

MAPLE LEAVES

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NOTES AND COMMENTS

The New Year

A very large number of Christmas and New Year cards arrived in our post. It was not possible to reciprocate in time so we take this opportunity of thanking many of you who sent greetings and we wish you all a prosperous New Year.

This heralds a particularly busy one for collectors and dealers alike. Several International Exhibitions are taking place but we must give priority to the London International Stamp Exhibition which commences in July. We hear that many of our overseas members are coming over for the event and we look forward to giving them all a welcome. Plans are already in being for a special edition of Maple Leaves, we have been fortunate in being promised several articles for this edition and we hope that its appearance will help the Society to increase its membership widely. Make it **your** duty to enrol a new member this year and let us get that membership figure to over the thousand mark.

Cancellations

We should like to draw the attention of members to an article in the issue for August 1959. This being the Joint article on Large Queen Numerals by Messrs. Harrison and Cohen. Response has been overwhelming in the States but very small in this country. We feel that somewhere in these islands must lie the answer to some of the problems. So get those albums out, blow the cobwebs off and see if you can help.

London Section

A Note from Roland Greenhill brings us welcome news of the arrangements of the go-ahead London Section. To encourage their members an Annual Trophy Competition has been inaugurated within the London Section as from 7th April, 1960. The competition is only open to paid up members of that section. Mr. Ewart Gerrish has very kindly consented to act as Judge. The trophy, a silver cup, will be known as the Beaver Cup, and will be held by the winner for one year. Entries for this competition must reach the Secretary by Monday, 14th March, 1960. The owners' name must not appear on any of the sheets. Please give your support and the address for entries is R. S. G. Greenhill, The Shieling, Village Way, Little Chalfont, Amersham, Bucks. We must congratulate the London Section on their enterprise and hope that it will give the lead to other Sections.

We have also been asked to say that there is an amendment to the programme of the London Section as published in Maple Leaves last October. The meeting with Messrs. Greene and Jepchott will be held at the Shaftesbury Hotel, Monmouth St., London, W.C.2, on Thursday, 7th July, 1960 (not Monday, 18th July as printed). Times to be announced later.

Handbooks

By the time the International Exhibition comes around we forecast a complete sell-out of the Duplex Handbook. Plans are now afoot for the publication of our second handbook on the 1898 Map Stamp, the authorship is in the capable hands of Fred Tomlinson. A note from the Secretary informs us that he has already had enquiries as to the date of publication as the demand is expected to be great, especially in Canada and the U.S.A. The tentative date for publication is July, 1960.

Change of Address

It is obvious from copies of Maple Leaves that are returned to us marked 'Gone Away,' that members are not sending an advice of their change of address. In order to not disappoint members it is imperative that all changes of addresses are sent to the Secretary as soon as possible. Please quote your membership number when you do so. Any member who has not received his or her copy of Maple Leaves recently can obtain the missing numbers by writing to the Secretary stating the reason for doing so.

Treasurership

When these notes appear our new Treasurer, David Fortnum, will have taken over the reins of office. We would ask you all to give your support in his difficult task. In passing we would like to mention our President, Jim Macaskie, who has had the onerous task of being caretaker to our finances for a number of years. Many thanks Mac for a job well done.

Obituary

It is with great regret that we have to announce the death of one of our very early members from Canada. Walter S. Bayley who was an international figure in philately, being well known in London and New York. He was at one time a member of the International Jury. He had already made arrangements to come to London this year for the International. To his family and friends we should like to express our deepest sympathy in their irreplaceable loss.

Harmer's 34th Annual Resume

Once again this most welcome house publication is with us. The London House had a remarkable auction turnover, £454,530. An increase of over £162,000 on the previous season.

Many important sales have been held but the one of particular interest to our members is the E. T. Granger British North America, this realised £26,787 and many new price levels were established. This Resume is one of very great interest and should be on your bookshelves. It is obtainable direct from H. R. Harmer, Ltd. Price 2/-.

Binding

Arrangements have now been finalised to have Vol. 7 bound. An index is being issued with this number and will those members who wish to have them bound please forward them direct to The Regency Press, Millfield Works, off Sudeley Place, Brighton, Sussex. The cost is 25/- postage extra. Please do not send them to the Editor.

PRESIDENT'S MESSAGE

Since writing my first message to you I have had two very pleasant opportunities of meeting members of this Society. The London Re-union at the Kingsley Hotel on November 14th was the first of these events I have attended and I was delighted to see so many members present and to make many new acquaintances as well as renewing old ones. The programme was most enjoyable, commencing with a display of Mr. E. Arnold Banfield's superb collection of the 1859 10c Consorts which was admirably presented by Mr. Geoffrey Whitworth, and concluding with a very interesting variety of short displays prepared by members of the London Group. I must also mention that we were honoured at this gathering by the presence of Member A. F. Judd in his capacity as Mayor of Holborn, in which Borough the Kingsley Hotel is situated.

