

# MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

Edited by **L. F. Gillam, F.C.P.S.**

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Opinions expressed in the various articles in this journal are those of the writers and are not necessarily endorsed by the Society

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## EDITORIAL

### Membership

Exactly ten years ago (*Maple Leaves* Vol. 6 Issue No. 2) Editor Tomlinson reminded readers that membership campaigns were commonplace practices among philatelic societies abroad and instanced particularly a recruiting drive for members that had just been inaugurated by the Canadian Philatelic Society. "Are we", he asked, "too conservative for such tactics?" He went on to suggest that dealer-members were in an especially advantageous position to help our society, presumably because of their frequent contact with collectors and their intimate knowledge of their interests.

We are prompted to raise this issue again because during the ten years which have subsequently elapsed more than 850 new members have been enrolled in our society. This would appear to answer Mr. Tomlinson's fears that not enough was being done by members (dealers and otherwise) to advance our membership. An average enrolment of 85 new members per annum would appear to be good progress in anybody's language and there can be little doubt that dealer-members have contributed to the full in making such progress possible.

When we study the *NETT* increase in membership, however, we have less cause for satisfaction. During the same period the total number of members increased only by about 120. Even allowing for losses through death the position revealed is one which should provide much material for thought. That an average of (say) 60 members should be lost per annum and thus provide only for an average nett increase in membership of 12 per annum suggests that (like old soldiers) our members do not die; they only fade away.

Such a loss is difficult to explain. There is no doubt whatever that the popularity of Canadian stamps and postal history continues at the high level which obtained in 1956 even if it has not been enhanced. We should surely be wrong to seek a reason in the modest subscription which our members are required to pay; this scarcely meets the cost of printing and distributing the society's journal. One would hardly suppose that what is the cash equivalent of the price of a few packets of cigarettes a *year* could be considered prohibitive

by anyone. When one adds to this the services provided by a free library and an exchange packet to say nothing of opportunities for members to meet locally and nationally it is difficult to resist the conclusion that lapses in membership cannot be explained in terms which suggest that the Society is failing to meet the needs of its members.

Neither would we suggest that the call of the road, the garden and the ubiquitous 'telly' are to blame. Philately continues to hold its own as the premier hobby from China to Peru and more specifically the sale of Canadian stamps continues to enjoy boom conditions characterised by high prices and keen competition for the purchase of all issues, and this is not excluding the much-maligned new emissions, as record sales at the Philatelic Bureau in Canada testify.

Wherein then lies the answer to what seems a baffling problem? Why are so many members losing interest in the Society as opposed to losing interest in their hobby? It has been suggested to us that many of our new members are not specialists in Canadian stamps and that our journal did not in the past do sufficient to cater for the needs of 'beginners' or collectors whose interest in Canadian stamps was of a general rather than of an advanced nature.

It is because we share this point of view that we have during the past two years published articles of a general nature from time to time and we shall continue to do so. At the same time it is necessary to admit that this has not been in response to an overwhelming demand from members who, if this does meet their needs, have not been very forthcoming in making their views known. We only *believe* that the policy is a welcome one. All we can say is that no one has raised any objections, least of all those members whose interests are highly specialised. They recognise that the Society's interests and those of Canadian philately generally can best be served by encouraging the specialists of the future. Indeed the Society is under some obligation to do so quite apart from any other consideration.

We are always open to suggestions for ways in which we can improve the Society's journal. We do not suffer from any illusions about the important role which it plays in fostering keen and active membership and we recognise the need constantly to have regard for every kind of collector, beginner and specialist alike.

We have implied earlier on that the problem of the RETENTION of members is one of paramount importance and that it is obviously one to which less importance has been attached in the past. Among those whose membership has lapsed during the past ten years must be many who still retain an interest, and possibly a keen interest, in Canadian philately. All of them have been sponsored by other members, many of whom must still take an active interest in the Society. The enrolment of new members must, of course, continue to be of the utmost importance but in our emphasis upon this aspect we should not overlook the possibility of reclaiming for membership many of those who have lapsed in the past. This is a field of recruitment that has been neglected and ought not to be neglected any longer.

## THE PRINTING OF THE 1859 TEN CENTS CONSORT Pt. III

by  
G. WHITWORTH.  
F.R.P.S.L., F.C.P.S.

Order N.9. 2,000 sheets placed on 31st May, 1862.

1,000 sheets delivered, more issued by 30th September, 1862.

A Printing	Dark Yellowish Brown
B Printing	Purplish Brown

After eliminating stamps of the 8th Order the next dates revealed stamps very little changed in colour. There were only a few dates before the end of the year, and a number of stamps dated well into 1863 appeared to have the same colour. Covers dated October 6th, November 10th were of a deep brown and slightly more yellow than 8B. Some printings did not appear as deep as others but are still a very full shade of brown. One or two of the Calder covers recorded this as 9A which really confuses the division as dark colours of 8B were also recorded as 9A on some of Calder's covers. Covers dated in 1862 November 10th, and December 9th, and 1863 January 12th, 24th, 29th, were bearing stamps that were of a rich brown colour and were very well printed. By comparison it gives one the impression that 9A was printed immediately after the 8B printing without cleaning the plate and for the 9B printing the plate was very well cleaned. In 9B the colour is rich again and under a glass reveals traces of purple in the ink. Montreal was using this colour in January and also right through to July. A few stamps of this colour have been found with the perforation of  $12 \times 11\frac{3}{4}$ .

### Group 2 Perforation $12 \times 11\frac{3}{4}$

Order No. 10 1,000 sheets placed 2nd September, 1862.

All delivered and issued before the 30th September, 1863.

A Printing	Red Brown
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After eliminating the deep brown shades of the 9th Order the next date was 28th May, 1863. The stamp was used in a small town (Sorel) and was of a full but dullish red brown shade. Other dates were June 2nd, August 3rd, September 12th, and October 28th. Most of the stamps recorded of this colour have come from small towns. The order was for one of only 1,000 sheets and whilst it was assumed that it would take two days to print, the difference is only in depth of printing rather than a change of colour. Most sheets appear to be clearly printed but others have rather a dullish effect. All the stamps recorded of this colour are perforated  $12 \times 11\frac{3}{4}$  and, whereas the shade itself is similar to 8A but fuller and richer, the 8A stamps are always perforated  $11\frac{3}{4}$ .

Order No. 11 2,000 sheets placed on the 17th December, 1862.

All delivered and issued by the 30th September, 1863.

A Printing	Reddish sepia
B Printing	Pale sepia

According to the Post Office records only 500 sheets of the 12th Order had been issued by the 30th September, 1863. It is, therefore, very unlikely that any stamps not already eliminated and dated prior to the end of September must be of the 11th Order. The earliest date recorded by Calder for 11A was April 4 and for 11B was July 16. The next dates on the stamps I examined were August 6 and September 15, followed by September 29, and October 6, 13, 16, and later. The colour on these dates had changed to a greyish brown purple. It had lost the redness of the 10th and was getting back to the colour of some of the sixpenny stamps. Upon sorting two different colours indicated the result of two printings, "A" printing having a pink cast, whereas the "B" printings were of a much colder colour. It was noted that some stamps were well printed, being deep and full of colour. Each line of colour was strong and unbroken. Some stamps appeared to be very poorly printed and the ink did not appear to have held to the paper, a fault which was caused by having the paper too dry. At one time it was suggested that the plate had become very worn and that the strong 12th Order printings indicated a repair to the plate but I have no evidence to support this theory.

