

MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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

66, East Bawtry Road, Rotherham, Yorkshire

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

Services Available to Members

Inset with this issue (on the reverse of the application for membership form) will be found a list of the services available to members. The publication of this leaflet marks the inauguration of a recruiting drive in which your committee hopes every member will play his part. Please use this leaflet to its best advantage: at your local philatelic society meetings and among collector friends and acquaintances. **If every member resolves to introduce at least one new recruit to the Society during its twenty-first anniversary year a record membership return would easily be obtainable.** Please play YOUR part in this vital work for the Society. Please address applications for supplies of this leaflet to the Editor at 66, East Bawtry Road, Rotherham, Yorkshire.

The Railway Philatelic Group

It is always a pleasure to welcome the formation of new ventures in the philatelic field, but we do so particularly in the case of the Railway Philatelic Group because we know that many of our members are interested in the aspects of philately that will be catered for by this new organisation: the Railway Letter Post, Newspaper and Parcel Stamps, the T.P.Os of the world and postage stamps of the world depicting a railway theme.

A quarterly journal, *Railway Philately*, has already made its appearance. Judging from the quality of its articles and their lively and attractive presentation there is no doubt that solid foundations have been laid and that everything augurs well for the future of this, our latest, contemporary.

Further particulars of the Group (which already numbers more than 100 members) can be obtained from the Secretary and Editor, Mr. R. A. Kirk, at 59a, Hartley Road, Kirkby-in-Ashfield, Nottingham. Any correspondence or enquiries will be welcomed by him.

Canadian R.P.Os

Seven study groups are registered in the Society's Year Book but it is a long time since we were able to report on the activities of any one of them. As far as the R.P.O. Group is concerned it is pleasing to report that a great deal of unpublicised work has been going on. After fifteen years' of research and co-operative enterprise by a large number of enthusiasts in this field we are now able to announce the forthcoming publication of *A History of the Canadian Railway Post Office 1853-1966*. This consists of a history of every railway over which a R.P.O. has operated, a detailed commentary on the 1,900 postmarks which have been used, including their period of usage, points of special interest, illustrations and complete maps.

The work will be published by the printers of *Maple Leaves*, sufficient guarantee, we feel sure, of the quality of the production. It will, however, be a LIMITED EDITION, and since the book will be widely advertised in Canada and the U.S.A. (where the R.P.O. field is increasingly popular) members are urged to place their orders as soon as possible after the publication date is known. This will be announced in a later edition.

Mr. E. A. Smythies, C.I.E., F.R.P.S.L. F.C.P.S.

Members will be pleased to hear that Mr. Smythies is recovering well from his recent illness. In a letter Mr. J. J. Bonar informs us that Mr. Smythies will be returning to Tralee shortly and by the time this appears in print he should be home again. Everyone will join with us in wishing him a speedy return to full health.

Contributions

May we take this opportunity of thanking those few members who have been kind enough to respond to our appeal for contributions? That we are grateful to them goes without saying and that we need much more help of this kind needs repeating. It is not too late for a New Year resolution to help us by sending news, views, letters, reports or articles. We are always ready to encourage new contributors and we should especially like to hear from our new members. We welcome criticism (constructive) and suggestions (practicable) and whenever possible we shall act upon them. This is the 21st year of the Society's incorporation; please resolve to make it a memorable one by playing your part in making it a successful one. We shall look forward to hearing from you.

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From the President



It is over twenty years ago that I joined our Society and although not present at the first Convention it has been my privilege to have been able to attend every subsequent gathering.

On page 9, *Maple Leaves* Vol 4 it is recorded 'We wondered when we found David Gardner, Stevie and L. D. Carn sitting on the stairs three floors up at three in the morning whether it was enthusiasm for study or just sheer enthusiasm. However Jack Cannuck had sufficient strength to get his stuffed shirt off'.

Since this incident occurred at Harrogate I have been credited on several occasions with having a specialised knowledge of stairways, lifts and elevators. This of course, reflects the spirit of good humour that permeates all our Conventions.

On the same theme, but in more serious vein, I am very conscious of the honour you have conferred upon me by elevating me to the position of President.

It will not be easy to surpass the high standard set by my predecessors but it is a target that I have set myself and which I shall endeavour to achieve.

If Contact Members will send me a list of their activities I will do my best to attend at least one of their meetings. Unfortunately it will be impossible for me to visit our friends in Canada and the U.S.A., but I would like to take this opportunity of assuring them that we very much value their membership and the contribution they make to our Society.

The growth of a society depends on a constant supply of new members and we should remind ourselves that there is room in C.P.S. for all grades of collectors. In most local philatelic societies there is someone who is mildly interested in B.N.A. and a little personal encouragement may be all that is needed to bring them into the fold.

Best wishes and good hunting,

L. D. Carn.

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.

NOT SO MUCH A POSTAGE STAMP . . . MORE A WAY OF FRANKING

Part V

by S. F. COHEN

'Dated' Large Queens

One of the delightful sidelines of postmark collecting that is full of fascination is the formation of a 'calendar' collection. By this is meant the acquisition of a dated copy for each day or month or year of a particular stamp. The time interval is usually governed by the scarcity or otherwise of material available. For instance, the 3 cents small queen is abundant enough to try for on almost a daily basis. With a series like the Large Queens, a more realistic approach might be to try to find a copy for each month of each year in the life of each value. I know of one such collection (not mine!) which is almost complete. The 15 cents, with its long life of over 30 years, is incredibly difficult, with some years in the seventies being well-nigh impossible to find.

For my part, I have restricted my 'dated-copy' collection to the *earliest* possible date that I can find, and am constantly on the look out to try to improve them.

With the centenary of the British North America Act occurring this year and the celebrations that are taking place in Canada to mark the Dominion's anniversary, it is appropriate to show some very early dated examples of the first Dominion stamp issue, the popular Large Heads.

They were first printed in January, 1868, in a series of seven values, and these were to have been 'officially' put on sale on April 1st, 1868. However, at least the main offices had deliveries of the new stamps some time during March and promptly put them on sale to the public. The earliest dated copy I have is 13th March on the 15 cents . . . 19 days prior to the official release date. Other March dates are known for most values and I have a 1 cent (28th March) and 3 cents (31st March). (*See below.*)



A year later, early in 1869, the brown shade of the 1 cent was changed to deep orange, in order to avoid confusion with the 3 cents. The orange stamp (S.G. 74) had a very short life, being replaced by a more yellow shade in the large design and then completely by the introduction of the small format stamps in 1870.

Five years later, new postal rates warranted a 5 cents value. It is remarkable that the new denomination appeared in the large design so many years after the introduction of the smaller stamps. It too was soon replaced after its release on 1st October, 1875, and I am fortunate in possessing a First Day copy.