Later in November I fulfilled a promise to visit the Lancashire and Cheshire Group, at whose meeting in Manchester I was royally entertained. Here again I had the pleasure of meeting many members for the first time and I found a very keen and active Group of whom I am certain we shall hear much in the future, encouraged as they are by their success in the Group Displays Class at Edinburgh.

Although the main details of the 1960 Convention are not yet fixed, there are two matters to which I want to draw your attention. The first is the Auction, which David Fortnum has kindly agreed to organise this year. The very high prices realised for many lots in the 1959 Auction surprised many members but emphasise the splendid opportunity this presents for disposal of B.N.A. material. Help yourself as well as the Society, therefore, by getting your spare material ready now and sending it to Mr. Fortnum as soon as possible. Secondly, I would urge you to start planning now your entries for the Convention Exhibition. The competitive classes will be similar to those of previous years but, as announced in December, Mr. R. W. T. Lees-Jones has kindly donated a further trophy for annual competition. This trophy will be awarded to the best display of Canadian stamps of the Current Reign (i.e. all issues from 1952 to date) entered in any of the classes which include that period.

Finally, I would ask those members who anticipate coming to the London International Exhibition next July to complete and return without delay the form, which was enclosed with the December issue, regarding our Luncheon on July 12th. This does not commit you in any way but it would help enormously to have some indication of the probable attendance.

Further details of the Convention will be available in time for the April issue of *Maple Leaves*. Meanwhile, please make a note of the date: September 28th to October 2nd, 1960.

In concluding this message I wish to thank the many members who have sent me Seasonal Greetings and Good Wishes for the New Year. It has not been possible for me to acknowledge all these greetings by letter and I am glad to have this opportunity of conveying my sincere thanks.

Yours sincerely,

J. P. MACASKIE.

AN APPROACH TO THE ADMIRALS

by ADANAC

Part X : Paper

"Paper variations are of the utmost importance to a philatelist interested in 19th Century stamps . . . In order to distinguish certain printings, you must be almost an expert in papers, able to classify quite minor differences . . . Paper variations are not nearly as important in 20th Century stamps . . ." The foregoing is a quotation from "Canada Through The Looking-Glass," an excellent handbook on modern production varieties, by Donald Young of Toronto. He goes on to say: "The Post Office people, and the contractors who manufacture the stamps, are not at all interested in improving the quality of paper. They have the realistic and sensible attitude that stamps serve only a temporary purpose—to carry the mail—and once they have done their job, the only ones who care whether or not they survive are a few nutty collectors like us . . . The paper should take printing ink readily . . . it must be reasonably flexible so that it can be forced into the recesses of the plate, yet tough enough so it will not tear too easily, and heavy enough to hold together at the perforations . . ."

I have quoted at this length because it is also my opinion that any preoccupation with the composition of modern papers is more suited to a paper specialist than a stamp collector. However, we will and should collect in whatever way we choose, and, as collectors who have taken up the Admirals for study will know by now, there are certain catalogued varieties of "thin" and "thick" papers. In order to discuss these intelligently, I felt that I ought to go into the subject of paper in a general way. I soon found myself "drawn in" rather more deeply than I expected, but my conclusions did not in any way conflict with the above remarks, and I set them down for your own judgment.

What follows is not a scientific treatise on paper-making, but simply an introduction—reduced to the simplest terms—to the study of Admiral

THREE TYPES OF PAPERS

2c Red War Tax

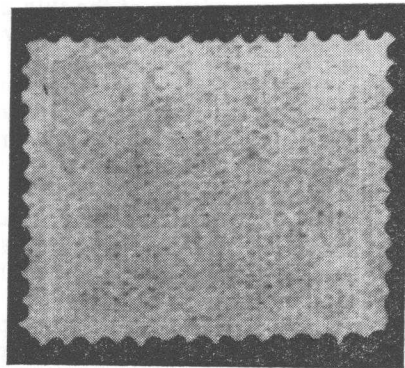


Fig 1
(Normal (3.4 mils.)

2c Red War Tax

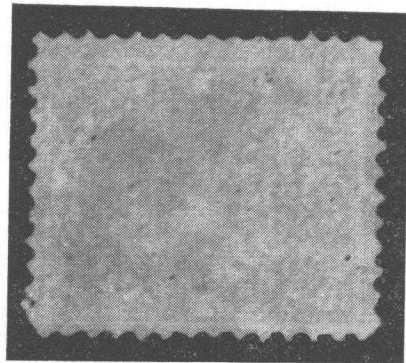


Fig. 2
Thick (4.2 mils.)

