

MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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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

Convention 1967

We make no apology for referring once more to the major philatelic (and social) event in the Society's calendar although some members have expressed the view that too much attention is paid to it in our columns. They are entitled to their opinions and are entitled to express them but we cannot avoid the conclusion that it is not always appreciated by everyone that *Maple Leaves* is a means of communication to members of ALL kinds of information regarding the Society's affairs. This not only ensures that everyone knows what is going on and thus relieves those responsible for the work and organisation of the Society of much additional paper work; it is also much more economical and efficient. This is a point which ought not to be overlooked by those who would like to see more of our space devoted to purely philatelic matters. But it is not the only point.

Convention enables the Society to make a little modest profit (from the pockets of those who support it, and no one else); it enables members to meet personally and to establish friendly contacts; it enables the officers of the Society to meet members and together with them to discuss the policies of the Society and to decide how these policies are to be operated. Not least of all it enables the 'philatelic widows' of the Society to meet and discuss their common grievances, and what is perhaps more to the point it enables members to say thank you to the ladies for the forbearance and tolerance that they inevitably have to exercise. The same might well be said of those lady members of the Society whose husbands do not share their philatelic enthusiasm. But perhaps the best way of disarming the critics of Convention and the publicity which is given to it is to persuade them to come along and try it. We have yet to hear of anyone who has been once and has not wanted to go again.

This then is an invitation to the sceptics to come along and see for themselves even if, at this stage, we are approaching the point where the 'house full' notice is about to make its appearance, and we have to take our President up on his offer to find alternative accommodation for members to that at the

'Burlington' if they so wish. That he will be successful in this we need have no doubt and, of course, it is always open to members to find their own accommodation. We have no need to remind our Scottish friends of this although it might be as well to warn them to enquire about the attitude of the Eastbourne police towards those hardy souls who prefer to sleep under the pier. In fact where members eat and sleep is an entirely personal matter. This perhaps needs saying if only for the fact that our many new members may be under some misapprehension about Convention and may have been led to believe that they are under some obligation to use the 'Convention' hotel. This is certainly not so and at the risk of being accused of overmuch labouring of the point may we say 'please yourself about where you eat and sleep but please support Convention by your presence at its many activities. You will not be disappointed.'

Handbooks

On page 339 we have pleasure in publishing a review of the latest work of the indefatigable Mr. Smythies. *Canadian Roller Cancellations, 1894-1930* serves as a reminder that new avenues of study and research are constantly being opened up and that as far as B.N.A. philately is concerned there are no closed books. Perhaps this is a part of the fascination of our hobby that we can never really safely write *finis* to any chapter. As the author says when he acknowledges the help he has received from numerous members 'much still remains to be discovered'. What has been discovered is admirably and clearly set out in the succeeding pages and clearly demonstrates the patient and painstaking work that has gone into the making of a handbook which deserves the support of everyone. We are pleased to report that sales are encouraging as indeed they ought to be for a book which rightly claims to be the first to deal with a long-neglected type of postmark. For details please refer to the back cover.

The C. A. Jones Collection

It is good to hear from Mr. Stanley Cohen that he has added yet a third major collection of Canadian stamps to the very considerable acquisitions which he has already made in the shape of the Arnold Banfield and Stanley Godden collections. This is good news not only because it reverses the 'stamp drain' to North America; it is also good news because as Mr. Cohen says, 'many of the stamps have not hitherto been recorded, in the postmark field, and I hope to incorporate some of these in my current series.' Those members (and this must surely mean MOST members) who have enjoyed Mr. Cohen's latest series of articles will look forward intensely to the further contributions that he is now under some obligation to make. And so shall we. The editorial tray is empty and the bi-monthly miracle that SOMEHOW we have managed to achieve during the past five years or so does not come any easier with the passage of time. Indeed, if editorial headaches are anything to go by the furrow becomes harder to plough with each succeeding issue. With new members in mind particularly we are hoping to continue with the series of introductory articles that Messrs. Macaskie and Stephenson have so kindly contributed and in Volume 12 we are expecting to be able to publish a series on pioneer Air Mail Flights. We are also expecting and hoping and wishing, AND pleading.