Order No. 12. 2,000 sheets placed 27th February, 1863.

All delivered and 432 sheets issued by the 30th September, 1863.

A Printing	Light yellowish brown
B Printing	Rich dark brown

Calder recorded June 23rd, 1863, as the first date for Order 12A and although this is not impossible it could only be accomplished by sending some sheets to a Post Office before completing the issue of sheets from the 11th Order. The next dates I examined were from January to July, 1864. The colour had changed to a true brown colour. For 12A printing I allocated stamps dated in 1864 January 2, 20, and February 8, 16, 22, and forward. The colour of these stamps was a yellowish brown and some were rather weakly printed. 12B printing was allocated to stamps dated February 12, March 24, April 6, and were of a rich dark brown colour. The colour is much fuller and richer than the A printing and is not reproduced in any of the 16th printings.

Order No. 13. 1,000 sheets placed 14th September, 1863.

All delivered and issued by the 30th June, 1864.

A Printing	Light purple brown
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After eliminating all the previously examined colours the next dated stamps fell into a large group of purple browns. The 13th Order was of one thousand and the 14th Order was of two thousand sheets. Calder's first date for 13A was 5th January, 1864, and I would very much like to see this item as at this time stamps from the 12th Order were being currently used. Mr. Lees-Jones had a light brown shade allocated to Order 13A, but all the dated material of this colour show that they were used from the 21st November, 1864, to beyond April in 1865, and upon consideration I have re-classed this as a later printing. Banfield and I thoroughly discussed these two orders and came to the conclusion that the stamps from 13A and 14B are of a similar colour. 13A is lighter than 14B which is deep and full in appearance.



Order 13A is best described as a light purple brown, and the covers allocated to this order were dated March 7, May 14, 17, and June 2.

Order No. 14. 2,000 sheets placed 21st November, 1863.

All delivered and issued by the 30th June, 1864.

A Printing	Dark brown purple
B Printing	Deep purple brown

I have Calder's original covers marked 14A including his earliest, dated March 15th, 1864. The colour of this is very much bluer and richer than 13A. I found covers of the same colour on even earlier dates. To Order 14A I have allocated dates in 1864, February —, March 10, 14, 15, April 12, 14, 16, and 22.

In June, 1864, I find Montreal issuing stamps of a deep brown purple and not showing the bluish richness of 14A. This colour I have classed as 14B with dates of June 7, 13, 15, 18, August 11, and September 3.

Order No. 15. 2,000 sheets placed 1st March, 1864.

All delivered and 789 sheets issued by the 30th June, 1864.

A Printing	Deep rich chocolate brown
B Printing	Weaker chocolate brown

The next dates revealed another great change in colour. These dates were in 1864, May 16 and June 7, which showed a very deep and sometimes dark chocolate brown. It is a very red type of brown and is quite different to anything seen previously. One stamp is very dark in colour around the ovals but weak in the cross-hatching. Calder has marked a cover "15A" which showed a very poorly inked stamp, but on consideration I think that it would be only odd stamps that show such a weakness. The average colour appears to be weaker at late dates and so I have allocated this shade to Order 15B. The dates for 15A are, therefore, May 16, June 7, July 2, 2, 25, August 15, 18. The weaker shades classed as 15B and dated September 15, October 24, and in 1865 January 27.

Order No. 16. 3,000 sheets placed 6th May, 1864.

All delivered but not issued by the 30th June, 1864.

A Printing	Sepia brown—Shades
B Printing	Reddish sepia—Light and dark shades
C Printing	Brown—Light and dark shades

The next dated stamps revealed a return to dark brown colours. These dated July 22 and 28 prove the colour or be prior to the 17th Order, and are of a sepia brown colour with a distinct reddish cast. This naturally flowed from the colour of the 15th Order, and I have therefore classed it as 16A.

My next dates are rather scattered but the colour is still of a sepia nature. The printing is very clear and the stamps look very well printed. The redness of 16A has been reduced, and is of a much darker brown colour. Although I called the colour sepia it has not the darkness of the 6th Order, and is slightly redder.

The next dates of this colour group are November 21, December 9, and 26, and through to April, 1865. The colour is lighter and somewhat similar to 8A with a great variation in depth and shade and some are more yellow than others. This is the colour Mr. Lees-Jones had as 13A, but as it appears to have come naturally from 16B I have re-allocated these lighter brown stamps to Order 16C. The order was for 3,000 sheets and it was only natural to expect more printings than for 2,000 sheets order.

*(To be continued)*

**Mr. G. Whitworth, F.R.P.S.L., F.C.P.S.**

The 19th Annual Convention of the Society witnessed the election to the Presidency of Mr. Geoffrey Whitworth. This must be a popular choice with which no one can have reason to quarrel. Mr. Whitworth comes into office with a background of many years devoted to the interests of the Society and a knowledge of Canadian philately which has been characterised by painstaking research into many of its facets and which has recently been acknowledged by his election to the Fellowship of the Royal Philatelic Society.

In succeeding Mrs. Stanley Barrett in the Presidential Chair he does so with the knowledge that, under her leadership, 1965 was a supremely successful year for the Society, culminating, as it undoubtedly did, with a Convention that will long remain in the memory of all who were fortunate enough to be able to attend.

It goes without saying that with his keenness and energy the fortunes of the Society are in safe-keeping and that 1966 will be a memorable year also. His choice of venue for the next Convention, Bowness, in the Lake District, is undoubtedly a happy one and we need hardly add that all his efforts will be bent upon improving on the past year. No mean task indeed; but no better choice could possibly have been made for such a difficult assignment.

To Mr. Whitworth we are sure that all members would like to extend their heartiest congratulations and best wishes for a most happy and successful Presidential Year.

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## MORE LIGHT ON THE MAPLE LEAVES AND NUMERAL ISSUES

By J. J. BONAR, F.C.P.S.

### Part III

(Continued from whole No. 94,  
April, 1965)

#### The Numeral Issue

This issue was dealt with so fully by the late Mr. H. H. Brown in his four articles (*Maple Leaves*, June, 1960, and succeeding issues) that I can do no more than add a few notes to his story.

**DESIGN.** A close examination reveals that a master die was laid down which contained the vignette and the upper half of the oval containing the words CANADA POSTAGE but did not include the Maple Leaves in the upper corners. The clue is found in the presence of a coloured dot in the white oval surrounding the vignette under the left arm of the T in POSTAGE. It is clear in all values except the 7 cents. The Maple Leaves differ somewhat in different values.

#### SHADES

**Two Cents Violet.** The earliest copies seem to be in a violet shade. The red purple and bright purple shades appear at the end of 1898 and are particularly common in January, 1899. The thick paper copies come in the latter part of 1899 towards the end of the period of use.