5c Violet

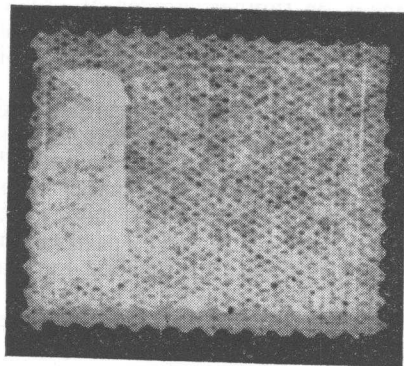


Fig. 3
Thin (2.8 mils.)

All without gum.

papers, and anyone who wishes to go further can turn to more technical sources.

At first sight, there appears to be a good deal of variety in the papers. Some seem thicker or thinner, greyer or creamier, rougher or smoother, etc., and no doubt they are all of these things to a paper expert, but my own approach has been on the basis of structural character and relative thickness.

Reduced to basics, then, paper is made of pulped and bleached fibres of, e.g. wood, rags, straw, etc., spread in a semi-fluid mass on a fine wire screen which allows most of the water to drain off. The mass is then subjected to pressure, and finally dried. The paper takes an impression from the wire screen, which is predominant under magnification (see fig. 1). If a very thin mixture is used, the pattern shows even more sharply (fig. 3), while a thicker mixture makes the pattern harder to discern (fig. 2).

Now, look at fig. 3 again: it will be seen how the wire mesh has formed a vertical pattern of "diamonds" in the paper. The paper was usually fed to the printing presses in such a way that the length of the stamp design was parallel with this vertical "grain" of the paper, which is then referred to as "vertical wove." When the paper was fed to the presses so that the width of the stamp was parallel to the grain, the paper is then referred to as "horizontal wove," the effect of which can be seen by turning fig. 3 on its side.

Machine-made papers expand or contract, when damped or dried respectively, more across the grain than in the longitudinal direction, and it will be readily apparent how this fact affects the size of the design. (See earlier remarks on "wet" and "dry" prints).

Except for proofs on carton or India paper, etc., there are two generally-catalogued paper varieties—the "thin, experimental" paper of 1924 found on the 2c Green and 5c Violet (and some Postage Dues), and the "thick, soft" paper said to have been used for the first printing of coils in sheet form. I was curious to find out just what differences if any there were between these and the normal papers, and just how thin or thick they were. For help in this, I turned first to Mr. W. H. S. Cheavin, who very kindly humoured me despite his usual overcrowded programme, and who produced electron radiographs like those illustrated which laid bare the structural characteristics of the thin and thick papers, and a dozen or so other possible "varieties." (Fig. 3, by the way, is the radiograph of the 5c Violet catalogued thin paper.)

As a result, I cannot help but feel that the Admiral papers are remarkably uniform, and (excepting proofs) appear to have been produced throughout on a wire mesh gauging about 40 transverse wires to the inch and 65-70 longitudinal wires to the inch.

So to thickness. Paper is measured in thousandths of an inch, and variations of a few ten-thousandths are normally those allowable by the specifications. It is never absolutely uniform in thickness, and may vary even over the small area of a postage stamp. The fine measurement involved is affected, for example, by the amount of ink taken up by the paper, the embossing effect of heavy pressure during printing, and the impossibility—in measuring mint stamps—of gauging the exact thickness of the gum. Any figure of measurement arrived at must therefore be an average one, for I ask you to bear this in mind throughout.

For help in determining thicknesses, I turned next to Mr. H. H.

Brown, who is not only knowledgeable, but is equipped with a paper gauge and a willingness to help or instruct the student of Admirals. Thanks to what must have been long hours of work on his part, I have arrived at certain conclusions which, while of necessity personal and arbitrary, seem reasonable. (See Notes.)

The unit of measurement used by Mr. Brown is 1 mil. or 1/1000th inch, the gauge a Mercer's deadweight micrometer.

Exceptionally, thicknesses varied from 2.7 mils to 4.2 mils. without gum, and these figures ranged themselves into three groups—thin, normal, and thick.

The thinnest papers—2.7 and 2.8 mils.—were found on the 2c Green horizontal coil, followed by the 2c Green catalogued thin paper and the 5c Violet catalogued thin paper—2.8 and 2.9 mils. Copies of these values which were not of the thin paper type fell into the normal range—3.2 to 3.7 mils.