Covers with most denominations of the Large Queens are still not too difficult to find with the exception of the 15 cents, which despite its long life is rarely seen these days. My earliest 15 cents cover is for 11th April, 1868, sent from Kingston to Stroud in Gloucestershire, where it duly arrived 14 days later. (*See below.*)

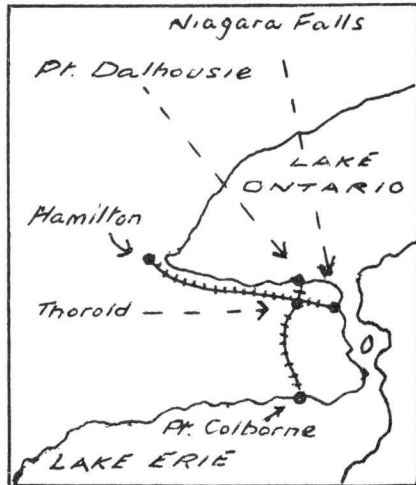
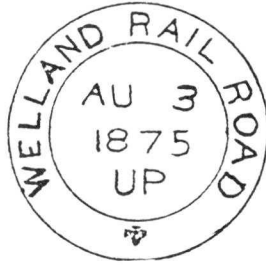


In the hope that fellow 'calendar' collectors may be able to report even some earlier copies, I list below my earliest dates for most of the values in the Large Queens series:—

$\frac{1}{2}$ cent	Black	2nd April, 1868
1 cent	Brown	28th March, 1868
2 cents	Green	6th April, 1868
3 cents	Brown	31st March, 1866
$12\frac{1}{2}$ cents	Blue	1st April, 1868
15 cents	Purple	13th March, 1868
1 cent	Orange	15th February, 1869
5 cents	Olive	1st October, 1875
15 cents	'Carton' paper. Blue-violet	30th August, 1880
15 cents	Clear Deep Violet	8th October, 1880

The Welland Railway

by L. F. Gillam, F.C.P.S.
part XLVI



with the town of Thorold on the line of the Great Western Railway between Hamilton and Niagara Falls, then nearing completion.

Construction on this short line began in 1854 and over the next four years four miles of line were constructed. Meanwhile, in 1857, the railway had been re-named the Welland Railway and plans were laid to complete the line to Port Colborne on Lake Erie, a further twenty-one miles. This was rapidly completed and opened for traffic on 27th June, 1859.

Postmark evidence suggests that a railway post office was established on this railway, the shortest ever in Canada to merit such a facility, as soon as it was opened for traffic or at least shortly afterwards, postmark R.176 being used. As in the case of several other early railway postmarks the term 'railroad' later fell into disuse in favour of British terminology and as a consequence it appears to have been replaced (circa 1875) by R.175A and R. 177 and later by

The Welland Railway was really the work of one man, William Hamilton Merritt, a distinguished soldier and engineer who had been the moving spirit behind the construction of the Welland Canal between Lakes Erie and Ontario. At one time he had been a forthright controversialist in favour of water transport and particularly represented those whose canal interests seemed to be threatened by prospective competition from railways.

In the 1840's, however, he realised that in Canada, at least, rail and water transport were complementary. More particularly he saw the advantages of a railway which paralleled the Welland Canal and which would be able to maintain the flow of traffic during the winter months when the canal was frozen and impassable, or when the volume of traffic was too large for the waterways to carry.

Thus it came about that in 1853 Merritt secured the incorporation of the Port Dalhousie and Thorold Railway with the object of linking Port Dalhousie on Lake Ontario

R. 175B. Postmark R.175 is possibly recorded as a result of a misreading of R.175A. A registered postmark (R.145) is also known to have been used in the 1870's and possibly earlier.

These postmarks appear to have been withdrawn from use in the late 1880's when those reading Port Colborne and Port Dalhousie were introduced. The first in order of time was probably O.283 and this appears to have remained in use at least until 1920. O.283A-283C appear for some reason to have been shortlived although introduced about the same time as O.285. The latter appears to have remained in use until the 1920's (early) when the R.P.O. was discontinued. It is also probable that O.284 owes its listing in the handbook to a misreading of a poor strike of O.285. O.282 is even more dubious.

POST OFFICES OF SASKATCHEWAN

by Dr. J. G. Byth

H (continued)

- 111. Hustlers*
- 112. Hyas
- 113. Hyde*

I

- 1. Ibstone*
- 2. Idaleen*
- 3. Idylwild*
- 4. Iffley
- 5. Ile-a-la-Crosse
- 6. Illerbrun
- 7. Imperial
- 8. Inchkeith
- 9. Indian Head
- 10. Ingebright*
- 11. Ingleford*
- 12. Innes
- 13. Insinger
- 14. Instow
- 15. Interlake*
- 16. Invergordon*
- 17. Invermay
- 18. Invernairn*
- 19. Iranistan*
- 20. Irvington*
- 21. Isham
- 22. Island Hill*
- 23. Ituna
- 24. Ivor*

J

- 1. Jackfish Lake
- 2. Jameson
- 3. Janow Corner
- 4. Jansen
- 5. Jasmin
- 6. Jedburgh
- 7. Joesville*
- 8. Johnsborough
- 9. Jonesville*
- 10. Jordan River
- 11. Josephine*

- 12. Juniata*
- 13. Junor*

K

- 1. Kaiser*
- 2. Kakawa*
- 3. Kalyna
- 4. Kamsack
- 5. Kandahar
- 6. Kantenville*
- 7. Kaposvar*
- 8. Karluk*
- 9. Katepwa Beach
- 10. Katewepe*
- 11. Karinthal*
- 12. Kayville
- 13. Kealey Springs
- 14. Keatley
- 15. Kedleston*
- 16. Keeler
- 17. Kegworth
- 18. Kelfield
- 19. Kelliher
- 20. Kellyvale*
- 21. Kelso
- 22. Kelso Station*
- 23. Kelstern
- 24. Kelvington
- 25. Kelvinhurst*
- 26. Kenaschuk*
- 27. Kenaston
- 28. Kendal
- 29. Kendal Station*
- 30. Kenlis*
- 31. Kennedy
- 32. Kennell*
- 33. Kenosee Park
- 34. Kensmith*
- 35. Keppel
- 36. Kermaria*
- 37. Kerrobert
- 38. Kessock*
- 39. Ketchen

- 40. Kettlehut*
- 41. Keystown
- 42. Key West*
- 43. Khedive
- 44. Kieville*
- 45. Killaly
- 46. Killdeer
- 47. Kilronan*
- 48. Kilwinning
- 49. Kilwinning Siding*
- 50. Kinbrae*
- 51. Kincaid
- 52. Kincorth*
- 53. Kindersley
- 54. Kingsford*
- 55. Kingsland*
- 56. Kingsview*
- 57. Kinistino
- 58. Kinley
- 59. Kinlock
- 60. Kinooosao
- 61. Kipling
- 62. Kipling Station*
- 63. Kirkpatrick*
- 64. Kisbey
- 65. Kitchimanitou
- 66. Kleczkowski*
- 67. Klintonel
- 68. Kramer*
- 69. Krasne*
- 70. Kristnes*
- 71. Kronau
- 72. Krupp*
- 73. Krydor
- 74. Kuest*
- 75. Kuroki
- 76. Kutawa*
- 77. Kvitka*
- 78. Kyle
- 79. Kyleneore
- 80. Kyleville*

* (Office closed.)