**Five Cents.** I have been unable to locate any pattern in the appearance of the two marked shades of this value. They seem to have been in simultaneous use at least from the beginning of 1900.

**Ten Cents.** The earliest copies are in a deep brownish purple which seems to get gradually paler during the period of use.

#### CONSTANT PLATE MARKINGS

**Two Cents Violet.** Mr. Brown mentioned a bold double dot and guide line at the top left corner of a pane. This comes from the left pane of Plate 2.

**Six Cents.** A line of colour across the upper part of the C of CANADA is found in position 9 of the pane.

#### RETOUCHES, ETC.

**Two Cents Violet.** There is a strong re-entry at the foot of position 5 left pane. Apart from this the only re-entries noted are very minor ones. I have not noted any retouches.

**Five Cents.** Some copies, normally in a distinctive dark shade of blue show retouching of the vertical lines of both right side spandrels. The retouches, particularly in the upper spandrel vary in length. This variety occurs on Plate 1. Certain of these retouched stamps show a break at the left end of the bottom line of the right numeral box.

**Ten Cents.** All copies on the sheet of 100 except those in the left hand vertical row show more or less extensive retouches in the right half of the four

line outer border at the foot of the stamp. The retouches vary in position and direction, some are horizontal, some slope upwards. In one case, position 2, the retouch extends into the white space above the border. The variety of the retouches may make it possible to plate this stamp.

**Imprints.** The imprints on two plates of the one cent have been re-entered. I have three imprints of Plate 1 in differing positions relative to the impressions below and three different types of figures. One of the imprints on Plate 3 shows very clear signs of duplication.

In this series of articles I have not considered the Two Cents Carmine. This stamp, particularly the copies with a three line border is a study in itself and requires separate consideration.

In conclusion, I return to the Maple Leaves Issue. Since my last article, Dr. C. W. Hollingsworth has shown me a clear re-entry on the Six Cents. It shows lines of duplication in the S of the SIX and in the maple leaf below. There is also a vertical line outside the frame alongside the right hand lower maple leaf.

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## AN APPRECIATION—A VIEW FROM OVERSEAS

Shortly after Convention we were delighted to receive the following letter from Dr. Ian W. Taylor upon his return to the United States. Dr. Taylor was our only American visitor, but that certainly did not prevent him from enjoying himself, despite a temporary setback. . . .

“From the time that ‘Stevie’ picked me up at the station in Stirling until he and his daughter made sure that I was finally away from the hotel, I thoroughly enjoyed the Convention activities.

I congratulate the local committee for handling the many details in such a capable manner. The Exhibition was comprehensive and well set up, the coach tours (despite poor visibility and other problems) were well routed and made an agreeable change from the normal philatelic diet. The study groups were well worth attending and as a neophyte to advanced philately, I am sure that I gained much worthwhile knowledge.

Gilbert and Sullivan’s performances were nothing compared with Gilbert & Taylor’s performance during the Auction, and I trust that the rest of the audience enjoyed it as much as I did. In addition to his ‘wit’ John deserves many thanks from the Society for the speedy and capable way in which he conducted the Auction. I am sure that his ‘style’ contributed towards its financial success.

The genuine concern and care shown by numerous members and their ladies during my sudden illness did as much, if not more, towards my recovery, than the ministrations of the physician. I especially want to express my appreciation to Mrs. Dorothy Hollingsworth, Mrs. Margaret Harper and Betty Stephenson for their many kindnesses.

I trust that I shall be able to come over to more future conventions and to renew the many friendships that I was privileged to make at Bridge of Allan.”

## R. L. S. CORNER No. 4

3. **Registered Roller cancellations.** When the R.L.S. handbook was under preparation, not very much was known about Registered Rollers, but subsequent intensive research has revealed quite a lot about these interesting cancellations. In the handbook four tracings are shown on Plate V from Montreal, Ottawa, and Toronto, and a fifth from Edmonton, Alta., while a sixth is mentioned from Winnipeg, Man., described as having the letter B. This is probably a misreading, as the only Registered Roller from Winnipeg shows

WINNIPEG MAN

RC

23

2

*vide* the accompanying photograph.



Montreal had a large number of Registered Rollers, which included

	Date of issue
Plain R (no number)	.. pre 1903
R1, R2, R3 .. .. .	.. pre 1903
R4 to R8 .. .. .	.. 1908-11

(These were in the type illustrated by No. 66 of Plate V of the handbook). In 1912 the design was changed, the number appearing below the R, i.e., R R R  
9 10 11

A fine cancel on a block of ten of Admiral one dollar stamps is illustrated in the accompanying photograph.

(The stamp design has been filtered out out to show the cancel more clearly.) It must have been an expensive package with ten dollars for postage and registration.)

At some future time we will record and illustrate some more examples of Registered Rollers. E.A.S. and A.F.S.



**ISSUES OF 1928-1932****Part II****AN OUTLINE****By A. E. STEPHENSON, F.C.P.S.****THE 1930 ISSUE**

In 1929 the British American Bank Note Company of Ottawa came back into the field of Canadian stamp production.

They had produced the first Dominion issues from 1867 till 1897 and from that time till 1929 they had remained in the wilderness as far as Canadian stamps were concerned.

With the re-appearance of this company came a revolution in Canadian stamp printing and the introduction of rotary presses.

Again this issue resulted in many varieties of major types such as changes in dies, changes in colours, re-entries, retouches, plate damage and new types of plate layout. The series also provided a few spots for those who like "Flyspeck Philately".

In fact the issue gives the collector a little bit of everything.

Winn. Boggs refers to a series of Die Essays for this issue. In this die series much of the detail was incorporated in the accepted design.

On the right of the design, however, is the word "Post" which was ultimately changed to "Postage" in the proofs of the issued design. The need for change was attributed to the lack of balance, and also to the fact that the word "Postage" is more correct in so far as it means payment of dues for mail matter. Whatever the reason for the change Mr. Boggs points out that it cost nearly 2,500 dollars to make new dies for the accepted design.

It is difficult to quarrel on this point of wording, but in the "Scroll" issue of 1928, the words "Post" and "Postes" got on quite well together, as they do in more recent issues.

These Die Essays were in some cases in different colours to those of the ultimate issue. There was also a seven cents value which again did not get beyond the essay stage.

Then followed a series of Die Proofs of the accepted design; these were in the colours of issue.

The stamps issued followed the pattern of the 1928 issue in that the values 1 cent to 8 cents were of the same design apart from the value tablets. The portrait in these values was a three-quarter face of H.M. King George V surmounted on top and down the sides by an "Arch", hence the philatelist's name: the "Arch" issue.

In the top right and left corners were "Maple Leaves," which led, in some cases, to the issue being called the "Maple Leaf" issue, but because of possible confusion with the issue of 1897 the title "Arch" issue is certainly more suitable.

The higher values from the 12 cents to the Dollar were again of the broader format, with pictorial views.



The 10 cents was of normal size and illustrates the Library Building at Parliament House, Ottawa. This stamp was replaced in September, 1931, by the Georges Cartier stamp which had been intended to be issued with the "Historical" issue of 1927 but ultimately found its place as part of the "Arch" issue.

