening.

For their December meeting the Group had the pleasure of a personal visit from Mr. John J. Bonar, the immediate past president of the Society.

Mr. Bonar exhibited a selection of his early Canadians from the 1851 and 1852 series to 1893, and it was a great treat for the Aberdeen Group to view so many of

these excellent stamps in such fine condition.

A most interesting item in the exhibition was the selection of large cents stamps on watermarked paper and the many variations in colour, etc. of, small cents.

Sir George A. Williamson, in a few well chosen words, commented on the excellence of Mr. Bonar's collection, and Mr. O. A. Fraser proposed the vote of thanks and expressed the invitation to Mr. Bonar to pay a return visit in the near future.

“SOUVENIR OF CANADA” AGAIN

By FRANK W. CAMPBELL

The heading to this article refers back to the April, 1955, *Maple Leaves*, where miniature Canada stamps on a post card in almost correct color was described. At the annual Show of the B.N.A.P.S. in Toronto this September I was shown by that veteran collector Chas. Foster, Toronto, the original copy the lithographer used in making that card, in 1905. It had been mailed in 1906, from England, to Victoria, B.C., with a remark that it might interest your children—the address being to a person of a German name.

Some person at this Show said it probably was made from a pasteup of stamps from a miniature album of stamps of the world, once current. A careful examination of the paste-up copy showed a “washed” effect to the originals that was somewhat lost in the reproduction on the card. The stamps were exact size in both cases, somewhat reduced from the genuine.

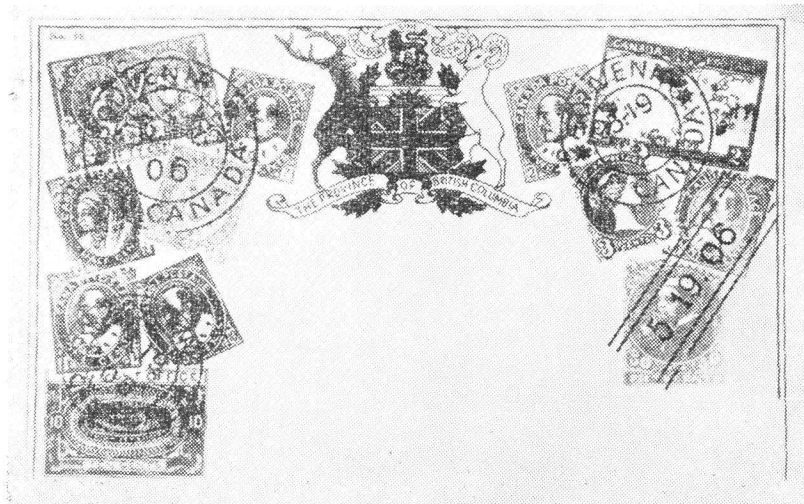
No screen was used in the reproduction process, the colors were solid. This makes

toning by overprinting somewhat difficult, so I carefully counted the different colors and I was amazed to find 12 colors for the stamps, and 6 for the coat-of-arms and border. The black ink of the borders and arms was definitely different to the black ink of the $\frac{1}{2}$ cent and the cancels.

I presume the card with the “arms” was a stock card for imprinting any desired picture ordered by a British Columbia customer, and it was imprinted later by these Canada stamps as illustrated in my 1955 article.

In April, 1955, H. I. Nelson, of Montreal, after reading the article, sent me a letter stating he had similar cards for Barbados, Brazil, British Guiana, Cape of Good Hope, Egypt, Great Britain, Hong Kong, Trinidad, Orange River Colony, Venezuela, and U.S.A.

Now, if someone can find the miniature album I was told of, or cards with coat-of-arms but no stamps in color, we will continue the story.



EARLY CANADIAN RAILWAY POST OFFICES

By LIONEL F. GILLAM

PART I

I should like to precede this series with an acknowledgement of thanks to all members of the R.P.O. Study Group, especially S/Ldr. Grey, Messrs. Millar Allen and Fortnum, Dr. C. W. Hollingsworth and—last but by no means least—Miss M. Harris of Vancouver. Without the invaluable help of the latter it would have been quite impossible for me to have completed a detailed survey of the vast field covered by this subject. I shall always remain indebted to her for the help she has always afforded to me, particularly in the field of the Western Provinces, where I had experienced considerable difficulty, until her advent, in obtaining the help and information I required.

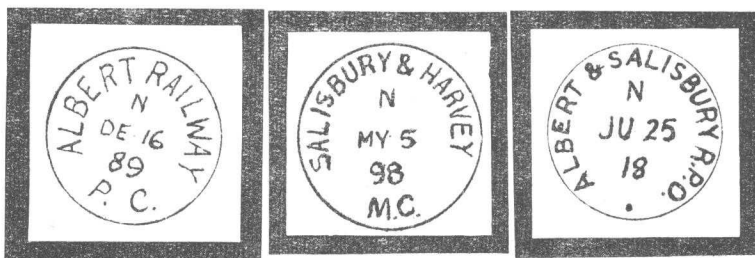
I would also like to make an appeal to any readers who can supply ANY tracings of postmarks which S/Ldr. Grey listed in his latest R.P.O. article. I am urgently in need of tracings of any of this material which members may have in their possession. There is no need for them to be meticulous as long as they are true to size, and that the details of lettering, and spacing of letters, conform to the original.

over the enterprise. In the following year the branch line to Harvey was abandoned, and in 1918 authority was granted for the Dominion Government to take over the railway, and which thus became a part of the Canadian National Railway System.