Paper over 4.0 mils. was found only in two stamps—a 2c Red War Tax (fig. 2), and a 2c Green perf. 12—both at 4.2 mils.

The remainder were found to be in the range of 3.0 to 3.7 mils., with one copy gauging 3.9 mils.

Because relatively few examples are found of papers gauging less than 3.0 mils. or more than 4.0 mils., it may be said that thin paper is that up to 2.9 mils. in thickness, normal paper that between 3.0 and 4.0 mils., and thick paper that over 4.0 mils.

The so-called "thick, soft paper" coils were found to be at the **bottom** of the normal paper range. Partly by inference, partly by sacrificing the gum or marginal paper, it was found that, far from being thicker than normal, they appear to be two or three ten-thousandths **thinner** than the normal average—i.e. 3.0 to 3.1 mils. without gum. A comparison study of copies with gum showed that they too were thinner than the same values of the horizontal coil as regularly issued, thinner than the two values of the second printing of uncut coil sheets, and **thinner than the imperforates**.

It is therefore difficult to understand how the term "thick, soft paper" can be used for the first printing of the uncut coil sheets, or as a standard for deciding their genuineness. A certain opacity in the radiographs suggests the possibility that a slightly coarser pulp may have been used for their paper, but this effect is also seen in the radiographs of the thinnest paper—that of the 2c Green horizontal coil—and also in a copy of the 1c Green perf. 12 which gauged 3.9 mils. Since the mesh pattern is the same throughout, this resistance to electron penetration seems of no great importance.

The term "thin paper" for the catalogued varieties is more justifiable, though I repeat that the thinnest paper **by measurement** was found on the 2c Green horizontal coil of the regular issue. (See Notes.)

Finally, it was found that with the exception of the very few examples of thin and thick papers, the average normal thickness was about 3.4 mils., with a tolerance of about 0.4 mils. either way. It may be assumed that this variation was within the paper specification for weight.

Notes. I am indebted to Mr. Brown for information and some effective vetting of this article. He has confirmed from his own prior research the findings on paper

thicknesses, and adds that he has found other values on papers outside the normal range, as follows. In the thin paper group, the 1c Green, 2c Red and 1c Yellow, perf. 12; the 3c Brown coils (both types), and the 1c Yellow horizontal coil (the latter 2.6 mils.). In the thick paper group were the 5c Violet (4.3 mils.), 10c Blue (4.4 mils.) and 20c (4.8 mils.).

PRECANCEL STUDY GROUP

Revised List of Pre-cancelled PERFINs.

as published in Vol. 7, No. 7

Herewith a further revision of the above received from Mr. R. J. Woolley, as follows:—

	City	Issue	Stamp	Hoover	PERFIN.	Initials
Delete	Ottawa	1912	10c plum	3.92	N3	ND
Correct	Toronto	1912	1c green	5.85	W14	WW/Jr.
			(Initials of user changed)			
Add	Edmonton	1912	1c green	3.85a	C12h	CHI (mon)
	Ottawa	1918	2c/1c WT brown	1.104	N3	ND
	Toronto	1903	2c carm.	3.75	G6	GM/Co.
		1912	1c green	3.85a	W11	WR/Co.
		1916	2c/1c WT brown	5.104a	W11	WR/Co.
		1912	20c olive	10.93	C10	CG/E.
		1912	20c olive	11.93	W8	WJG.
	London	1922	10c blue	1.113	C121	CHI (mon)
	Vancouver	1937	3c carm.	6.203	C12t	Chi (mon)

R. B. HETHERINGTON.

CANADIAN PRECANCELLED POSTAL STATIONERY

By C. C. Sonne and R. B. Hetherington

The Study of the Precancelled Postal Stationery of Canada has been very much neglected, chiefly because of the great scarcity of material. One of the largest collections now in existence belongs to Mr. C. C. Sonne, of Moose Jaw, Sask., who has sent me some notes on the items contained therein.

Most of the early precancelled postal stationery was of an unofficial or semi-official character. The earliest example known is referred to by Mr. Fred Jarrett on Page 433 of the 1929 Edition of his well known Handbook, as follows:—

Great Britain
Ireland

326 Vancouver Island.

The Postmaster affixed 2½d. stamps on envelopes to make up the rate to Great Britain and Ireland, and cancelled them with Type 326, keeping a supply available to be sold as needed. The stamps also received the regular cancellation of the office in most cases, at time of mailing.

Black or Blue.

1860 2½d. Br. Col. and V.I.

1869 5c. Perf. 14 Br. Col.