The 12 cents value depicted The Citadel, Quebec City; the 20 cents portrayed a new harvesting scene; the 50 cents shows the Church Grand Pré and the Evangeline Monument; and the Dollar value shows a view of Mount Edith Cavell.

It is interesting to note that the higher values do not keep strictly to the "Arch" pattern, but to a certain extent, reflect the old "Scroll" pattern.

As already stated this issue was the first Canadian set to be printed by rotary process.

The 1, 2, 3 and 5 cents value were printed on Stickney Rotary presses, but part of the 5 cents issue was also printed on Flat Bed presses, as were the 4 cents to the Dollar issues.

In the Rotary printed stamps one can find in some cases very marked ridging in the gum while in the Flat Bed printings the gum shows no ridging. It may be pointed out that flat gum is not a definite indication of Flat Bed printing, as it was found that the ridging, or cracking of the gum on Rotary prints was ultimately reduced considerably. For further explanation of this point I would refer readers to my article on Gums in *Maple Leaves* Vol. 5, Page 71.

A truer test for Rotary or Flat prints can be found on the outside selvages on the sheet printings. With Stickney printings the top and bottom selvages will be found with a wavy edge. Again as two plates were bent round the drum of the rotary press a thin line of colour may be found where the two plates join. This line can be seen running along the top or bottom selvages of the sheet printings. In the coils the join comes between each 24th and 25th stamp on the coil.

There was naturally one working die for each value, but in the case of the 1 cent and 2 cents values these apparently became faulty and new dies were made for these two values. It is difficult to give the exact dates of issue for the introduction of these two new dies. For a period the two dies were used concurrently but it is safe to say in both cases Die I is the scarcer.

There are quite a number of differences to indicate Dies I and II, but to save one's eyesight it is easier to check the small ball ornament above the words "Postes" and "Postage". In Die I there is a small line which only partially fills the circle. In Die II the line fills fully 60 per cent. of the circle.

It will also be seen that the characteristics of Die II are reflected in the new value of 3 cents, while the 4, 5, and 8 cents values retain the characteristics of Die I.

These dies of the 1, 2, and 3 cents were used for all printings, Sheet, Coil and Booklets.

(To be continued)

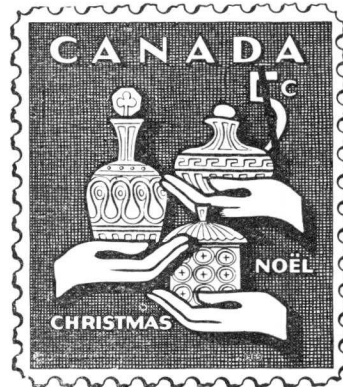
# NEW STAMP ISSUES

Below we illustrate the commemorative stamp issued to mark the Centennial of the selection of Ottawa as Canada's capital. It portrays the first Parliament Buildings which were completed in October, 1865. The fourteen million copies of this large stamp, designed by renowned artist Gerald Trotter of Ottawa, are printed in brown.

Also illustrated is the commemorative stamp issued to mark the September meeting in Canada's capital of 75 member nations of the Inter-Parliamentary Union, a world-wide organization that promotes personal contacts between parliamentarians of all nations and encourages the development of democratic institutions. The meetings were held from 8th to 17th September. Sixteen million copies of this large stamp are printed in green. It is the design of Philips-Gutkin and Associates from Winnipeg. Both stamps were issued on 8th September, 1965.

Two 1965 Christmas stamps were also issued 13th October, 1965. Designed by Miss Helen Fitzgerald of Toronto, these stamps are printed in blue (5c) and green (3c). The Canadian Bank Note Company printed 95 million 5c and 285 million 3c stamps.

The design is a symbolic and formal presentation of the traditional gifts of gold, frankincence and myrrh. A blend of ancient symbolism in the presents and of a modern form of art in the stylized graphics was selected to underscore the continuing ideals and celebrations of Christmas. (See illustrations below.)



## REVISED STAMP ISSUES FOR 1966

The Honourable Rene Tremblay, Postmaster General, announced recently that the stamp programme for 1966 has been revised in order to allow for the addition of two new stamps to the philatelic schedule.

The Commonwealth Parliamentary Association will be honoured on a stamp to be released in early September, which will mark the opening of its 12th General Conference. The Commonwealth Parliamentary Association was founded in 1911 in order to bring about closer understanding and co-operation between those engaged in Parliamentary Government in the Commonwealth. Canada is to be the host country of this distinguished gathering.

On June 30th, the floral emblem series will reach its culmination with the issue of a stamp featuring the Canadian coat of arms, and a maple leaf. The date of issue was chosen to coincide as closely as possible with Dominion Day, July 1st. This stamp will be similar in size and format to the floral emblem and armorial bearing stamps of each of the ten provinces and the Northern Territories and will complete the series begun in 1964.

Mr. Tremblay listed the revised stamp schedule as follows:—

Space Research	— January 5	Highway Safety	— May 2
Alberta Floral	— January 19	London Conference	— May 26
<i>(Wild Rose, see illustration below)</i>		Canada Coat of Arms (floral series)	— June 30
Saskatchewan Floral	— January 19	Peaceful Uses of Atomic Energy	— July 27
<i>(Prairie Lily, see illustration below)</i>		Commonwealth Parliamentary Association Conference	— early September
Newfoundland Floral	— February 23	Christmas 5 cents and 3 cents	— October 12
Yukon Floral	— March 23		
Northwest Territories Floral	— March 23		
300th Anniversary of La Salle's Arrival in Canada	— April 13		



**All stamps, except the 3 cents Christmas, will be of the 5 cents denomination. Mr. Tremblay remarked that this record number of new stamp issues is a direct reflection of the encouraging public interest in recent Canadian postage stamps.**

N.B. The Prairie lily was chosen as Saskatchewan's floral emblem in 1941. This stamp is printed in brown, green and orange. Alberta adopted the wild rose as its official emblem in 1930. Tones of red and green were used to print this stamp.

The stamps were designed and printed by the Canadian Bank Note Company of Ottawa from data provided by the Dominion Bureau of Statistics. The offset method was used to print the floral emblems. The provincial coat of arms and the backgrounds were printed by the intaglio process.

There were 15 million Alberta stamps issued and 14½ million Saskatchewan stamps issued.



We also illustrate the 'Grenfell' stamp details of which were published in our August issue (*Maple Leaves* No. 96).

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## *The Exchange Packet*

I have been notified by the Insurance Company of a rise in the premium rate from £6 to 10 guineas per £1,000 and regret that I shall accordingly have to raise the rates chargeable to members from 1½d to 2½d per £1.

In addition I have been notified of numerous conditions which must be strictly observed if packets are to be fully covered by the new policy. A number of these conditions would be difficult to meet and I have therefore written to the Company asking them to reconsider these points. They have agreed to do this and I should be in a position to give definite information to members in the April issue.