Passenger services over this line were abandoned about 1936, and the line today is only used for freight-carrying purposes.

The various railway post offices which have operated over this line are clearly illustrated by the different postmarks that have been used, and faithfully reflect the changing names and fortunes of this railway.

There can, for instance, be little doubt that the postmark reading, Albert Railway P.C. is quite rare, and this is probably due to the fact that, as in so many other cases, the date of incorporation gives no indication of the actual working life of the railway. The construction of the line appears to have been continuously subsidized for 25 years, and was possibly not in operation until the late 1880's. (The earliest postmark known to the writer being dated December, 1889).



THE ALBERT RAILWAY

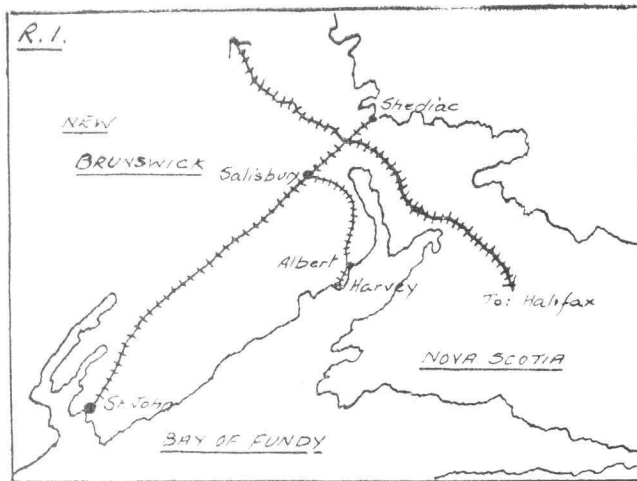
This railway was named after the County of Albert in New Brunswick. It was incorporated in 1864 to build a line from Salisbury on the European and North American Railway to the Bay of Fundy. The line which was built in subsequent years ran from Salisbury via Hillsboro to Albert on Shepody Bay, an inlet of Chignecto Bay.

In 1891 the name of the railway was changed to the Salisbury and Harvey Railway, and in 1900 the small branch line from Albert to Harvey Bank, built by the Harvey Branch Railway, was absorbed.

Neither of the lines appear to have been very profitable concerns, and in 1909 the railway was sold by Supreme Court Decree, and a new company, the Salisbury and Albert Railway, was formed to take

The change of name to Salisbury & Harvey Railway in 1891 brought about the first change in postmarks, two of which are known bearing the words "Salisbury & Harvey" or "Salisbury & H. Bank."

Finally, in 1909, with the formation of the new railway, the postmark changed to accord with the new designation: "Albert & Salisbury," and reflects the abandonment of the line to Harvey. The "postmark" reading "Albert & Salisbury" in Type 3B in Shaw's catalogue is a clerk's handstamp and as such is not an official postmark. Regulations prohibiting their use as postmarks have been in force in the Canadian Post Office for many years, but examples of their use in emergency and particularly for back-stamping registered mail are occasionally met with.



CLIPPINGS FROM B.N.A. MAGAZINES

Contributed by R. J. DUNCAN

No. 41—FIRST AIRMAIL LETTER TO NANAIMO

By FRANK H. ELLIS

(From the *Vancouver Sun*, January 28th, 1956)

Vancouver branch of the Aerial League of the British Empire came into the spotlight when pilots Alfred Eckley and Ernest Hall flew on a goodwill flight to the Victoria club, May 13, 1919.

Both clubs had been started earlier the same year with war surplus, two-seater Curtis biplanes.

Unconcerned about the 13th being an unlucky date, the two pilots climbed aboard their machine at Lulu Island and headed across Georgia Strait. It was a risky trip because their wheel-equipped biplane had not flotation gear of any kind.

FIRST TIME

Local newspapers, apparently, didn't realise it was the first time an airplane had flown the ocean gap dividing the Mainland from Vancouver Island. Only the briefest comment was made.

The Victoria branch quickly thought up a trip of its own. Flying a club machine named the Pathfinder, pilots Robert Rideout and H. Brown set off from the capital city on the morning of May 18, for Seattle, carrying an invitation from Mayor Porter of Victoria, inviting the Mayor of Seattle to attend the coming May Day celebrations.

The airmen ran into a bit of difficult weather en route, and were obliged to land on Whidby island, mid-way across Puget Sound. Later the same day they completed their air journey to Seattle.

The following day they returned to their

home field, carrying with them a number of officially stamped and cancelled letters. This constituted the first air mail to be flown either way between Seattle and Victoria.