MORE THOUGHTS ON THE TWO CENTS NUMERAL ISSUE

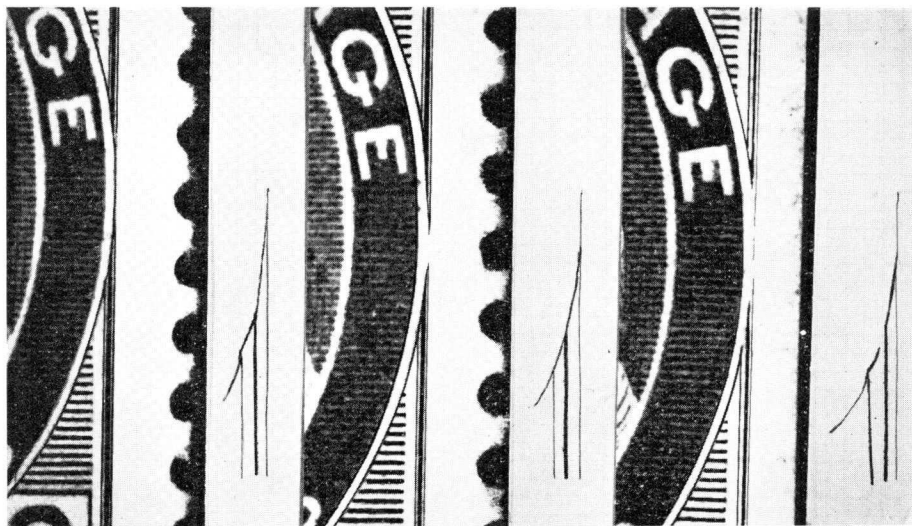
PART II

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

The three groups of Type II border stamps I have described have one thing in common: on the normal stamps of each the frame lines are so uniform as to preclude any possibility of re-touching. I felt compelled to assume that each had been produced from a die re-worked from the original Type I die. I examined my groups more carefully and found a number of identical differences and **with every appearance of being** constant. I have not listed these but I concentrate on one part of the design where the differences between the three groups seem clearest, namely the centre portion of the **east** margin.

My suggestions are that in 1900 two new dies were laid down from the transfer roll and re-worked to reduce the four lines of the border to three. One of these was used to re-enter Plates 11 and 12 to produce the Group I copies. The other was used for the Booklet Plate. The products of these dies were not entirely satisfactory and in 1902 another die was laid down and worked over to produce Plates 15 to 20.

Our member, Ernest Whitley, produced photographs which, after strengthening, are now reproduced below, I add drawings which over-emphasise the



*Above Top Left
Frame lines parallel
Line of oval uneven
At an early stage the outer
frame line of the N.W.
spandrel disappears*

*Above Centre
Frame lines parallel
Line of oval an even
curve
Frame always complete
opposite N.W. span-
drel*

*Above Right
Innermost frame line
diverges from centre line.
Line of oval frequently
discontinuous
Vertical frame lines often
weak*

details in order to explain my point. I suggest that in the dies of 1900 the engraver worked up the outer line of the oval and when he reached the innermost frame line he then cut down the frame. He then started from the point of this cut and worked up to the centre of the frame, and then cut down between the two centre lines, repeating the process for the third cut.

The distinction between the two dies of 1900 is that in the one used for the booklet plate the inner thin line is noticeably further from the thick centre line than is the outer thin line. In the die of 1902 the outer line of the oval is preserved intact giving an even, not a broken, curve. There may have been more new re-worked dies in 1902, but of this I have not sufficient evidence.

Dr. Whitehead's Type C with the weak N.W. corner presents a puzzle. I do not suggest it as an explanation but I believe that Plate 12, after a period as a first group plate, was re-entered with the transfer roller impression used for booklet stamps. Some of these weak N.W. corner stamps show clearly the characteristic details of the booklet die. Can any reader suggest how such an error could produce the weak N.W. corner?

I have already discussed my views with one or two other collectors and am aware that they may be challenged. If they are I shall be delighted. Only thus can progress be made.



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- 166 ○ 1857 thin soft ribbed paper 3d. red, a fine vertical pair with scarce Montreal '21' roller cancel. Small fault in upper stamp £60
- 167 ○ 1855 10d. dull blue on thin wove paper superb used £75
- 168 ★ 1868 ½c. black on thin crisp paper, a rare mint marginal block of four £35
- 169 □ 1868 15c. deep reddish purple, a fine pair used on August, 1868, cover to England. Extremely rare £95
- 170 ★ 1868 3c. red brown, on thin crisp paper, a remarkable mint example, well centred and superb £40
- 171 ○ 1868 12½c. bright blue on thin crisp paper, a well centred fine used copy £25
- 172 ○ 1868 1c. red brown, well centred and fine used with unusual '5 cents' (Jarrett 614) marking £16
- 173 ○ 1868 2c. bluish green, fine used on watermarked paper
- 174 □ 1869 1c. pale orange yellow, three singles on cover to Nova Scotia £25
- 175 ★ 1870/88 1c. pale dull yellow, a superb mint block of 12
- 178 ★ 1888/97 10c. brownish red, a top marginal imperf. mint
- 177 ★ 1873/77 perf. 11½ x 12, 10c. very pale lilac-magenta, fine unused with some original gum £40
- 178 ★ 1888½97 10c. brownish red, a top marginal imperf. mint block of four showing portion of inscription £40
- 179 ★ 1897 \$1 lake, a fine mint unmounted single £23
- 180 ○ 1897 \$2 deep violet, a fine used single £25
- 181 ○ 1897 \$4 violet, a beautiful used block of four with sheet margin above. Showpiece! £175
- 182 ★ 1897 \$5 olive-green, a mint single £50
- 183 ○ 1897 \$5 olive-green, a fine used copy £37. 10

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Rare Shades of Canada S.Q. 3 Cents

by E. A. Smythies, F.C.P.S.

The 3 cents S.Q. is the most prolific of all Canadian stamps. It was in constant use for 27 years, and Boggs has recorded that in that time over one billion (equal 1000 million) stamps were printed from 33 plates and issued to post offices! How many separate printings there were it is impossible to say. About 25 years ago Shoemaker calculated that there were 37 different printings, but unfortunately his calculations were based on two fallacies, and have not been accepted by philatelists. There is no doubt, however, that during such a long period there were many different printings and many varieties of shade, paper and perforation. In this article I propose to discuss just three rare shades, i.e. (1) Indian or Copper red; (2) Carmine red; (3) Rose carmine. These will be considered separately.

(1) **Indian or Copper red.** This is one of the most difficult shades to recognise with certainty in all Canadian philately; even leading experts have been known to differ in their opinions and Expert Committees to issue contradictory certificates! The reason is not difficult to see. One influential school considers that all S. Q. 3 cents stamps printed and issued to post offices before the end of June, and (mostly) used before the end of July 1870, must be classed as Indian red. Now in that period Boggs has recorded three separate printings, i.e. in December 1869, March 1870 and May 1870, with a total of nine million stamps printed. It is a well-known fact that separate printings almost invariably show different shades; in this case Boggs has actually noted a change of formula for mixing the inks recorded in the recipe book. It follows that the nine million stamps classed as Indian red included in fact **more than one shade**. In fact I have stamps illustrating at least **four** shades, as follows:—

- (1) the typical Indian red (with R.P.S. Certificate),
- (2) a variety with more rose (postmarked March, 1870),
- (3) a variety with more yellow (postmarked April, 1870),
- (4) a distinctive pale Indian red, to which Jarrett gave the date Sept. 9, 1870, and which I have on covers dated as late as Feby. 1871.