**IF YOU HAVE NOT YET RESPONDED TO MY LAST APPEAL IN THE DECEMBER ISSUE AND HAVE NOT YET SENT ME AT LEAST ONE BOOKLET FOR CIRCULATION IN 1966 PLEASE MAKE A BELATED NEW YEAR'S RESOLUTION TO DO SO NOW.**

J. E. Bielby

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# ALASKA HIGHWAY MAIL



To many people, a trip up the Alaska Highway is an adventure, something to look forward to, and to be remembered a lifetime.

Not so for Norman Arnott of Dawson Creek. He drives the 918 miles up the Highway to Whitehorse and back every ten days, for he is one of three truck drivers who deliver mail on the longest mail route in North America.

Dawson Creek is the main distribution point in this part of Northern B.C. for surface mail to the north, and this route up the Highway is the means of delivering it to all points along the way.

There is no other route like it in North America, and it might easily be the longest and most unique in the world. Because of the vast distances between settled areas in the district, there is a special postal rate that does not apply anywhere else for parcels addressed via this route.

Although this northern route has been in operation approximately fourteen years, it has only been in year-round service since Northern Freightways took over the contract in 1955. Since then, two trucks are dispatched each week, and between October and Christmas three trucks handle the extra load of Christmas mail. These huge 32-foot vans carry between 550 and 600 bags of mail in one load.

Norman Arnott was one of the drivers from 1955 to 1959; the two other regular drivers being John Pryor and L. R. (Sparky) McFaul. These three men could well be called the "Alaska Highway Riders", for most of their time is spent riding on its vast trail across the wild northlands. Northern Freightways have this contract, but nevertheless their employees are under orders issued by the Post Office, and are actually sworn-in postal couriers.



Not only does the driver deliver and pick up mail at the nine Post Office points en route, as well as at 28 non-Post Office points, but he also takes applications for money orders, sells stamps, and has the authority to cancel stamps on letters picked up on his route that are to be delivered along the Highway. This saves having the letters come to Dawson Creek or Whitehorse to be cancelled, and then carried back the same route.

The people along the Highway really look forward to the mail van coming, and get to know the drivers by name. "Not only do they know when the mail van is due, but they know which driver it will be," says Norman. "The people have always treated us very well along the Highway."

It is a common sight for them to see a lot of big game along the Highway, but the bears and moose don't bother them much. "In the mating season you have to be cautious if a big bull moose is in your way, for they can make a mess of the grill of your truck if they charge," said Norman. "I've had several eye me from the road side, but not one has ever caused me any trouble."

*(From The Peace River Block News, reprinted in The Postmark, Canada Postal Service Magazine.)*

EDITORIAL NOTE: A letter recently received from a friend in Dawson Creek, dated 27th August, 1964, says: ". . . I discussed this service with our Postmaster here, and he tells me that *no special postmark or cancellation is used on the truck*. Mail which is posted at a non-Post Office station is franked at the first Postal Station which it moves through with the normal cancellation stamp of that Postal Station. Mail which is taken in at a non-Post Office Station and delivered to another non-Post Office Station without going through an intervening Post Office is cancelled by the driver who simply draws across the stamp, using an indelible pencil. The Postmaster assures me that there is nothing to distinguish these pencil marks from those which anyone could apply over a stamp. . ."

*(Thanks are due to Norman Hill, Editor of the T.P.O. & Seapost Society's Magazine, for permission to reproduce this report.)*

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**Contributions and articles on all branches  
of B.N.A. philately and postal  
history are urgently required  
for publication in this journal**

# THE ST. LAWRENCE & ATLANTIC RAILROAD

By Lionel F. Gillam  
Part XL

The history of this, the first railway of major importance to be built in Canada, dates from its incorporation in 1845. The first section to be completed extended from Longueuil, opposite Montreal, to St. Hyacinthe (P.Q.), the 30 miles of line being opened for traffic on 27th December, 1848. Three years later construction had been completed as far as Richmond (P. Q.) a further 41 miles, the combined sections being opened for traffic in October, 1851. During the following year a further section, between Richmond and Sherbrooke (P.Q.) was completed (24½ miles). The line finally reached Island Pond, just over the Province Line in Vermont, U.S.A. in July 1853 (46½ miles). Here the railway connected with its American counterpart, the Atlantic & St. Lawrence Railroad. The completion of the two lines gave Montreal direct rail connection with Portland, Maine, on the Atlantic seaboard, and provided it with an important outlet for winter traffic during the months when the St. Lawrence river was icebound.

The significance of this railway to postal historians lies in the fact that it was probably the first Canadian railway on which a railway post office was operated. From post office records it is known that the construction of this line, and that of the Ontario, Simcoe & Huron Union Railroad, was of special interest to the Canadian Postmaster General whose report for the year ending 31st March, 1853 states that the development of transport of mail by rail in Great Britain, in which the travelling post office played an important part, had prompted him to send an officer of the Canadian Post Office to England to inquire into the management and operation of railway travelling post offices.

Later in the year (12th August, 1853) in a letter to the Governor General of British North America, Postmaster General James Morris referred to the approaching completion of some important railways in Canada, and suggested that the establishment of travelling post offices in Canada would be advisable "for such portion of our Mail Service as may be covered by these roads."

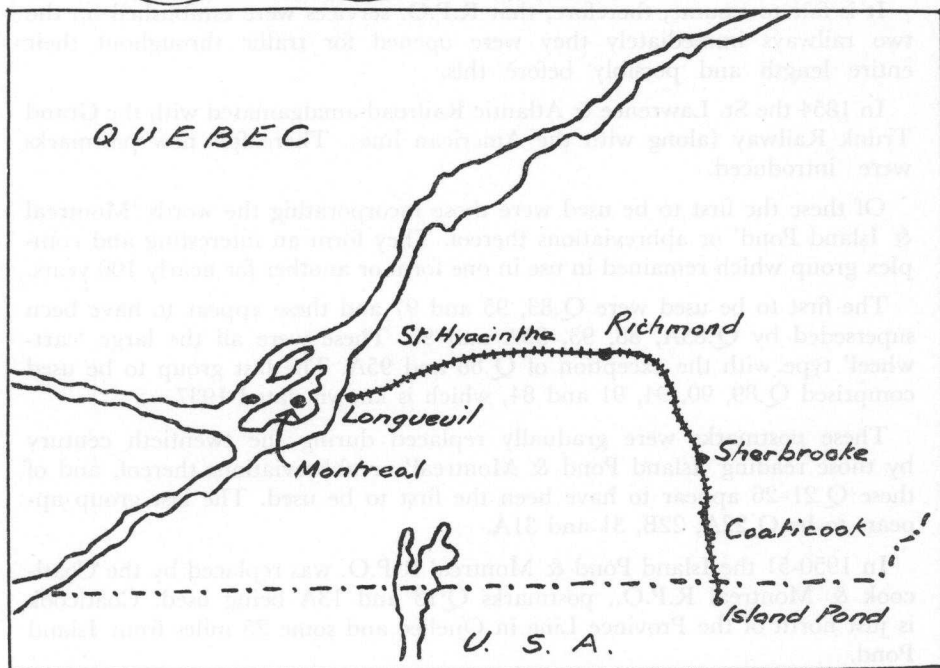
The 'roads' referred to were, as already indicated, the St. Lawrence & Atlantic Railroad in Quebec and the Ontario, Simcoe & Huron Union Railroad in Ontario. Later in the year two steel, dated handstamps were ordered from John Francis of Clerkenwell, London, who was contractor to the British Post Office for handstruck stamping equipment. These were for use on the two railways mentioned, and although the earliest recorded postmark for the Ontario line is dated 1855, there is every reason to assume that a R.P.O. was also established, as it was in the case of the St. Lawrence & Atlantic Railroad, immediately the line was opened for traffic on October 11th, 1853.