MAIL FLIGHT

In another Curtis, the Pathfinder II, pilots James Gray and Gordon Cameron, made a successful air mail flight from Victoria to Nanaimo, to inaugurate air-mail flying to island points, August 16, 1919. It was under the official sanction of the postal authorities, and approximately 75 letters were flown. A single specimen is today valued at \$75.

Until July, 1919, no incumbent Mayor in Canada had been taken up for a passenger flight in an airplane in Canada. When pilot "Miny" MacDonald took off from Lulu Island, July 9, 1919, he set a precedent. His passenger was Vancouver's Chief Magistrate, R. H. Gale.

The most outstanding event accomplished by either club was by a member of the Vancouver branch. On August 7, 1919, pilot Ernest Hoy flew to fame over the Rocky Mountains from Vancouver to Calgary. He was obliged to stop and re-fuel his Curtis four times en route, as he flew by way of Vernon, Grand Forks, Cranbrook, and Lethbridge, and so to Calgary to become the first airman to conquer the great mountain barrier.

An attempt to fly back to the coast from Calgary, via Golden, came to a disappointing ending when he was setting off from the latter town on the second lap of his journey. Two Indian lads ran in front of

his machine as he was speeding down the field, and Hoy was obliged to wreck his machine to avoid cutting them down.

RARE TODAY

Envelopes flown from the coast to Calgary by Hoy are rare philatelist prizes today, being rated in value as the highest priced of any flown Canadian air mail, at

\$250 each.

With such tremendous aerial activity now being conducted in British Columbia skies, it is a happy thought to ponder that our own B.C. airmen were the first over many of the now well-established routes, where so many pilots and passengers now follow in their flying footsteps.

No. 42—CANADA—PORT HOOD BISECT

By MICHAEL MILLER

(Reprinted from "The American Philatelist," May, 1929).

Canada, our neighbor to the north, has a very interesting philatelic history and with us it is really the most popular country outside of the United States. Its first issue of stamps was in 1851, but the denominations it offered did not enable the public to apply them to all the then current postal rates, making it necessary to bisect some of the stamps in order to make up the rates, especially the 7½ pence. There are a number of bisects, some not necessary, but inasmuch as the writer is now confining himself to the surcharged bisect, the others will be the subject of future articles. These bisected stamps were issued in 1899 and are commonly known or designated as the "Port Hood" provisionals.

When the new rate of 2c for ordinary mail went into effect in January, 1899, there was a sudden shortage of 2c stamps in the town of Port Hood, one of the small towns of Nova Scotia. Without first getting permission, the postmaster decided that he would prepare provisional stamps so that he would keep his records straight. Accordingly, he took about three sheets of the 3c carmine Queen Victoria numeral issue of 1898 and had it bisected vertically in unequal portions, surcharging them 1 and 2 respectively. The explanation given by the postmaster is clear, and to better understand the same, recourse is had to the following article appearing in the *Monthly Journal* of April, 1899:

"In reference to the cut and surcharged 3c stamps a correspondent sends us the following extract from a letter from the postmaster of Port Hood:

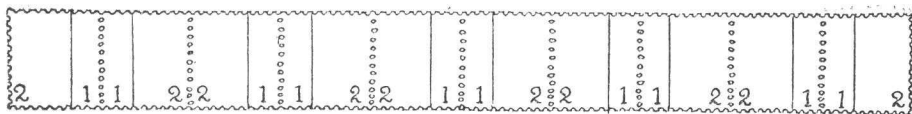
"When the change in Canadian postage was made—of which we got notice by wire—I had only very few 2c stamps in stock, so that before I got my supply from Ottawa I ran completely out of them, and, to keep my account straight, I was compelled to cut threes, making three twos out of two threes. This was for one day only, and not over 300 stamps were cut. I would say about 200 '2' and 100 '1' were used. Those stamps I put on letters for delivery within the country as much as possible. About 100 '2' and probably nearly as many '1' were marked with the figures

2 and 1 as you describe, and were placed on letters for delivery in towns throughout the Dominion. Those were the only provisional stamps used by this Office."

It will thus be noted that he endeavored to do the best he could under the circumstances. These provisional bisects were called to the attention of the postal authorities, who have always been strict and never permit any irregularities. As a result Mr. Donald A. King, then employed in an official capacity in the Halifax Post Office and today its postmaster, made inquiries and the matter was investigated by the department and an inspector was accordingly sent to Port Hood. Jarrett in his book on Canada, says that all copies on hand, which were not very large, were taken possession of by the postal inspector, including all the used and unused, and were eventually destroyed. A few, however, had been sold to Stanley Gibbons before the department inspector arrived and those handled by them, especially the covers, have the stamp of the firm name on the reverse side.