The above use has also been recorded by Mr. G. E. Wellburn, who

also states that it is known used with the 1859 Issue of Canada. For many years I have been trying to obtain a Cover with this type of precancellation but without success, in fact I have never even seen one; they must be very rare.

Further Semi-official issues of precancelled stationery are referred to by Dr. Whitehead in the Second Edition of his Handbook, "The Squared Circle Postmarks," on Page 24 he illustrates a Post Card (Fig. 17) of Bond's Type C.F. (See Page 54 of "Canada—Postal Stationery" by Nelson Bond, 1953). This Card is precancelled with a WINNIPEG Squared Circle **without indicia**. Dr. Whitehead refers to this as probably used as a precancel. In my opinion this is without doubt a semi-official issue, used as precancelled postal stationery.

Mr. E. A. Smythies has recorded the use of certain DUPLEX CANCELLATIONS **without indicia**, which he refers to in "Duplex Corner" in the August 1959 Issue of "Maple Leaves." I have had some correspondence with Mr. Smythies on this subject, and in my opinion this DUPLEX, **without indicia** was used in the same manner as the Winnipeg Squared Circle (without indicia) as a form of precancelled postal stationery. (To be continued)

DUPLEX CORNER

by E. A. Smythies, F.R.P.S.L.

Some more interesting duplex have turned up since these notes were commenced in July 1959. These include the following:—

	R.F.	Source of data
I. Berri duplex, page 9		
Galt I.A.14 AM (1861) New duplex	100	Chadbourne
Galt I.A.14 PM (1872) Late date	80-100	Gordon
Guelph I.A.13 Blank (1862) Early date	60-80	Chadbourne
Peterboro I.A.12 Blank (1870) Late date	60-80	Chadbourne
Cobourg with broken bars (similar to Toronto).	200	Whitworth

Mr. Whitworth reports seeing this unique duplex on a unique cover in U.S.A. It is hoped to illustrate it and give further details later.

II. 2-ring target duplex, page 22, 25

Two more of these interesting "Postmasters Duplex" can now be added to the list. Montreal, with CANADA at the base instead of QUE. (cf. Toronto, serials 2 and 3 page 22 of handbook).

Portage-la-Prairie, Man. 2-ring target duplex, dated Dec. 1883, with the dater at 12 o'clock on a 3c cover readdressed from Hamilton. On the other hand, the Hamilton duplex of this type (serial 5 page 22) should be deleted, as closer examination of the card on which this entry was based (Macaskie collection) indicates it is apparently a "flase" duplex. This is a distinct danger for this type of cancel, owing to the extensive use of 2-ring targets as simple killers.

100-120	Carstairs
100-120	George

III. New towns

Several new P.O.'s can now be added to the list for which duplex had not been previously recorded.

	R.F.	Source of data
Harriston, ONT. II.A.9 1902	76-8	Self
Huntsville, ONT. II.A.9 1902	76-8	Gordon
St. Mary's, ONT. II.A.9 (blank) 1902	76-8	Gordon
Welland, ONT. II.A.12 (blank) 1891	10-15	Gordon

CANADA

Middleton, N.S. I.A.8 (blank) 1882	10-15	Self
Digby, N.S. II.A.9 (AM) 1902	76-8	Gordon

IV. Undated Duplex. How used?



Two duplex with blank daters, i.e. with no indicia at all, have now been recorded, one from Toronto, Station B (see *Maple Leaves*, December, 1959), the other from Montreal. Both were used on un-closed envelopes, probably with printed circulars, about 1897-99

period, and in both the stamps are tied to cover.

Miss Dorian has suggested the following use. I quote:—"The whole purpose of dateless cancels is to allow the post office to accumulate what is really third class mail and deal with it all in one sweep at a slack or more convenient time, and as it is dateless, no one can complain about the length of time taken for delivery. I have all classes of material—wrappers, envelopes, cards—which have been treated in this way between 1897 and 1927, with machine slogans, wavy line cancellers, flag cancels; squared circles, etc., all dateless. (I have no undated duplex.)"

In the 2nd edition of his handbook on Squared Circles (page 23), Dr. Whitehead has suggested that blank Squared Circles, i.e. without indicia, may have been used as **precancels**. In the case of the two duplex noted above, the stamps obviously were not precancels, as they are tied to the covers. But Mr. Hetherington has suggested they may have been used as **precancelled postal stationery**, the whole (cancelled) envelope being sold at the post office. Dateless duplex certainly seem to be rare, and it would be interesting to learn for what purpose they were in fact used. Details of further examples would be very welcome.