The postmarks listed as R.100 and R.153, are almost certainly impressions from the two handstamps first ordered from Francis. What is more interest-

ing, however, is the probability that they were not the first handstamps to be used on the two railways concerned.

That this is likely to be so is suggested by the existence of the postmark R.154 which is known dated October, 1853 and which proves the existence of an earlier handstamp of unknown origin.

The same can be said of postmark R.103, which was used on the Ontario, Simcoe & Huron Union Railroad. Unfortunately an extant example of this



postmark is undated, but it is fair to assume that, as in the case of the St. Lawrence & Atlantic Railroad, an R.P.O. was established on the former railway before the handstamps ordered from Francis had been delivered. Indeed it may well be that a R.P.O. was established on the Quebec line before its completion since regular passenger services were started between Montreal and Sherbrooke in 1852 and possibly over shorter distances before that. The same can be said for the Ontario line which operated services between Toronto and Bradford between June 1853 and October, when the line was completed to Allandale.

To meet the immediate needs of the R.P.O.'s, therefore, it is likely that handstamps were manufactured locally, or in the United States and that both R.103 and R. 154 are impressions from these. Certainly postmarks R.100 and R.153 are of the same type and their wording corresponds exactly with that stipulated by the Postmaster General in his letter to Francis.

If these were the first types of postmarks to be used the time which elapsed between the dispatch of the order from Canada in mid August, 1853 and the opening of the Ontario railway in October scarcely suggests that this is probable. Moreover, when it is considered that the St. Lawrence & Atlantic Railroad was opened throughout its entire length on July 18th (one month before the handstamps were ordered) it seems all the more likely that locally made handstamps of the 'cartwheel type' were provided for use pending the arrival of the 'official' handstamps. Certainly the inauguration of a R.P.O. service would not be delayed merely because of the lack of handstamps from normal sources of supply.

It is fair to assume, therefore, that R.P.O. services were established on the two railways immediately they were opened for traffic throughout their entire length and possibly before this.

In 1854 the St. Lawrence & Atlantic Railroad amalgamated with the Grand Trunk Railway (along with the American line). Thereafter new postmarks were introduced.

Of these the first to be used were those incorporating the words 'Montreal & Island Pond' or abbreviations thereof. They form an interesting and complex group which remained in use in one form or another for nearly 100 years.

The first to be used were Q.83, 95 and 97 and these appear to have been superseded by Q.83A, 88, 93, 95A and 96. These were all the large 'cartwheel' type with the exception of Q.88 and 95A. The last group to be used comprised Q.89, 90, 94, 91 and 84, which is known dated 1937.

These postmarks were gradually replaced during the twentieth century by those reading 'Island Pond & Montreal' or abbreviations thereof, and of these Q.21-26 appear to have been the first to be used. The last group appears to be Q.22A, 22B, 31 and 31A.

In 1950-51 the Island Pond & Montreal R.P.O. was replaced by the Coaticook & Montreal R.P.O., postmarks Q.13 and 13A being used. Coaticook is just north of the Province Line in Quebec and some 25 miles from Island Pond.

In addition to these R.P.O's the Montreal & Richmond (Q.126 - 128), Montreal & St. Hyacinthe (Q.133A), Richmond & Island Pond (Q.252) Richmond & Montreal (Q.253, 253B) and Sherbrooke, Richmond & Montreal (Q.287-288A) R.P.O's have also operated over this railway. The last named, indeed, is still in operation. It is also possible that R.P.O's operated between Island Pond & Sherbrooke (Q.31B) and Montreal, Island Pond & Portland (Q.98) although the use of the postmarks designated must have been most exceptional.

## Reminders

### **SUBSCRIPTIONS**

Membership of the Society is open to all interested in the study of the postal history and postage stamps of the Dominion of Canada and the former North American Provinces. The annual subscription (£1) is payable on 1st October for the ensuing twelve months. (Overseas members are requested to remit subscriptions free of charge to the Society.)

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### **LENDING LIBRARY**

Please refer to the Library List and send your requests to: The Librarian, Mr. R. S. B. Greenhill, The Sheiling, Village Way, Little Chalfont, Amer-sham, Bucks. A comprehensive range of books on all branches of B.N.A. philately and postal history is available to members, free of charge, with the exception of postage charges both ways. Numerous catalogues, check lists and pamphlets are also available.

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### **CONTRIBUTIONS FOR APRIL ISSUE**

Contributors are reminded that the last date for the receipt of reports and notices (to guarantee inclusion in the April issue) is 28th February. Separate reminders by post have been discontinued.

### **"MAPLE LEAVES" Back Numbers**

For the benefit of new members and those who have incomplete sets of the Society magazine may I remind you that I hold adequate stocks of most numbers from No. 1. The price, post free, is 3s 6d. per copy.

Whole numbers at present out of stock are 15, 21, 31, 32, 35, 39, 40, 44 and 46

I will gladly buy in any spare copies of these at 1s. 9d. each as there are several members waiting for them to complete their sets. Of course, if copies can be donated the Society funds will benefit even more.

I also want many odd copies of B.N.A. Topics up to Vol. 15, and again I am prepared to buy them in at 1s. 9d. per copy if necessary. In this case please advise me first the numbers you have available, as they are only wanted for specific orders.

R. S. B. Greenhill

## **LONDON SECTION RE-UNION**

**Saturday, 26th March, 1966**

This year there has been a change of venue and the Re-Union will be held at the conveniently situated Y.M.C.A. Headquarters, Great Russell Street, W.C.1, (close to Tottenham Court Road Underground Station) starting at 2 p.m. and continuing to 8.30 p.m.

Refreshments will be available from 2 p.m. at the Restaurant Bar and there will be a break during the afternoon for tea in the lounge (optional).

The date coincides with the last day of Stampex and members travelling to London might like to arrange to arrive early and visit the exhibition during the morning.

As on previous occasions we are looking forward to the President to provide the main display and general exhibits have been invited from groups and individual members.

Tables will be available for member dealers who wish to take the opportunity to cater for "wants".

At 5 p.m. there will be a Members Auction of specialised lots (including Early issues, Covers, Postmarks and Varieties—estimated values £1 to £5 per lot) followed by the sale of donated lots.

Although no charge is being made towards the expenses of the afternoon, it is hoped that each member will help by bringing along a small donated lot for the Auction.

Ample accommodation has been booked and it is hoped that this year all members will really make a special effort to "get together" and make the Re-Union a success.