The stamps were bisected vertically in unequal portions so that you have two-thirds of a stamp and one-third of a stamp. From the copies seen, it appears that the stamps were not all cut one way as we have the bisected thirds either from the left or right of the stamp. This led the writer to make some investigation as to the manner of bisection and has come to the conclusion that in the row of ten stamps there were an equal number of bisections and always in pairs. In other words, the first stamp in the row would have the third part on the right and the second stamp would have the third part on the left. That would make a pair with the thirds joined together. In this manner, this bisection was continued with each pair of stamps across the row so that the second and third stamp could have the two-third parts joined together at the perforation. The writer has never seen a complete row and would be very much interested to know whether he is correct and whether or not both the first and last stamps in the row would have the two-third parts thereof adjoining the margin of the sheet. In order to illustrate what the writer believes to be the manner of the bisection, he has submitted the following drawing:

CANADA - PORT HOOD



Probable Scheme of Bisection

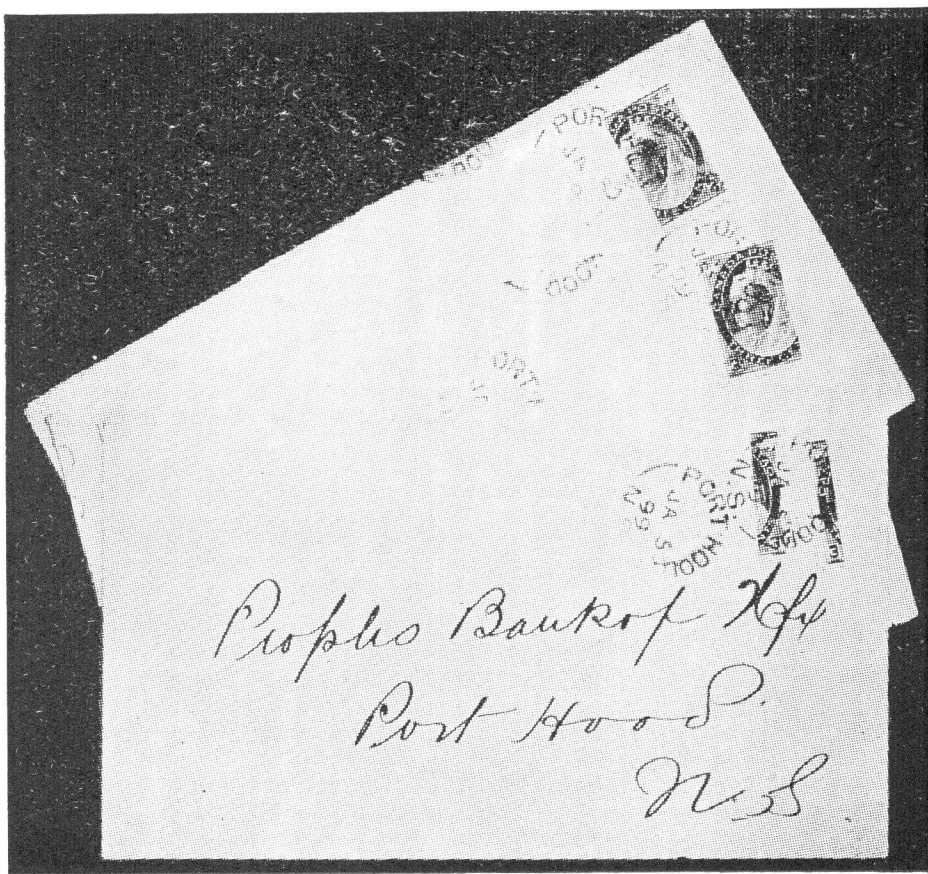
PROBABLE SCHEME OF
BISECTION

In order that no one should use cancelled copies, the postmaster in addition to cutting the stamps surcharged them by hand—stamping the digit 1 on the one-third portion with a greenish-blue ink, while for the two-third portion he hand-stamped them with the digit 2 in violet ink. Both of these handstamps are over the figure of value which appears in the lower corners of the stamp.

The writer is indebted to Mr. A. F. Lichtenstein of New York City (the Prince of Philatelists), who is ever ready to help the cause with funds and material by the loan of covers from his famous collection

of Canada for the purpose of illustrating the use of these bisects. All have the correct date of January 5, 1899. They show the right and left 2c surcharge as well as the one-third portions used together for the 2c rate. The one cent is noted by the writer to have only been used to make up a 2c rate and not singly. This was probably the only way the 1c was used and data on this bisect is requested.

This stamp is listed in all the catalogues so that it has philatelic recognition even though they may not have been sanctioned or authorized by the postal authorities. As to the value, the catalogues vary, and of course the stamps on cover are much more valuable than off cover or on piece. Be-



Three "Port Hood" Bisects from the Collection of A. F. Lichtenstein, Illustrating Both Left and Right Types of the Two Cents and One Cent,

low is given catalogue numbers and values.