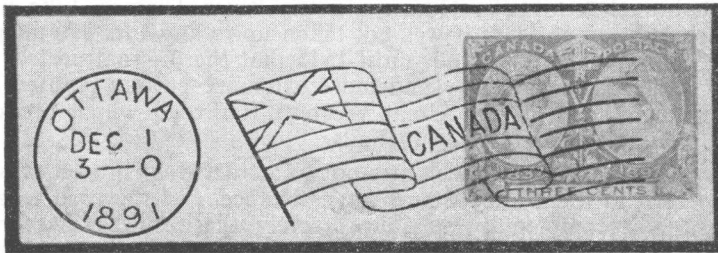
V. Stellarton Postmaster's Duplex, No. 3



Dr. Gordon has found yet another Stellarton duplex, with the same dater as illustrated in the handbook (Chap. V, Nos. 32, 33), but with a smaller killer 21 x 14mm., with 5 thick bars. This was contemporary with Nos. 32 and 33. An interesting find!

THE UNFINISHED FLAG CANCELLATIONS

by W. M. C. Willcock



Stamp Collectors are more often than not interested in oddities, and the collector of postal cancellations has a much wider field to engage his attention.

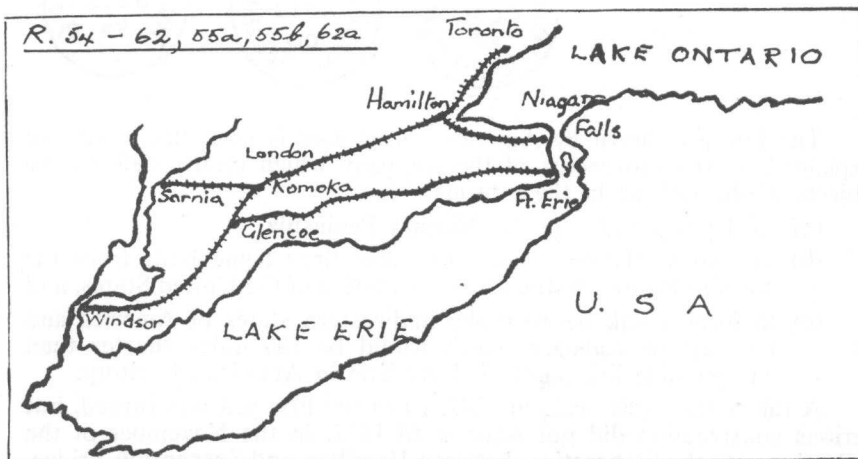
The above illustration of the Ottawa Flag cancellation listed by McCready in his excellent catalogue under Type 7, Number 36 was in use for quite a short time possibly no more than three to four months. Intentionally or otherwise the final line or tail of the flag appears to be missing on any of the covers or stamps I have seen, although the catalogue sketch does not show this unusual variation. This cancellation has the additional distinctive characteristic of being the only flag of the 1896-1898 dates with horizontal wavy lines in its composition.

I hope that these few notes will interest other collectors and encourage them to study their covers and stamp cancels, even a listing of first and last dates of the early flags would add to our knowledge of these very decorative cancellations.

EARLY CANADIAN RAILWAY POST OFFICES

Part XVI

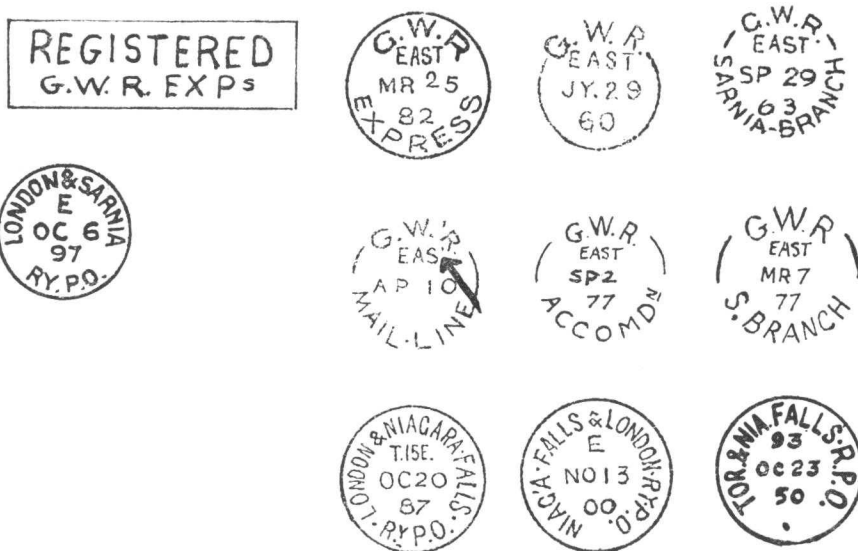
by Lionel F. Gillam



The Great Western Railway

The history of this railway dates back to 1834 when the London and Gore Railroad was incorporated to build from London to Burlington Bay with branches to Lake Huron and the River Thames. Like many other early railway charters it was not taken up in any effective manner, and as a consequence it was not until 1845 that the original project was seriously undertaken, and new and more extensive powers granted to a new company known as the Great Western Rail-road which proposed to build from Windsor to Niagara Falls.