Members wishing to include lots in the Specialised Auction (sold on commission) or would like to make up a party for Lunch at a nearby Hotel should communicate with the London Contact Member, Mr. W. Williams, 53, Central Road, Wembley, Middlesex. WEM 6442.

## **SALES OF HANDBOOKS IN GREAT BRITAIN**

Our Society goes to a good deal of trouble and expense publishing handbooks on a variety of subjects, such as the Duplex, Map Stamps, R.L.S. etc. for the benefit of our members, and depends to an appreciable extent on recovering costs and perhaps making some profit, by direct sales to members in G.B.

It is an unfortunate fact that sales of handbooks in G.B. are pathetically small as the following figures show:—

Sale of R.L.S. handbook in G.B. to date... 40 to members, plus 4 (at a discount) to dealers, auctioneers and the trade generally. Sale of R.L.S. handbook through BNAPS ... 170 plus 48 to dealers etc. in U.S.A. and Canada.

Again, the sale of the Fancy Cancels handbook (published by BNAPS) ... 77 through C.P.S. of G.B. and over 800 through BNAPS. As a result BNAPS are making a good profit by sale of handbooks; C.P.S. of G.B. certainly are not.



## CANADA

An attractive section is included in the British Empire sale which will be held on

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We cannot grudge the profits going to BNAPS since their sales alone prevent most of our publications from being financially disastrous.

It is notable that many of the leading dealers and auctioneers in Canada refer to these handbooks in their sale lists, e.g. a Fancy Cancel is often described briefly and adequately by three letters and a number (D & S 411 or 296 etc.) but corresponding lists in G.B. seldom if ever do so, and for an obvious reason. So few sales of the book have been made in G.B. that D & S 411 etc. would be meaningless to the great majority who see these lists.

To give another example, the sale of the R.S.L. handbook being limited to **four** amongst the entire traders in G.B. it is a safe bet that the rarer varieties (plate flaws, re-entries, etc.) will usually not be recognised, giving an opportunity of picking up bargains to those who have studied the book.

We are regretfully forced to the conclusion that while the publication of such books serves a very useful purpose in Canada and U.S.A., they are of comparatively little use or interest to amateurs and professionals alike in G.B. and the C.P.S. of G.B. suffers accordingly.

There are about 350 members of C.P.S. of G.B. resident in G.B. If more of these would make direct purchases of handbooks—published by either Society—how encouraging it would be—and especially for the hardworking members responsible for their production, to say nothing of the authors.

Dr. C. W. Hollingsworth



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## POST OFFICES OF SASKATCHEWAN

By Dr. J. G. BYTH

- |                        |                  |                    |
|------------------------|------------------|--------------------|
| 1. Eagle Creek*        | 28. Edgeworth    | 55. Enid           |
| 2. Eagle Point*        | 29. Edmore       | 56. Ens            |
| 3. Eakindale*          | 30. Edmund*      | 57. Environ*       |
| 4. Earl*               | 31. Eigenheim*   | 58. Equity*        |
| 5. Earl Grey           | 32. Eildon*      | 59. Erinferry      |
| 6. Earlswood           | 33. Elardee*     | 60. Ermine*        |
| 7. East Anglia         | 34. Elbourne*    | 61. Ernfold        |
| 8. Eastbrook           | 35. Elbow        | 62. Erwood         |
| 9. Eastend             | 36. Eldersley    | 63. Esk            |
| 10. East Fairwell      | 37. El Dorado    | 64. Eskbank        |
| 11. Eastleigh          | 38. Eldred*      | 65. Esme           |
| 12. East Poplar        | 39. Elfros       | 66. Esperance*     |
| 13. East Poplar River* | 40. Elk Hill*    | 67. Esterhazy      |
| 14. Eatonia            | 41. Ellisboro    | 68. Estevan        |
| 15. Ebenezer           | 42. Elmartha*    | 69. Estlin         |
| 16. Ebenezer Valley*   | 43. Elmhurst*    | 70. Eston          |
| 17. Echo*              | 44. Elmont*      | 71. Estuary        |
| 18. Edam               | 45. Elm Springs* | 72. Ethelton       |
| 19. Eddleston*         | 46. Elrose       | 73. Ethmuir*       |
| 20. Eddyside*          | 47. Elstow       | 74. Etomani        |
| 21. Edenbridge*        | 48. Elswick*     | 75. Ettington      |
| 22. Edenkillie*        | 49. Emberville*  | 76. Evesham        |
| 23. Eden Valley*       | 50. Emma Lake    | 77. Expanse        |
| 24. Edenwold           | 51. Emmaville*   | 78. Eyebrow        |
| 25. Edfield*           | 52. Endeavour    | 79. Eyre           |
| 26. Edgeley            | 53. Englefield   | (To be continued.) |
| 27. Edgell*            | 54. Englewood*   | * Office closed.   |

## Letters to the Editor . . .

Mr. A. E. Stephenson writes:

### Admiral Issue

Further to my letter in *Maple Leaves* Vol. II, No. 1 in which I questioned the likelihood of softening and re-hardening plates, I have now received a letter from a very old friend, who wishes to remain anonymous, in which he explains the matter clearly. Underrated I append an extract from his letter which deals with the subject and hope it will clear the air on this often recurring matter:

“from all I have seen (have talked with the engravers and printers of the British American Bank Note Company, the Canadian Bank Note Company, and Bureau of Engraving and Printing) and studied—it is **not** practical to soften a hardened plate—recut—and reharden. It can be done, but the results are neither economical nor satisfactory. This is why American and Canadian manufacturers printed from unhardened plates until well into the 20th century. An unhardened plate will give many more impressions than the Bank Note Company publicly admit—and if runs are likely to be less than 250,000 impressions—it is easier to re-enter an unhardened plate. When however it looked as though the volume would require well over 250,000 impressions the plate would be hardened and then it was easier and cheaper to make a new plate rather than to take the trouble to repair it. There is also another factor, until 1910, or thereabouts, material was expensive and labour was cheap—today labour is expensive and materials cheap. This meant that everything was done to keep a plate in service—and not hardening it was one way”.

### 8 Cents R.L.S.

Mr. W. Rorke writes:

Mr. Smithies' R.L.S. Corner No. 2 in the October issue has prompted me to forward him particulars of my three 8 cent Registered covers and also to send you this letter, with a copy to Mr. Smithies concerning Plate Flaws of the 8 cents value.

Let me point out at the beginning that as a careful student Mr. Smithies has only said “we may tentatively conclude that the stamp with one line illustrated on page 19 of the handbook is No. 50 and the stamp with the 2 lines illustrated above, by Mr. Harrison, is No. 33.”

Mr. Harrison's pair is most interesting. The first question which comes to mind however is Mr. Harrison's carefulness in reproducing the illustration. I ask this because while the line in the right hand stamp of his pair appears to be fairly straight it thickens and thins as in a scratch and also appears to curve slightly. Such variation in width or vertical height is not part of stamp 33.

I have a mint block of 4 of the 8 cent with the upper left stamp with the 'misplaced guide line' running through the I of EIGHT a millimetre lower than the Harrison illustration and it continues on in an unvarying straight line through the L and reappears in the upper part of the P of Stamp. There is no second line above it. I also have the same stamp on Cover from Ottawa in September of '89 again with the single 'guide line' as described above. As the stamp is the upper left in the block of 4 it obviously can't be no. 50 which was the bottom right hand stamp of the sheet.