These different shades of Indian red make the recognition difficult, but there are two features that are constant in the early printings of 1870, i.e. (i) perforation. Perf. 12 (or the rare $12\frac{1}{2}$), **never $11\frac{1}{2}$ or $11\frac{3}{4}$** . (ii) paper. This was described by Boggs as 'good quality, smooth, medium to thick, white or yellowish, horizontal mesh'. These constant features help in the recognition of Indian reds.

(2) **Carmine red on thick paper.** This variety does not appear in Gibbons or Scotts Catalogues, is seldom if ever mentioned in English auction catalogues, and is (apparently) ignored by the B.P.A. and S.Q. Study Group. On the other hand, it is well known in Canada, is recorded in such specialist catalogues as Holmes and Bileski, and appears regularly in Sissons' auction catalogues. I have copies (on and off cover) with R.P.S. certificates.

It was produced in a small printing (or a small part of a larger printing) in January, 1971, and used copies are usually dated February or March '71, by which time supplies were apparently used up, as it is not found later. It is much rarer than Indian red (Bileski prices it at **ten** times the value of Indian red!) The distinguishing features are:— (i) shade, carmine red; (ii) paper, thick, soft, sometimes described as 'blotting paper'; (iii) perforations rough and usually adhering; (iv) nearly always badly centred. This rare variety fetches 30 dollars or £10 or higher at Canadian auctions. It is difficult to understand why this interesting variety should be so neglected and little known in Great Britain.

(3) **Rose carmine of Oct. 1888.** This beautiful shade of the Ottawa printing is well known as S.G. 105. What is perhaps not so well known is that there were two printings in 1888 in slightly different shades, i.e. the first in Sept./Oct. 1888 in a deep shade, the second in December in a paler shade, the deep shade being the better. These shades can be seen to better advantage on the long Registered 2 cent stamp (S.G. R4) which was printed at the same time with the same pigments. Do not let it worry you that the shade of R4 in Gibbons to 1963 was called brick red and in Scott is still called scarlet—that is just the foolishness of the catalogues! They are now in fact all correctly (in Gibbons) described as rose carmine. What is not correctly described is the valuation of S.G. 105, which is 40/- to the east of the Atlantic and 1.50 dollars to the west. They cannot both be right!

These three shades, Indian red, Carmine red and Rose carmine are the three rarities of the S.Q. 3 cents stamps issued between 1870 and 1897. To illustrate them, the possibility of preparing a small colour-plate was examined, but found to be impracticable. This is unfortunate as verbal descriptions of shades and colours are never satisfactory. If someone would invent a cheap and reliable method of illustrating fine shades varieties, how popular he would be with philatelists!

(Mr. Smythies is right, of course, about the difficulties of accurately reproducing colour plates. Nevertheless, we feel that the paper and perforation characteristics of the shades he describes in this article are so well defined that members should derive considerable help in the task of distinguishing them—Editor.)

CONVENTION 1967

Arrangements have been made for this year's convention to be held at the Burlington Hotel, Eastbourne, Sussex, from the 4th to 8th October. This is earlier in October than normal and without making any rash predictions about the weather we can say that the venue ensures that the chances of it being most agreeable are very high. Eastbourne 'traps' a very fair share of the sunlight available on the south coast at all times of the year and perhaps never more so than in the autumn. This has something to do with Beachy Head, the prevailing wind and other factors that we cannot remember. Those who last attended Convention at Eastbourne in 1958 will not need to be reminded of this. The usual hotel booking form will accompany our April issue and this will not be too soon. There will NOT be unlimited accommodation at the Burlington because of its all-the-year popularity and the early convention date.

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CENTENNIAL COVERS

More than one hundred flights of the Canadian Centennial 'Copter will carry 'Commemorative Covers' as part of this year's Centenary celebrations.

'Covers' will be carried aboard an Enstrom executive helicopter during forty-nine major events on a 100-day historic flight across North America. Some of the cover-carrying events include the take-off ceremonies from Gov. George Romney's State Capitol lawn at Lansing, Michigan, 1st May, 1967 (during the machine's Centennial promotional stops in the U.S.A.); an official Federation Aeronautique Internationale helicopter speed record attempt between Canada (Nfld.) and France (Isle of St. Pierre) on 20th May, 1967 (the 40th anniversary of Lindberg's crossing of the Atlantic), and the official Canadian starting flight from Signal Hill, National Park outside of St. John's Nfld, on 24th May, with Premier Joseph Smallwood of Newfoundland aboard. Cover-carrying flights will also be made from the Expo 67 heliport in Montreal; from Toronto on Dominion Day, 1st July, 1967; the opening of the Pan American Games, 23rd July in Winnipeg with Premier Duff Roblin of Manitoba aboard and a Vancouver to Vancouver Island flight on 31st August, the first day of the issue of a special Centennial stamp honouring the 50th anniversary of the founding of The Canadian Press. Several heliports from the Atlantic to the Pacific will also be dedicated during the flight.

Three of the more unique philatelic events will be the world's first helicopter-to-hovercraft air mail transfer at Reversing Falls, St. John, N.B. slated for 13th June; a kayak-to-helicopter mail shuffle at Hull, Que. 30th June, and the first stagecoach-to-helicopter mail pick-up at 100 Mile House in the B.C. interior on 13th August, 1967.

Side trips to the Northwest Territories, The Yukon and Alaska for their Centennial celebrations will also be made. The last flight will be from Victoria, B.C. to the Wickaninnish Inn on the rustic west coast of Vancouver Island on 1st September, 1967, with Laurie J. Wallace, Chairman of the Canadian Confederation Centennial Committee of B.C. aboard.

Covers prepared by collectors themselves will be carried free. Covers specially prepared on official colourful commemorative envelopes and autographed by the crew are available from Centennial Copter headquarters at Box 1967, New Westminster, British Columbia, Canada.

'Cover' carrying flights of the Canadian Centennial Copter

- | | |
|---------------|--|
| 1st May, 1967 | First flight from the R. J. Enstrom factory, Menominee, Michigan, U.S.A. Appropriate U.S. Airmail or other stamps affixed on this and other Ferry Flight stops in the United States. |
| | Same day. Departure flight ceremonies from lawn of Gov. George Romney's State Capitol Building, Lansing, Michigan. |
| 3rd May, 1967 | First flight from Chicago, Ill. |
| 5th May, 1967 | First flight from Detroit, Michigan. |
| 7th May, 1967 | First flight from Cleveland, Ohio. |