<u>1c on $\frac{1}{3}$ of 3c</u>			
	Unused	Used	
Scott No. 85b	200.00	150.00	
Gibbons No. 169		£30.00	
Yvert, No. 74	Fr. 15,000.00	Fr. 7500.00	
Kohl No. 65 $\frac{1}{2}$	M. 500.00	M. 500.00	
Jarrett No. 230c		cover 75.00	
Bright No. 111b			

<u>2c on $\frac{2}{3}$ of 3c</u>			
	Unused	Used	
Scott No. 85c	125.00	75.00	
Gibbons No. 170		£15.00	
Yvert No. 75	Fr. 6,500.00	Fr. 2500.00	
Kohl No. 65 $\frac{2}{3}$	M. 400.00	M. 300.00	
Jarrett No. 230d		cover 75.00	
Bright No. 111c			

To actually determine what is the value of these bisects, can best be ascertained from market quotations. There is this difficulty, however, in that few copies of same are presented for sale. The writer has been able to note a copy of the 2c on a piece of cover offered in the Kelton and Soan sale, February 1924, which realized \$53.00. The catalogue mentions date of January 3rd, but I assume that must be an error as the correct date should be January 5th.

Another copy was in the Boucher collection sold by H. R. Harmer in January, 1927, which realized ten pounds. Note is also made that T. Allen, well-known dealer of England, advertised a copy of the 2c surcharge in the Mekeels which was used on an entire original and had a double surcharge. The writer has not seen that copy nor ever heard of one before, although from one of the copies submitted to him he did see what appears to be a double strike of the 1c, but could not be called a double surcharge.

H. R. Harmer in a recent sale offered the right 1c bisect unused with the surcharge very pale and realized £75, and the Philatelic Journal commenting on the same calls it "the world's smallest fractional stamp."

Reference List

- B. 1 1c left one-third
Greenish blue surcharge
- B. 2 1c right one-third
Greenish blue surcharge
- B. 3 2c left two-thirds
Violet surcharge
- B. 4 2c right two-thirds
Violet surcharge

LETTERS TO THE EDITOR

DEAR MR. TOMLINSON,

CANCELLATIONS

As an avid reader of *Maple Leaves*, and a modest, I hope, collector of cancellations, I have been very interested by the articles dealing with this subject.

About four years ago (how time flies) Mr. Baresch wrote some very interesting articles in *Maple Leaves* on this subject, and since reading these I have been on the look out for unusual cancellations.

Mention was made in those articles of the segmented six ring cancel as being quite an uncommon marking which must of necessity belong to some small post office, and that the writer had never seen this cancellation on cover. As it may be of interest I can report that I have a copy on postcard, mailed at Bryson, Que., and the date stamp is No. 18, 76.

In the article of July 1952 there is a drawing of a whorl marking. I have one, quite different, used on card from Aberfoyle, C.W., dated No. 16, 75.

Yours very sincerely,

W. M. C. WILLCOCK (599).

WHAT IS "INDIAN RED?"

DEAR TOMLINSON,

At the recent C.P.S. of G.B. Convention in Stirling there was a fine display and a good deal of discussion about the Small 3 cents Canada, and particularly about the

earliest printings. Shoemaker, who made an intensive study of these stamps and classified them in no less than 37 categories, called the earliest printings "copper red," a synonym for Gibbons "Indian red," and one school of thought, following Shoemaker, still maintain that all stamps used before 20th September, 1870, must be copper or Indian red.

Another school of thought denies this, and maintains from more recent evidence, that there must have been one or more printings before September, 1870, in shades which are definitely not Indian red. A number of dated copies are now known which can only be described as *rose red*, the earliest so far recorded (in Mr. Baresch's collection), being dated April, 1870.

The existence of such stamps suggests that a specific date, *i.e.* September, 1870, is no criterion, and some other definition must be found. The second school's attitude is that any stamp containing any definite trace of pink or red in it is not the true Indian red, which must approximate to the Indian red colour of Gibbons' original colour guide (alas! no longer available).

However, here also we run into difficulties. It is well known that the very earliest printings, and in particular the rare perf. 1 $\frac{1}{2}$, have a deep rich copper colour quite distinct from the paler shades of the later printings and from Gibbons' colour guide. Indeed, if Gibbons labelled the

perf. 12½ variety (83b) with the transatlantic term of copper red, it might perhaps do something towards clearing up the present confusion.

That considerable confusion exists there can be no shadow of doubt. The evidence of countless auction lots shows that the average collector cannot recognise S.G.83; the evidence of *most* dealers' stockbooks shows that the majority of dealers in this country also cannot recognise it. Even the leading specialists of the C.P.S. of G.B. have differing views about it, and get involved in friendly (or not-so-friendly) argument. One difficulty that seems insuperably in the study of this 3c stamp is that every standard shade grades imperceptibly into the adjoining shades, and there is no clear-cut line between one shade and another. Sulphidisation is a further complication, which turns the original shade into something quite different.

In the later printings, of course, variations of paper and mesh of paper (horizontal or vertical), and of perforation are important features to be considered, for example the rose-carmine of 1888-89 (S.G.105) can sometimes be confused with the earlier deep rose-reds or carmine-reds of 1871-73, but the characteristic side perf. 12½ readily distinguishes it. But, according to Shoemaker, all the early printings to September, 1870, had the same A (smooth good quality horizontal mesh) paper, and the same perforation (11.85 to 12.1 group), so these factors do not help, except, of course, that all the "Indian Reds" *must* have A paper, horizontal mesh, and the correct perforation group.