I do however have a used copy which I believe to be No. 50. This has a similar guide line in the same position through the I and this stops at the L and is not seen on the right side in the P of STAMP. This I believe meets with Jarret's description.

Some 10 years ago a Winnipeg dealer had a complete sheet of these stamps and after I discovered the line in the upper left of the block of 4 I had he permitted me to examine his sheet and it was stamp 33.

To return to Mr. Smithies' 'tentative' conclusion. If the line shown in the illustration continues or rather re-appears in the P of Stamp then it is, in my opinion, based on the above information, correctly described as stamp 33. If it does not continue past the L of Letter then it is stamp No. 50. I find Mr. Harrison's pair most interesting but it is my belief that they must be relocated and that they are not stamps 32 and 33, but rather a heretofore unreported plate scratch.

In my collection is a postcard from a dealer in New York to a collector-dealer in Ontario in which the New Yorker says he will take used 8 cent registered in trade at 5 cents each but will only take **three** at that price!

Footnote by E. A. Smithies:

At the Bridge of Allan Convention, several experts examined my 8 cents stamp No. 33 or 50, and pointed out a straight line above, similar to Mr. Harrison's illustration, so faint that I had failed to see it. So we may tentatively conclude that the stamp with one line showing (and one not showing) on page 19 of the handbook is either No. 33 or a heretofore unreported plate scratch.

Dr. M. W. Carstairs writes:

### **Thunder Bay Duplex**

The Thunder Bay Duplex illustrated in Duplex Corner in the issue for October, 1965, is of no little interest.

The post office was opened about 1869 and was re-named Port Arthur in 1883.

Mr. Frank Campbell of Royal Oak, Mich. illustrates the datestamp of Mr. Smithies in his "Canadian Postmarks" and dates it as 1875. His specimen was evidently dated NOV. 14. Previous to this Mr. Campbell lists a Type 7 or interrupted circle datestamp for the period 1871-75.

A rather similar datestamp to the Thunder Bay Duplex exists for Melbourne P.Q. I hazard a guess that it may also turn out to be a duplex.—If one is ever found on cover.

**Amendments to Membership to 4th January, 1966****New Members**

1506. PARKIN, J. M. H. 80 Taylor Street, Hollingworth, Hyde, Cheshire. C  
 1507. STEPHENSON, Miss A. E., 30 Palatine Road, Manchester 20. C  
 1508. HASTIE, Lieut. J. H. (R.N. Ret'd.), 14 Clarence Parade, Southsea, Hants. C  
 1509. MORGAN, W. C. 7 Brooklyn Avenue, Bangor, County Down. C  
 1510. BAYLEY, C. H., 400 Field Street, Ottawa 2, Canada. CL, CS, P  
 1511. GAREAU, J. M., 1420 Carlyle Road, Calgary, Alta., Canada. PS, BL, BS

**Resignation**

1471. SOLOMON, D. J.

**Death**

883. CARTER, W.

**Change of Address**

726. HOLLANDS, J. H., 117 Fort Rose Crescent, Don Mills, Ontario, Canada.  
 928. CARSTAIRS, Dr. M. W., 5 Tennyson Road, High Wycombe, Bucks.  
 1496. HOPPER, R. H., 2 Craigmount, Hill, Barnton, Edinburgh 4.  
 1363. LANE, Mrs. R. H., High River, Alta, Canada.  
 487. LUSSEY, H. W., 3 Horizon Road, Apt. 402, Fort Lee, N.J., U.S.A.  
 1442. MCGOWAN, L. C., 10 Ellery Road, Newport, R.I., 02840, U.S.A.  
 1457. MERCANTINI, Dr. E. S., 280 Metcalfe Street, Ottawa 4, Canada.  
 1451. ROSENBLATT, P., 698 West End Avenue, New York, N.J., 10025, U.S.A.  
 1411. TOPF, K., 45 Osnabruck, Vosskamp 21, Germany.  
 1028. STOTT, A. J., Heald Bank, Langham Road, Bowdon, Cheshire.

**Amendment to Year Book Listing****Insert**

1472. COLE, Rev. N., 436 Curry Avenue, Windsor, Ontario, Canada.  
 1113. STEWART, A., 3211 25th Street, S.W., Calgary, Alta, Canada.  
 637. HARRIS, M. A., change of interests to CS, P, PE, PH, SC.

**Net Change + 4****New Total 673****Amendment to previous listing**

1424. SHORT, J. H., county is BERKS. not Surrey.

**Information required of new address** (last known address is given).

1066. HILL, J. R., 9420—67th Avenue, Edmonton, Alta., Canada.

**Future Bond Street Sales, (H. R. Harmer, Ltd.)**

**With six important General Sales in December, January and February there will again be big excitement on March 14 when Part II of Mrs. Louise Hoffman's Grand Award Airmails comprising Europe, Asia, Africa and British Commonwealth (except British North America) will be offered.** Part I, United States, British North America and Latin America, will be sold by Harmer's New York House on March 1-3.

**The following week on March 21-22, will again see plenty of Continental buyers at Harmer's when the remarkable collection of German States, comprising Bavaria, Bremen, Hamburg, Hanover and Prussia will be sold for a past President of the "Royal", W. E. Gerrish, O.B.E. Both these sales will call for art catalogues and will include extensive colour illustrations.**

Details of later sales including a fine mint collection of Great Britain and other outstanding properties will be announced shortly.

## CLASSIFIED ANNOUNCEMENTS

Reserved for members' small classified advertisements. Special price 2d. a word for C.P.S.G.B. members only.

### WANTED

NIAGARA DISTRICT (Lincoln and Welland Counties) cancels on cover or card, e.g., Air Line Junction, Basswood Falls View, Garrison Road, Wesley Park, —C. J. Short, R.R. 3, Waterloo, Ontario.

WANTED, Flag Cancellations on cover or piece, particularly the period 1917 to 1927.—John Hannah, 150, Ashgrove Road West, Aberdeen, Scotland.

CANADIAN SLOGANS. Join the Slogan Bank. 1964 list now available. Information.—G. H. Potts, Halfmoon Bay, B.C., Canada.

“Street” and District cancellations. Buy or exchange—any towns. Particular interest, Morris Street, Halifax. Also town and other cancellations on 2cts. Carmine Numerals.—Hollingsworth, 17, Mellish Road, Walsall.

WANTED. “Brant County” items.—Barchino, Brantford, Ontario.

Wanted to purchase. The following Admirals: Plate blocks with inscription “Ottawa—No.—A...T—6...etc.” and vert. pairs of 1, 2 and 3cts. Perf. 8 vert., Imperf. between, first printing.—Henning Hakansson, Katrinelundsgatan, 8A, 5 tr, Malmoe ö, Sweden.

### PERIODICALS

Canada Calling is one of the interesting features frequently appearing in the Philatelic Magazine. Price 9d. from your newsagent or local dealer.

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1965-66

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