- 8th May, 1967 First flight from Erie, Pa.
Same day. First flight from Buffalo, N.Y.
- 12th May, 1967 First flight from Rochester, N.Y.
- 20th May, 1967 First official Federation Aeronautique Internationale helicopter speed record attempt between Canada (Nfld.) and France (Isle of St. Pierre). French air mail stamps and Canadian Confederation Centennial five cents stamps affixed.
Same day. First flight St. Pierre to Isle of Miquelon. French air mail stamps affixed.
Same day. First flight Miquelon to St. Pierre. French air stamps affixed.
Same day. Return flight St. Pierre to Newfoundland. French stamps and Canadian Centennial stamps affixed.
- 24th May, 1967 Start of official 100-day Canadian Centennial flight at Signal Hill National Park, St. John's, Nfld. (Canada's most easterly point of significance.) Covers will carry First Day stamp commemorating 50th Anniversary of the women's franchise. This is also the first flight of any aircraft from this National Park where Marconi received the world's first wireless message. A separate second cover will also be available bearing the Canadian Confederation Centennial stamp. Premier Joseph Smallwood of Newfoundland will be aboard on this flight.
- 25-29th May, 1967 First flights from about 12 Nfld. communities. One Centennial 'Atlantic Fishing Community' blue five cent stamp affixed. (Two for U.S. addressees.)
(Details of later flights will be published in our April issue—Editor.)
- Note 1 In Canada all first class mail goes by air where expedient and under 8 oz. All covers mentioned in Note 4 requesting mailing to U.S. addressees will carry minimum of eight cents postage which is the Canadian air mail rate to the U.S. Covers under Note 4, for European and South American addressees will be sent at surface rates unless extra monies supplied to cover their specific air mail rate.
- Note 2 Other official commemorative special event covers printed for world's first helicopter-to-hovercraft air mail transfer and of Naskwaaksis heliport dedication are obtainable separately from Peter Rubie, Box 341, Fredericton, N.B.
- Note 3 Fully prepared covers, addressed and stamped by collectors themselves will be accepted for mailing at points of crew's choosing at no charge. They will received a rubber stamped Centennial Copter cachet. They must be sent to Box 1967, New Westminster, B.C. *prior* to 1st March, 1967.

Note 4 Collectors may also submit prepared, except for postage, envelopes in lots of ten only for mailing at choice spots of crew's choosing along the route. (Generally, these will be dropped off at one per province.) For these there will be a 1 dollar charge for the lot to handle franking and handling. They will also receive a rubber stamped Centennial Copter cachet. These must be received at flight headquarters no later than 1st April, 1967.

The Official Commemorative Cover of the Canadian Centennial Copter Project for mailing at any or all of the foregoing locations designated by the sender (collector) will be provided complete with postage affixed to an elaborately printed, four-colour, rag content envelope at two for 1 dollar. The same official cover autographed, will be sent from locations designated by the collector for 1 dollar each. The official covers in most cases, will also carry a rubber stamped 'event' cachet. Orders for these official covers will have no deadline but to ensure receipt and processing it is urged that orders reach the address below prior to 20th April, 1967. Orders received after that date will be forwarded to crew on flight but no responsibility will be accepted for designated mailings after the 20th April date.

Mail all covers and orders to:

Canadian Centennial Copter Project,
Box 1967,
New Westminster, British Columbia,
Canada.

Make all cheques or money orders payable to:

CANADA: CENTENNIAL PANORAMA.

Reminders

SUBSCRIPTIONS

Membership of the Society is open to all interested in the study of the history and postage stamps of the Dominion of Canada and the former British 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.)

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

The Second Queen Elizabeth II Issue

by R. S. B. Greenhill

Mr. Hans Reiche's excellent article in *Maple Leaves* of February, 1964, gave at least one member the urge to delve deeper into the stamps of the 1954 issue of the present reign, and I express at once my indebtedness to Mr. Reiche for the foundation he laid in his article.

The 5 cent value of the sheet stamp was issued on the 1st April, 1954, to coincide with the date of increased letter rate, and the remaining denominations—1 cent, 2 cent, 3 cent, 4 cent and 6 cent followed on the 10th June of that year.

Initially all these stamps were printed from plates of 400 subjects on a horizontally ribbed paper with a vertical weave or grain. These were then cut into sheets of 100 subjects. In 1958 the lay-out of the plate was changed to one of 600 subjects whilst still retaining the sheets of 100 stamps. To accomplish this change the plate was moved 90 degrees on the paper which, after printing, gave the appearance of a vertical ribbing with horizontal weave. It is important to keep this point in mind for there was actually no change in the paper, but only in the positioning of the plate. On examination some stamps will appear to fall into neither category but this is due to wear on the blanket during manufacture of the paper, making ribbing and weave extremely difficult to see.

This change in printing lay-out does not apply to the 3 cent and 6 cent values as adequate stocks were printed initially from Plates I and 2 in both cases.

Whilst on the subject of paper it is as well to repeat Mr. Reiche's note that, for rotary printing, the requirements for paper storage are very exacting, and any variation in humidity results in poor inking, smudged appearances and toned paper. Paper thickness varies considerably but is due to the wide tolerances required in its manufacture.

We now turn to the matter of Plate Numbers and Imprints. The provision of these on sheets at Post Office counters was discontinued from November, 1957, as it was claimed that their sale caused queues and consequent delays to the public. In order that complete sheets might be produced for counter sales the Plates laid down from this date had the Imprint moved to the edge of the horizontal selvedge. The sheets were then trimmed to destroy the inscription before issue to Post Offices. The Plate and Control numbers in the lower left vertical margin were not printed. As an interim measure it would seem that some sheets already in stock were also trimmed, resulting in a narrow selvedge which omitted the Plate and Control numbers, but just included the Imprint.

Representations from philatelic circles about the omission of Imprint and Plate numbers were so great that, from Plates laid down after May, 1958, the trimming of sheets was abolished, and we find the Imprint in the horizontal selvedge at a distance of $14\frac{1}{2}$ mm. from the stamp, instead of $4\frac{1}{2}$ mm. as heretofore. A further major change was that the Plate and Control numbers in the left margin were not replaced, leaving that selvedge wide and blank.

Our lower left corner blocks therefore fall into the following categories:—

Original	Imprint $4\frac{1}{2}$ mm. below stamp. Plate and Control numbers in vertical margin.
Trimmed (a)	Imprint as above but selvage narrow. No Plate and Control numbers in vertical margin.
	(b) No marginal printing at all.
Revised	Imprint $14\frac{1}{2}$ mm. below stamp. No Plate and Control numbers in vertical margin.

We now combine our information regarding Imprints with that of the change in plate lay-out from 400 to 600 subjects. In the following table 'V' indicates vertical, and 'H' horizontal weave.

		Original	Trimmed (a)	Trimmed (b)	Revised
1 cent	V	Pl. 1 to 8	8	—	9
	H	—	—	—	11 & 12
2 cent	V	1 to 9	7 to 9	10	—
	H	—	—	—	11 to 20
3 cent	V only	1 & 2	—	—	—
4 cent	V	1 to 12	10 to 12	13 & 14	—
	H	—	—	—	15 to 19
5 cent	V	1 to 13	—	14	—
	H	—	—	—	15 to 19
6 cent	V only	1 & 2	—	—	—

1 cent Pl. 10 was not put on the press.

Cellophane Packages—In October, 1961, Canada made an experimental issue from the 1954 design of 2 cents and 5 cents stamps in miniature sheets. They were enclosed in cellophane bags to sell at 1 dollar, i.e. one contained two sheets of 25 2 cents stamps, and the other one sheet of 20 5 cents stamps.

The original issue was packed by the Post Office Department. One open edge of the bag used for filling was subsequently sealed by a heat process, and a notch was cut at the top left corner to facilitate opening. Printing in red on the package was:—

TEAR HERE—DECHIREZ ICI
FOR POCKET OR PURSE
50 x 2 cents — 1 dollar
FORMAT DE POCHE
POSTES CANADA POSTAGE

The experiment proved a success and a further printing was packed by the Canadian Bank Note Company, Ottawa. This type is distinguished by being heat sealed along all four sides. The red printing on the cellophane pack now appears as:—

1. 'Postes Canada Postage' runs continuously upwards along the left side, and 'Tear here—Dechirez ici' continuously downwards along the right side.
2. The white rectangle with detail of value appears in the centre at right angle to the side inscriptions, and is repeated at intervals with a 21 mm. space between the rectangles.