The charter holders after an attempt to attract English capital, were forced to turn to the United States for assistance, and the road when it was eventually completed was almost solely the result of American enterprise in the form of financial backing and engineering assistance which at that time was not available elsewhere. This is not surprising when it is remembered that the line was on a scale which had not been previously attempted in Canada.



The interest shown by American promoters is best illustrated and explained by the prospectus of the company which clearly defined the objects of the railway in these terms:

- (a) to develop traffic in the Niagara Peninsula,
- (b) to connect Toronto with American lines being built from the Niagara frontier to the eastern seaboard of the United States, and
- (c) to form a link between the midwestern states of America and the eastern seaboard which would be 125 miles shorter than any possible line south of Lake Erie in American territory.

A token start was made in 1847, when the first sod was turned, but serious construction did not begin until 1852. In the November of the following year the first section, between Hamilton and Suspension Bridge,

(Niagara Falls), was opened for traffic, and was shortly afterwards followed by the opening of the line from Hamilton to London (December, 1853). In the following year the line was extended to Windsor, and in 1855 the effective connection was made with American lines by the strengthening line from Hamilton to Toronto was completed. At this time also, of the suspension bridge over the Niagara Gorge to allow for the passage of trains. The construction of this system was completed in 1856 when a line was built from Komoka to Port Sarnia.

During practically the whole of its existence the Great Western competed for traffic in Ontario with its great rival the Grand Trunk Railway, the lines of which it closely paralleled for considerable distances. In 1873, with the completion of the line of the Canada Southern Railway between Windsor and Fort Erie the Great Western was confronted with another serious threat, and in an attempt to compete with the new situation hurriedly constructed a line from Glencoe to the Niagara Peninsula as well. This was the so-called 'Air Line.' This profusion (some would say, confusion) of railways in the Ontario Peninsula was further complicated by the construction of a line from Toronto to St. Thomas and London by the Credit Valley Railway (1879).

The ensuing freight war involving four separate and competing lines, each devoted to trying to secure a preponderant share of traffic, which, while it was generally expanding, was not illimitable, led in the end to a partial rationalisation of the situation when the Great Western amalgamated with the Grand Trunk. This took place in 1884. This was at a rather significant time, for in this year the Canadian Pacific Railway leased the Credit Valley Railway together with a number of other important lines in Ontario and clearly demonstrated its intentions to share in whatever traffic was available. The amalgamation of the Great Western with the Grand Trunk was thus a counter move in a fiercely competitive struggle which finally ended in the bankruptcy of most of the principal contestants, and their consequent absorption into the greatest nationalised railway system in the world.

Railway post offices operated over the Great Western system from the time when it was first opened, and a number of postmarks incorporating the initials of the Railway exist. The inclusion of the abbreviation 'accomodn' or 'accom.' in some of them refers to a local or 'stopping train' as opposed to an express. The 'Air Line' postmark was used solely on the route between Glencoe and Fort Erie.

With the amalgamation with the Grand Trunk handstamps on former Great Western lines were gradually withdrawn, and were replaced by the more modern type incorporating the names of the terminals between which the railway post office operated.

These were as follows: Chatham and Walkerville, Clifton and Windsor, Niagara Falls and Hamilton, Hamilton and London, London and Hamilton, London, Hamilton and Toronto, London and Niagara Falls, London and Sarnia, London and Walkerville, London and Windsor, London, Paris and Toronto, Hamilton and Windsor, Hamilton and Toronto, Niagara Falls and Toronto, Niagara Falls and London, Toronto, London and Windsor, Toronto, London and Sarnia, Toronto, Hamilton and London, Toronto and Hamilton and Toronto and Niagara Falls.

Of these only the Toronto, London and Windsor, the Toronto, London and Sarnia, the Niagara Falls and Toronto, and the Toronto, Hamilton and London are still operating.