Will closer attention to these factors help to clear up the present confusion, or are there any other factors to be considered? Or is the problem of recognising "Indian Red" with certainty beyond the average collector (and dealer), and is a continuation of the present confusion inevitable? An elaborate classification of the 3 cents, such as Shoemaker made, loses much of its practical utility if fundamental groups cannot be recognised.

Let us hope that the experts will find a simple answer to the question at the head of this letter.

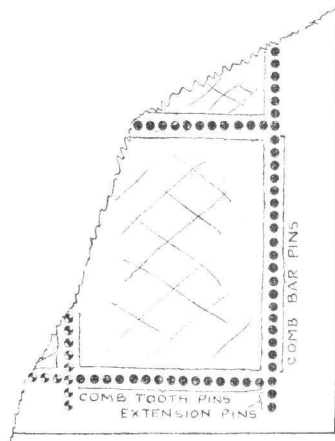
Yours sincerely,
E. A. SMYTHIES (840).

DEAR MR. TOMLINSON,

NEWFOUNDLAND PERFORATIONS

I write in the belief that members of the Society will supplement information that I have on the printing and perforation of some Newfoundland issues of the thirties, those stamps of 3.0 x 2.4 cm. size printed by Perkins, Bacon and Company, having

comb perforations of about 13.4 gauge. They are in the successive Industrial—Royal Family issues. The margins of the sheets show that there are four perforation subtypes, differing in the numbers of pins along the bar (between, but not including corner pins), along the teeth, and in the extensions; see the accompanying figure.



The list gives Stanley Gibbons catalogue numbers; the numbers in parentheses are plate numbers from Dan Meyerson's collection.

Type No. 1a: 19, 15 and 2 pins in bar, teeth and extensions, in 209-217, 219-224 and 227; including 211 (1, 2, 3), 222 (2), 223 (3).

Type No. 1b: 19, 16 and 1, the extra comb tooth pin producing double perforation in centers of blocks which is usually elliptical because the holes do not coincide; this subtype is thus recognizable without sheet margins; in 217, 222-223, 225-226 and Gilbert Issue, 231-244; including 222 (4), 223 (4), 225 (2, 3, 4, 5, 6, 7).

Type No. 1c: 19, 15 and 1, in 215-218, 222-226, 228a, 268-271, including 222 (1, 5, 6), 223 (4), 224 (2).

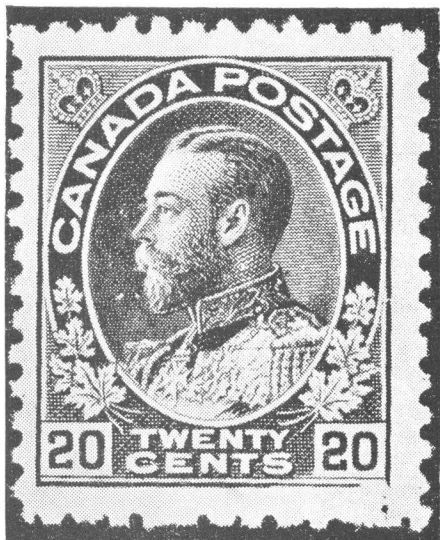
Type No. 1d: 19, 15 and 0, in 211 (1), 223 (1) and 226-228.

Some stamps are known in several subtypes; does this indicate more than one printing, or perforations at different times of one printing; the same machine seems to have been used. I will be pleased to have any information on these types, particularly additions to the list and records of plate numbers. It is possible that some No. 1b are placed in No. 1c because of exact coincidence of perforations, so I will appreciate confirmation of the No. 1b list.

Sincerely,

MARSHALL KAY (679).

ADMIRAL 20c VARIETY



DEAR FRED,

Perhaps you will be good enough to illustrate the enclosed stamp and ask if any reader has seen a similar variety. There is some rubbing in the corner concerned, but it doesn't seem to me to be responsible for the major portions missing.

Yours,

HEDLEY J. HOLLANDS.

DEAR MR. TOMLINSON,

PROVISIONAL COIL

I have read with interest the various articles and correspondence re the 1915 Admiral Provisional Coil. I don't know whether I should put in my oar at this late date, when the last word has been garnered from unimpeachable sources, but perhaps my own small contribution to the subject may interest some of our members. For the benefit of those who cannot refer to the back numbers, perhaps I could summarise as follows, referring to the first coil as the "provisional" and the "re-issue" by a Type Number:—

Re-issue Type I

In the July 1953 issue, you illustrated the re-issue with circular date stamp in black, "Post Office Division" "No. 1" "May 11" (date in one line). Both pairs of the paste-up are guillotined. This was in the type of the original die.

Re-issue Type II

In the October 1953 issue, Mr. Theo. Cox mentioned another re-issue, with circular date stamp in black, "Post Office Division" "May 11" (date in two lines). There is no "No. 1" above the date. Both pairs are guillotined. They are in the type if the *retouched* die, and show hairlines or guide lines.