The numbers issued were:—

	Original	Reprint
2 cent	954,000	5,515,400
5 cent	170,000	3,961,200

None of the sheets was issued with phosphor lines and, once taken from their bags, there is nothing to distinguish between the stamps.

1868 12½ Cents Bright Blue, S.G.61

A unique vertical strip of six of the above stamps, **imperforate between horizontally** and used at Halifax, N.S. was shown in the Court of Honour at the Sixth International Philatelic Exhibition in Washington (May 21st–30th, 1966).

The owner, Richie Bodily, to whom we are indebted for this report, informs us that 'this piece is very much more beautiful than the illustration (in super colour) which appeared on the front page of the Washington Post Sunday Supplement. It was not possible to reproduce the exact brilliant deep bright blue shade of the actual stamp.'

Mr. Bodily emphasises that he has not offered the piece for sale **nor does he intend to do so for the time being**. He adds, however, that he will probably display it at further international exhibitions which is surely fitting for an item which he so rightly describes as 'the most valuable philatelic item of B.N.A. philately.'

The strip came from an original find of stamps and family correspondence made in an English country house in the summer of 1965 and represents the most important completely new discovery of 19th century Canadian material for very many years.

There are some small defects which detract but little from the beauty of the stamps which, were rather roughly severed from their neighbours at the top and at the bottom.

Cancelled with the 'H' within bars this strip proves the existence at the Halifax N.S. Post Office of a full or part sheet imperforate between, but no other examples have ever come to light, at least of the 12½ cents value.

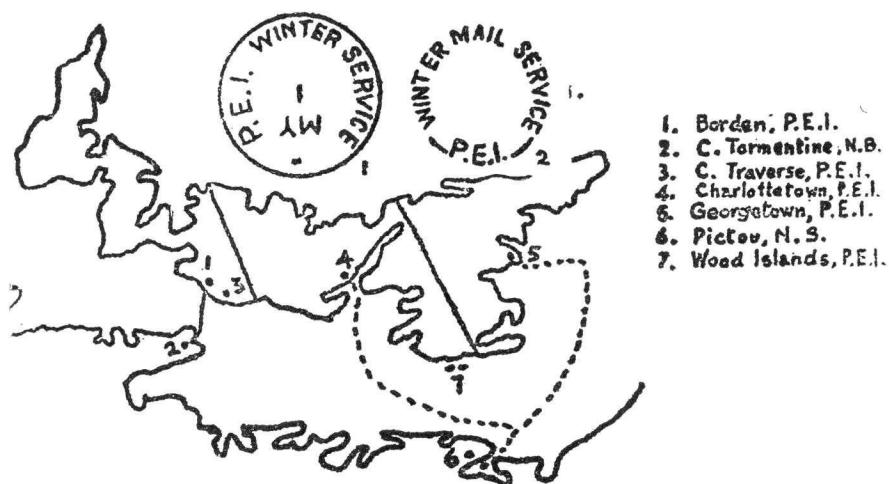
From covers of other countries in the same hoard it seems probable that this 75 cents rate was used on a packet of legal documents sent to England, but **no trace of the original cover could be found**.

This piece is one of the very few, and certainly is the finest example, of a **postally used** 'imperf. between' variety of any country during the 1860's. **The majority of such varieties are known unused only and mainly come from unissued stock or remaindered stocks, not issued at post offices.**

This is truly a unique item indeed.

N.B. A certificate of genuineness, No. 59,357, has been issued by the Royal Philatelic Society).

PRINCE EDWARD ISLAND MAILBOAT CANCELLATIONS



Constitutionally, Prince Edward Island is entitled to 'efficient steam service for the conveyance of mail and passengers between the Island and the mainland, winter and summer' by virtue of a British Order in Council. This was one of the terms the island authorities insisted upon before entering Confederation in 1873. Indeed, the carriage of winter mails was long a problem to the island officials. We note that as early as 1775 the then Lieutenant Governor had to arrange in winter time for the handling of his despatches and other letters by a crude Indian birch bark canoe.

Winter service was a haphazard affair at best until 1829–30. At this time a service was established between Cape Traverse, P.E.I. and Cape Tormentine, N.B. by a species of whale boat equipped with runners. These boats fought the 'lolly', i.e. a mixture of snow and small pieces of ice which made the water for a couple of feet down of the same consistency as thick pea soup. These whale boats were ready for service either as a sled on ice or in the water as a boat. Straps arranged along the sides served to harness the crew to the boat. The Northumberland Straits tend to become blocked with ice to a serious extent and a trip under such circumstances is an experience long to be remembered. The ice piles up in hummocks owing to the combined action of wind and tide, and a large expenditure of energy was required to drag the boat across the field of ice. Upon arriving at a clear stretch of water all hands climbed aboard and resort was made to the oars. The Rev. H. R. Nicholson wrote an account of his exciting trip across the Straits in 'Stamp Lover' in 1926.

After Confederation, the Dominion chartered the sealer *Albert* to handle the winter mails. This vessel soon proved entirely inadequate and a special ice-breaker was constructed at Sorel, Quebec. The *Northern Light* was placed in operation during the winter of 1876–77 and plied between Georgetown, P.E.I. and Pictou, N.S. until 1888.

After this time we find a succession of ice-breakers, including the *Petrel* and *Earl Grey*. The *Petrel* was later sold to the Russians and saw service in the Russo-Japanese War. The *Earl Grey* was used for the Archangel traffic during World War I.

Later ice-breakers used were the *Minto* and *Stanley*. These vessels were not always satisfactory, as they were sometimes trapped by the ice-floes. As a matter of fact the *Stanley* was frozen in for a period of 66 days in 1903. In the spring of 1913 contracts were awarded for the construction of modern car-ferry terminals at Cape Tormentine, N.B. and Cape Borden, P.E.I. When the *Prince Edward Island* car ferry went into regular service in the winter of 1918 it tolled the death-knell of the ice-breakers' service, as the mail department ceased functioning on board the boats and the sorting of mail was carried out by railway mail clerks.

The postmarks of the ice-breaker services are illustrated in Figs. 1 and 2.

Type 1

P.E.I. Mail Clerk Boat (1892-1901)

P.E.I. Mail Clerk Boat

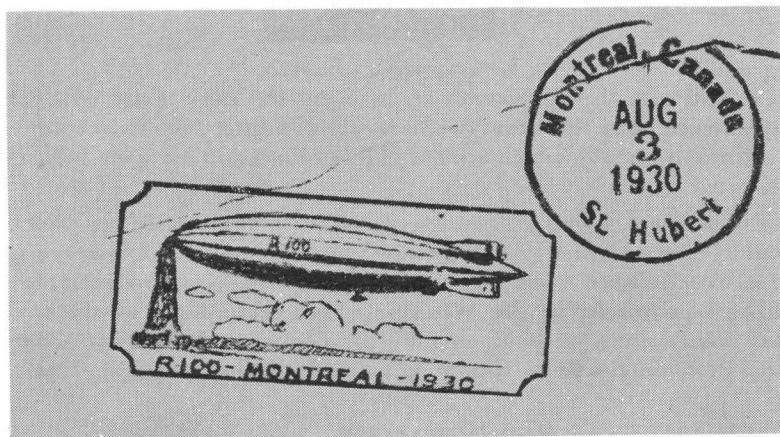
P.E.I. R.M.C. Boat

P.E.I. Winter Service

Type 2

Winter Mail Service P.E.I. (1910)

(Extracted from the original article by Merwyn Quarles in *Weekly Philatelic Gossip*, 14th March, 1953.)