Amendments to Membership to January 7th, 1960

1232	DeLISLE, I., 1891 University Ave., West, Windsor, Ont., Canada.	C
1233	GIRARD, A. A., 3175 Randolph St., Windsor, Ont., Canada.	C
1234	BROWN, J. B., 74 Priory Lane, Dumfermline, Fife.	C
1235	JACK, J., 9 Hunter Cresc., Troon, Ayrshire.	C
1236	KILLINGLEY, E., 21 St. James Rd., Bridlington, Yorks.	C
1237	SPOONER, S. T., 2017 2nd Ave., Trail, B.C., Canada.	C
1238	McMILLAN, A., P.O. Box 81, Lockerby, Ontario, Canada.	C, N, B.
1239	STOKL, F. P., 22 Organ Cresc., Hamilton, Ont., Canada.	C, N, B.
1240	BANFIELD, Mrs. B., 13 Spottiswoode Rd., Edinburgh, 9.	C
1241	LITTLEFIELD, L. N., 52 West Emerson St., Melrose 76, Mass. U.S.A.	C, CS
1242	WOOD, J. A., 67 Albury Rd., Aberdeen.	C
1243	STROUD, H. G., 53 Gage St., Hamilton, Ont., Canada.	C
1244	SIZE, D. C., 113 Glen Rd., Hamilton, Ont., Canada.	C
1245	HOOPER, A. R. S., 34 Holton Ave., South, Hamilton, Ont., Canada.	C
1246	CHAPDELAINE, Major H., E.D., 270 Ave de la Concorde, St.-Hyacinthe, Que., Canada.	C
1247	ARMSTRONG, R. J. P., Box 341 E G.P.O., Brisbane, Qld., Australia.	C
1248	WHITEHEAD, K., 76 Vere Rd., Peterborough, Northants.	C
1249	JACO, Dr. N. T., 142 McNaughton St., Sudbury, Ont., Canada.	C
1250	DAY, Dr. K. M., 3515 Fifth Ave., Pittsburgh, 13, Pa, U.S.A.	CS.
1251	SODEN, F. H., P.O. Box 1259, Clearwater, Florida, U.S.A.	C-MO
1252	DUNCAN, J. J., Box 118, Armstrong, B.C., Canada.	C
1253	CRANE, D., R.R.1, Kelowna, B.C., Canada.	CR2-CS.
1254	MacDONALD, B. F., 158 Main St., Bible Hill, Colchester County, N.S., Canada.	C

To be dropped under Rule 24

1168 W. T. JACKSON.

Reinstated (and new address)

772 MOSS, R., 159 Graham Rd., London, E.8.

Resignations

628 A. W. MILLER.

984 R. WOLKOWINSKI.

Deaths

194 W. S. BAYLEY.

1147 Rev. G. B. DIBDEN.

34 J. SHAND.

Address Correction

1192 MENZIES, R. W., 513-21st Street West, Owen Sound, Ont., Canada.

Change of Contact Member (see Year Book Issue)

Yorkshire—J. Hinchcliffe, 9 Broadgate Crescent, Almondbury, Huddersfield.

Change of interests

797 ABRAHAM, C., add 'SC'.

Change of Address

802 CLOUGH, T. S., 687 Plessey Rd., Newsham, Blyth, Northumberland.

50 FALCONER, W. L., Menie Park, Balmedie, Aberdeenshire.

834 LINTON, H. C., 211 Edmund Heights, Saskatoon, Sask., Canada.

513 NICHOLSON, E. A., Box 439 Nechako P.O., Kitimat, B.C., Canada.

928 LAYCOCK, F., Rombald's Stride, Maxwell Rd., Ben Rhydding, Ilkley, Yorks.

1067 PASCOE, H. A., 153 Helmsdale Ave., Winnipeg 5, Man., Canada.

865 SADLER, A., 371 St. Joseph Boulevard West, Montreal, Canada.

945 SHOWERS, J. G., 939 Western Rd., C 17, London, Ont., Canada.

591 SMILLIE, I. S., East Mains of Auchterhouse, by Dundee, Angus.

878 TYLER, J. P., 218 Lakeshore Rd., Pointe Claire, Que., Canada.

946 LOVELL, T. S., 28 Arleston Drive, Wollaton, Nottingham.

599 WILLCOCK, W. M. C., Apt. 308, 5020 Macdonald Ave., Montreal 29, Canada

415 WOOD, S. A., 25 Ronaki Rd., Mission Bay, Auckland E.I, New Zealand.

New Address required—'Maple Leaves' returned

1114 CHABOT, P. R., 6102-45th Ave., Rosemont 36, Montreal, Canada.

1107 JACOBSON, B. S., Box 174 Brainerd, Minn., U.S.A.

921 WEATHERHEAD, D. J., 44 Shakespeare Ave., New Southgate, London N.11.

Net Change +19.

New Total 829