(Note: It is not mentioned in the correspondence, but in Type II, the words "Post Office Division" are in visibly smaller lettering than that of Type I).

Re-issue Type III

In the same issue, Mr Norman Fox confirms the existence of Type II, but with the two pairs from different sheets as they are palpably different shades. He further mentions that Sissons' 1953 catalogue lists a re-issue with an *oval* hand stamp.

Provisional

In the January 1954 issue, Dr. L. Seale Holes states that the actual provisional was hand-stamped in violet—a rectangle with "Post Office Branch" etc. (subsequently illustrated by you in the April 1955 issue) and describing its origin. He denies that there were "fun and games at the P.O." (quoting Mr. Fox), and continues by saying that a nameless individual produced the re-issue some years later.

Re-issue Type IV

I myself have a strip of four of both Type I and Type II re-issues. My copy of Type II, however, is also similar to that mentioned by Mr. Fox, *i.e.* with the two pairs in different shades (and in visibly different papers and gums as well). Furthermore, the top pair is guillotined, the bottom pair *torn*. It is in the type of the *original* die however, and shows no hairlines.

Thus, in addition to the genuine provisional, there are four known types of re-issue (five, if Sissons' type is included). With the greatest respect for Dr. Holmes, I must agree with Mr. Fox that if an "individual" was responsible for the production of all these types, he must have been extremely busy. Otherwise, one is left with an impression of some sort of philatelic "binge" in the Post Office, with we poor collectors left with the hangover. Perhaps Dr. Holmes would write his "other story" soon, and put us out of our misery!

Yours sincerely,

(Miss) ANN DORIAN (901).

THE EXCHANGE PACKET

I have been totting up my "Membership List," being those who wish to see the Packet. It is almost half the total Society membership, and is much more than half if overseas members are excluded.

I have just over 300 names on my lists—and about 30 are contributors.

To provide for 10 circuits I need £2,500 worth of material, and although this does not mean that every member will actually receive two Packets in a twelve-month, it does enable me to include everyone twice per year in a Packet Circulation List.

I give these facts so that members, old and new, may appraise them.

You will see that, provided the material is forthcoming, you will receive at least one Packet per year, possibly two. I wish it could be more, and I am sure you wish it also, but I cannot help you in this matter unless you help me by sending books of good material for circulation, then you will see every Packet in which you have a book.

Whether it is a book of 20/- to 30/- in value, or £40 and over, I need them all.

To all those members who contribute regularly I extend my sincere thanks. Your help and encouragement are invaluable.

J. H.

LIBRARY NOTES

May I introduce myself as your new Librarian. I look forward to making many new friendships and will do my best to give as good a service of books in the future as you have had in the past.

Taking stock of our books discloses that we have copies of all the recognised authorities on B.N.A. Philately. Some of these are now really scarce and we do ask you to take the greatest care of any books you may borrow as they are not only difficult to replace, but extremely expensive.

You are reminded that no charge is now made for borrowing books, etc., but we expect our postage to be refunded, and should anything be sent "over the odds" it will be devoted to buying new items for your benefit.

We have recently acquired the very scarce Howes on "Canada," and the new publications "North Atlantic Seaway" and "Transatlantic Mail." The last two give a wealth of detail on Postal History and steamship sailings since the earliest days.

The Editor has kindly agreed to publish a list of the books, booklets, catalogues and checklists which we have. At a later date, when I have had time to re group them, details will be published of the many pamphlets in the library.

Meanwhile, do not hesitate to write to me and I will endeavour to satisfy your wants.

R. S. B. G.

LIBRARY LIST

Books :

— Canada (Pts. 1 and 2)	Boggs
— "B.N.A."	Jarrett
— Canada	Howes
— Canada and B.N.A.	Holmes (1943 & 1954)
— Postal Stationery	Bond
— Newfoundland	Boggs
— Newfoundland Air Mails	Dalwick & Harmer
— Canada 1911-25	Marler
— Maple Leaves	Vols. 1 to 5.
— North Atlantic Seaway	Bonsor
— Transatlantic Mail	Staff
— List of Post Offices in Canada... ..	1950

Booklets :

- Ten Decades ago 1840-1850
A study of the work of Rawdon, Wright, Hatch and Edson
Wells, Fargo & Co.'s Handstamps and Franks.
- Canadian Stamps Patrick Hamilton
- Dinky Daymus Varieties
- Canadian Flight Covers Patton & Smith
- Squared Circle Postmarks of Canada Whitehead
- Canadian Silver Jubilees
- Georgian Postage Stamps 1912-36
- Canada's Major and Minor Varieties from 1897 Reiche
- Notes on Ocean Steam Navigation Sandford Fleming
- British Columbia and Vancouver Island Poole
- Vancouver and British Columbia Deaville
- Nova Scotia Poole
- Pence Issues of Nova Scotia and New Brunswick Argenti
- Stamps of Prince Edward Island Poole
- Alberta First Issue Law Stamps Bileski
- Early American Perforating Machines 1857/67 Boggs
- Canadian Postmarks (in French)

Catalogues and Check Lists :

- Railroad Cancellations Shaw
- O.H.M.S. Officials Wrigley
- Assiniboia Cancellations
- Constant Plate Varieties Billig
- Precancels
- Canadian Airmails Morgan
- Airmails—Canada and Newfoundland.
- Silver Jubilee Plate Blocks.
- Canada and Newfoundland Stampless Covers.
- Plate Blocks.
- Canadian Revenues.
- Four Square Plate Block Catalogue.
- Lyman's B.N.A. Catalogue.
- Scott's Dollar Catalogue.