THE R.100

We illustrate here a little-known item which will be of interest to collectors of cacheted covers and possibly airmail stamps etc. The cachet illustrates the R.100 at the mooring mast erected in St. Hubert airfield, near Montreal and was used at the special post office established at St. Hubert airfield at the time of the arrival of the dirigible on August 3rd, 1930. The R.100 moored shortly after 7.0 p.m. after a transatlantic crossing of 78 hours.

Centennial Commemorative Stamp

A special long-term 5 cent commemorative stamp to mark Canada's one hundredth year as a nation is a bright production in colours of red, white and blue. The scheduled date of release was 11th January, 1967.

Designed by Brigdens Limited, Toronto, the new stamp is large in size and vertical in format. It depicts a globe on which is emphasised in bold blue Canada's area on the North American Continent; matching in colour is the official Centennial symbol with the years 1867-1967 at the lower right. Superimposed on the upper area is the red and white national flag.



In keeping with the significance of the event **the new issue will remain on sale throughout the year**. In this way it will differ from most commemorative stamps in Canada which are normally produced in numbers sufficient for an estimated ten days sale.

The Centennial stamp employs a virtually invisible adhesive which was successfully tested on the 1966 Highway Safety Stamp. **A percentage of the issue is overprinted with a special coating necessary to activate mail handling equipment in the Winnipeg area**. Printing is by the steel line intaglio process from an engraving by the Canadian Bank Note Company, Ottawa. Production will be continued as required throughout the year.

REVISED 1967 STAMP PROGRAMME

The Canadian Post Office will release a special stamp to commemorate a Centennial Year Royal Visit to Canada by Her Majesty Queen Elizabeth, His Royal Highness The Duke of Edinburgh and other members of the Royal Family.

It has also been decided to revise the issue date for the forthcoming Expo 67 stamp. Originally scheduled for the 26th April, 1967, the date has been changed to the 28th April to coincide with the opening of the World Fair in Montreal.

The Royal Visit Stamp, of the 5 cents denomination and scheduled for the 30th June, 1967, will increase to eight the number of commemorative designs to be produced during Centennial Year. The revised programme for 1967 consists of:---

Centennial Stamp	11th January
Expo 67	28th April
50th Anniversary of Women's Franchise	24th May
Royal Visit	30th June
Pan-American Games	19th July
50th Anniversary of Canadian Press	31st August
Centennial of Toronto as Capital of the Province of Ontario	20th September
Christmas Stamps (5 cents and 3 cents)	11th October

The current announcements do not affect the Special Centennial Year Souvenir Box being made available as part of the Post Office Centennial Year celebration. A complete set of the newly designed regular issues ranging from 1 cent to 1 dollar are to be embedded in the box lid. Face value of the stamps will be the only cost to the purchaser. 8th February is scheduled as the date of release for the twelve new regular issue designs.

RAILWAY POST OFFICES

I can now report two amendments to the list of Railway Post Offices published in the April issue of *Maple Leaves*:—

Ottawa and Toronto R.P.O. This mail run has been taken over from the C.P.R. by the C.N.R. and the new train numbers are 105 and 106. As a result of this transfer only one C.P.R. mail run remains in operation, i.e. the Saint John and Brownville Junction R.P.O.

St. John's and Nain T.P.O. This C.N.R. ship post office run has now been shortened and retitled:—

Lewisporte and Nain T.P.O.

Lewisporte is on the north coast of Newfoundland and Nain is in North Labrador so this T.P.O. operates only from May to October, the route being closed by ice during winter months.

CANADIAN MILITARY POST OFFICES

No. 117 Air Transport Unit, R.C.A.F., served in support of the United Nations India-Pakistan Observer Mission between August 1965, and March, 1966. The unit was based at Lahore, Pakistan and from the middle of November, 1965, air letters sent by R.C.A.F. personnel and bearing Canadian stamps were cancelled 'C.F.P.O. 5000'.

The postmark 'C.F.P.O. 5000' was previously used on Canadian Forces' mail from Korea in 1954.

P. R. Grey

Only One May be Selected



One of the annual announcements of the Canadian Post Office Department which evokes considerable interest among philatelists is that of the year's stamp programme.

A number of suggestions have been put forward, studied and some of them rejected before this announcement of the final list is made. Such considerations as that a quarter century must

pass before a stamp may be issued on a subject already so honoured; that the only living persons to appear on stamps are the members of the Royal family; that religious denominations, fraternal organizations or commercial enterprises may not be recognised on stamps, must be kept in mind.

Once it is established that a subject is acceptable, three artists are commissioned to present designs and in addition, unsolicited art work is received from other artists. All submissions receive the same scrutiny and are studied by a committee before being turned over by the Deputy Postmaster General to the Postmaster General for the final decision.

Stamp Requirements

Among the points would-be stamp artists must keep in mind are that their design must be scaled to five times the normal size of the stamp. The small, medium and large-size stamps are 52/64in. x 43/36ins., 1 1/64 in. x 55/64in. and 1 20/64in. x 54/64in. Most commemoratives are of the large size and are of the horizontal format. The word, 'Canada' and the denomination must appear and in some instances, 'Postage' and 'Postes' are required. An artist may incorporate other words into his design, but they must be used in both languages.

As stamps are usually produced in one or two colours and the intaglio steel engraving method, offset lithographic process or a combination of both methods may be used, these factors must also be kept in mind. Two important provisos are that the designs must be the work of a Canadian citizen and that they become the full and exclusive property of the Crown.

Some idea of the difficult task involved in making the final selection is evident from a glance at the rejected designs for the LaSalle stamp, one of which is illustrated above.

The accepted design by Brigdens Limited, Toronto, depicts the explorer against the symbols of his occupation—a ship, map, compass and spy glass.

The stamp in the vertical format is green and of the large size. LaSalle is best known for his travels of discovery, particularly those which led him from Canada down the Mississippi River to its mouth. In 1682 he was made Governor of the new territory of which he took possession and which was named Louisiana by the French Government.

(Reproduced from 'The Postmark')

NON-PAYMENT OF SUBSCRIPTION

We are very sorry, but the April issue of this Journal will NOT be sent to members whose subscriptions are still outstanding by the end of March. Please refer to page 248 in this connection.

OBITUARY C. G. Kemp

With a sense of deep loss, we have to report the untimely death of C. G. Kemp, of Montreal, last December 2nd.

No one who had known him could help feeling enriched by the unselfish interest displayed, and intelligent assistance given by a man who always found time for his friends and for philately, despite professional commitments and obligations which extended well beyond the conventional eight-hour day of our era. His collecting activities embraced the field of B.N.A. generally, including extensive representations of Canadian plate varieties prior to the Jubilees of 1897.

His departure will leave a gap that cannot be filled; a loss not only to his widow, but to all who knew and loved him.