OUR SECRETARY WRITES

I am taking this opportunity of saying a few words to you all as this will be my last chance to do so as Secretary. Within the next few weeks I shall be proceeding to Canada to take up a new position, and this will, of course, necessitate my resignation as Secretary. It has been my privilege and pleasure to work with and for you during the past eighteen months. This has been a happy time for me, a time in which I have made many new friends whom I know I will keep for all time.

I should like to pay tribute to my fellow officers, all of whom have given me their willing assistance whenever required. One could not wish for a finer group of colleagues and friends to work with. I am sure you will all wish my successor, Dr. Chas. Hollingsworth, a long and happy term in office and, if you give him the support you have given me, I can assure him he need have no fears.

I should like to see as many of you as can come along to the March London Group Re-union at the Shaftesbury Hotel. This may be my last chance to see many of you, and it will also be my last function as Secretary. It is with happy memories that I shall board a plane at the end of March for Toronto, my final destination unknown. I will get Fred to put a line in Maple Leaves from time to time to let you know of my progress. My interest in the Society will remain as keen as ever, and I shall look forward to coming home from time to time for the Conventions, when I hope to see many of the friends that I have made over the past years.

H. J. H.

AMENDMENTS TO MEMBERSHIP

NEW MEMBERS

954 THORMAN, W. P., Suite 101, 1390 Robson St., Vancouver, British Columbia.	C.
955 DRAKE, Alan J., 32 Western Road, East Finchley, London, N.2.	C.
956 HILL, Gordon M., 1612-50 Ave. S.W., Calgary, Alberta, Canada.	C.A.P.C.
957 HEWSON, C. F. C., 30 Eppleworth Road, Cottingham, East Yorks.	C.
958 LEWIN, T. A. J., 184 Prittlewell Chase, Westcliff on Sea, Essex.	C.
959 LYFORD, G. D., 13 Rane'agh Road, Sheerness, Kent.	P.C.
960 ZUCKERMAN, Bert. M., Cranberry Express Station, University of Mass., East Wareham, Mass., U.S.A.	C.N. C.B.
961 HUNT, H. R., Laurel Way, Norfolk, Connecticut, U.S.A.	C.B.
962 BARCHINO, J., P.O. Box 133, Brantford, Ontario, Canada.	C.
963 PICKERING, Ian T., Cromwell House, Cleadon Village, Nr. Sunderland.	C.
964 BRIGGS, Peter, 17 Chester Road, Wellingborough, Northants.	C. P. PH.
965 GELINAS, P. L., C.P. 77, Station de Belveil, Quebec, Canada.	C.
966 RIDDELL, John D., Couthylaw, Jedburgh, Roxburghshire, Scotland.	C.P.
967 COHEN Miss M. A., 30 West Common, Harpenden, Herts.	C.
968 MALCOLM, C. G. S., c/o Canadian Bank of Commerce, P.O. Box 408, 2 Lombard Street, London, E.C.3.	C.

RESIGNATIONS

590 CAMPKIN, R. S.
330 LATCHFORD, D.
539 McKENZIE J. B.
753 PHILIP, H. D.
538 ROBERTSON, G.

CHANGE OF ADDRESS

906 HATFIELD, Major F. E., 5 (Radar) Training Bn. R.E.M.E., Arborfield, Berks.
778 IZZETT, Rev. D. S. T., 21 Otley Road, Harrogate, Yorks.
845 McCONNELL, L. D., 20 Blenheim Drive, Allestree, Derby.

CORRIGENDA

855 GERVERS, Brigadier F. R. S., C.I.E., C.B.E., and not Jervers.
281 HARRIS, Dr. H. C. A., 1 Penrhyn Ave., East Cosham, Portsmouth, Hants.

REMOVED REGISTER UNDER RULE No. 6

644 CHAPMAN, G. E.
756 DANIELS, M. C. S.
695 LOBO, J. H.
146 MACLEAN, M. J.
493 WEATHERED, J. G.
785 WITTS, J. R.

Net Change: +4. New Total: 660.

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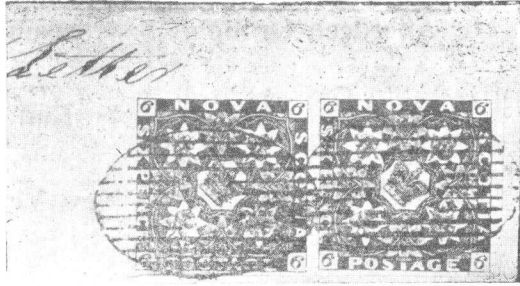
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