P. J. Hurst

Letters to the Editor . . .

Mr. J. M. H. Parkin writes:—

EDWARD 2 CENTS

Further to Dr. Hollingsworth's article on the above subject (June, 1965 issue) I would like to tell you that I have just acquired an imperforate 2 cents with horizontal wove paper.

The article does not mention whether the imperforate type is included but so far all I have seen have been on the common vertical wove paper.

I am glad to hear that the Convention went well and, of course, that the Study Circle to which I belong, won the group competition.

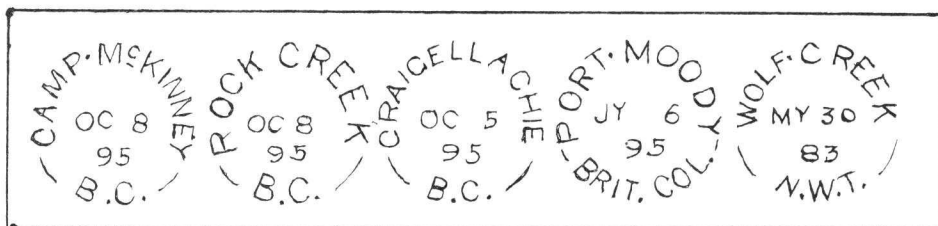
I hope that the above information will be of interest.

Mr. F. W. Campbell, F.C.P.S. writes:—

EARLY B.C. AND N.W.T. POSTMARKS

In the October issue of *Maple Leaves* (No. 103) Mr. W. B. C. Gray asked about a possible post office for Camp McKinney, B.C. He also mentioned near-by Rock Creek, B.C. and I am pleased to be able to illustrate both of the postmarks used at these settlements. These two illustrations are from a collection of over 200 tracings of early B.C. postmarks recently sent to me by a helper who co-operates in the compilation of my 'library' of over 3,000 Canadian postmark tracings or photos. Another helper recently sent me over 200 Assa. (Assiniboia) postmark tracings.

Camp KcKinney is eastward from the Okanagan valley near the U.S.A. boundary and the office was open during the years 1895 to 1912. Rock Creek post office was established in 1888 and still operates.



The third postmark refers to Craigellachie where a post office was established in 1895, ten years after the completion of the C.P.R. transcontinental line on November 7th, 1885. The first through train to Port Moody (also illustrated) reached this point the following day. A few years later the railway was extended to Vancouver. Port Moody post office was established in 1882. Granville post office was opened in 1874 and changed its name to Vancouver in 1886.

Information regarding British Columbian post offices is extracted from the immense assembly of data collated by G. H. Melvin of Vernon, B.C., and which took twelve years to complete.

The squared circle postmark of Wolseley, Assa., illustrated in Mr. Cohen's article in the same issue was originally called Wolf Creek (also illustrated). This post office was established in 1882 and changed its name to Wolseley in 1887. Incidentally it may be worth noting that no post offices in the Prairie Provinces, if opened *after* 1883, had N.W.T. at the base of their postmarks. I especially would like to have a tracing of Touchwood Hills, N.W.T. postmark. This was the first post office to be established in the original Assiniboia. Can anyone oblige?

Amendments to Membership to 3rd January, 1967

New Members

1539. KRAMER, F. G., 71, Bury Road, Alverstoke, Gosport, Hants.	C.,N,B
1540. MacCALMAN, 109, Newbigging, Musselburgh, Midlothian.	
1541. HOULE, L. D., 45, Ripplewood Crescent, Kitchener, Ont., Canada.	CS
1542. WILSON, L. F., 7601, Sask Drive, Edmonton, Alta, Canada.	CS, P
1543. HARRIS, F. N., 11013-129 Street, Edmonton, Alta, Canada.	C, N
1544. MENEAR, W. M., 300, Parkview Avenue, Willowdale, Ont. Canada.	C
1545. HORNING, W. C., 317, Sherringham Place, Victoria, B.C., Canada.	C, N, B
1546. HELLNER, H., Berger Vestfold, Norway.	C, CS, CG

Re-instated

1175. HIGGINBOTHAM, S., 93, So Central Drive, Wollatson 70, Mass. U. S. A. C, RPO, SC
1439. STEINHART, A. L., 3886 Bathurst Street, Apartment 203, Downsview, Ont. Canada.

Resignation

1479. DEAKIN, W. F.
1271. EVEQUOZ, A. R.
589. LIGHTFOOT, Mrs. O. M.
740. McLEOD, J. M. H.
1018. SHORT, C. J.

Deaths

983. HARRY, R. H. C.
199. KEMP, C. G.
598. KNIGHT, E. H.
1053. OROBKO, Dr. W.

Change of Address

1510. BAYLEY, C. H., M.B.E., 425, Hinton Avenue, Ottawa, 3, Ontario, Canada.
148. BROWN, A. B. V., 93, Park Lane, Thatcham, Berks.
1023. CARTER, F. C., P.O. Box 82 Lower Sackville, Halifax Co., N.S., Canada.
1337. DEVLIN, M., Suite 705, 630-17 Avenue, S.W. Calgary, Alta, Canada.
1328. GAYLORD, S. B., 40 Washington Street, 6-8, East Orange, N.J., 070117, U.S.A.
1508. HASTIE, Lt. J. R. N. (Ret'd) 15, Clarence Road, Southsea, Hants.
487. LUSSEY, H. W., 3, Horizon Road, Apt. 1402, Fort Lee, New Jersey, U.S.A.
1198. McLELLAN, R. F., 129, Queen Street, Truro, N.S. Canada.,
1322. MALOTT, S/Ldr. R. K., 16, Harwick Crescent, Ottawa 6, Canada.
1006. SALTER, T. H., Police House, New Road, Brixham, Devon.
1461. SCHUTT, Mrs. L., 5, Grove Avenue, Coombe Dingle, Bristol 9.
185. TITFORD, Miss ROSE., Little Caymans, Kingsthorpe, Hereford.
74. TOMLINSON, F.R.P.S.L., F.C.P.S., 3, White Hill Close, Nackington, Canterbury, Kent.
1502. WARMSKI, L. S., 66, Charleswood Drive, Beaconsfield, P.Q. Canada.
646. WORWOOD, W., 1462-23rd Street, Charny, P.Q., Canada.

Amendments to Year Book

Add 1503. ADAMS, C. J., 2, Rookery Cottage, Wyken, Bridgnorth, Salop.
668. HARVEY, J. D. M., 26, Upper Park Road, London, N.W.3.

Delete 709. RENNIE, E.
185. SAUNDERS, Mrs. S.
1475. SKEGG, G. C.

Amend 1008. PATERSON, J. A., house number should be 11 d.
1485. SHERATON, R. F. W., interest should be 'N' not 'W'.

Net Change plus 1.

New Total 633

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PRE-1900 British Columbia town cancels on or off cover, any kind and particularly 1876 or 1877 Victoria, B.C., broken circle on cover. Have duplicates for trading.—J. A. Pike, 1927, West 19th Avenue, Vancouver 9, B.C.

Flag cancellations — Canada's Exposition, Toronto, 1901 — Machine 'B', on clean card or cover. Also copy of McCreadys' book on Flag cancellations. Offers, please.—E. Bielby, 194, Skipton Road, Harrogate, Yorkshire.

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