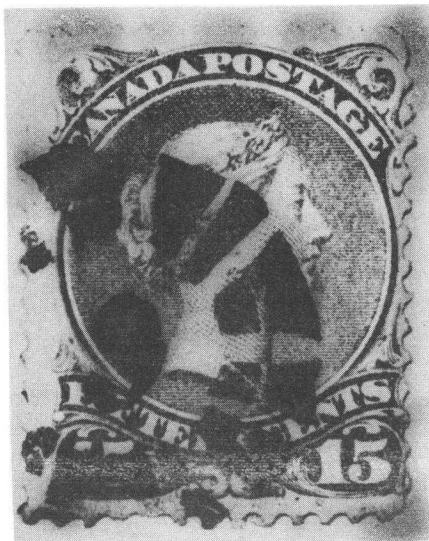
Not so much a Postage Stamp . . . More a way of Franking

Part VIII . . . by S. F. COHEN . . . More Fancy Kingston '9's.

Whilst Toronto holds the distinction of having over 70 different known types of 'fancy' numeral '2' unofficial obliterations mainly used in the 1869-70 period, and with which I hope to deal in later articles in this series, it is Kingston that has perhaps the more interesting story to tell. The reason for this is twofold. Firstly, very little research has been made into the many and varied types of fancy '9' types. Secondly, there would appear to be a goodly number of Kingston fancy types that have been mutilated, changing from one design into another or becoming completely distorted through hard wear or clogging up by inks.

In order to 'continue' the Kingston story, it is necessary to refer to the existing records and to study the designs of types that have been illustrated. The most complete assembly to date is shown in the Smythies/Day Handbook 'Canadian Fancy Cancellations' Plates V and VI (Chapter I), which in turn was taken from the series of articles on Numeral cancellations written by H. W. Harrison and myself in 1961.

At this time we noted some 21 different types of fancy '9's all of which are illustrated in the Handbook. But I should mention, too, that some slight alterations in certain cases were made to the illustrations, and this was done purposely to obviate the risk of 'blind' copying by some of the more ambitious 'artists' in the field of postmark faking. Below, left, is illustrated a 15 cent Large Queen with a fine strike of Type No. 15 (Fig. 27). If you compare the true strike on the stamp with the illustration shown on Plate V of the Handbook, you will see that there are a number of quite apparent discrepancies both in shape and size of the 10 'bars' surrounding the numeral.



I mention these distortions because I now want to turn to Types 4 and 18 as shown in the Handbook. These types are widely acknowledged as 'cut-down' versions of the original obliterator for Kingston. Type 18 is almost certainly so, for the rings match in size; there is the space cut out beneath the numeral; and the size of the numeral shown in the illustration is exaggerated, the true strike being exactly the same as the 2-Ring type. Type 4 could possibly be a further mutilation of Type 18. However, there exists a third quite similar type which is very distinctive and this I illustrate on page 319, right and designate Type 22. In this case the 'rings' are replaced by irregular bars, which although forming a circle are not at all like the other two types. Strangely enough though, there is a circular 'break' in the bars and also a 'cut-out' space below the numeral. I personally do not believe that this postmark is an 'over-inked' or 'worn' state of either Type 4 or 18. It is in fact rather more likely that Type 4 is a late state of Type 22 (new) than Type 18. This Type was used as a receiving mark, probably as well as an outward Kingston marking. I have it on entire **from** Toronto (which office had only very faintly marked the stamp) and dated 3rd November, 1869.



Type 16

This is a remarkable and mysterious postmark. It certainly exists as shown in the Handbook, with extended rays or bars to either side of the Numeral 9, for I have it in my collection. However, for some time I have had a copy of a 12½ cent Large Queen (opposite, left), which shows the **same** strike, and not one that is very similar, BUT with the bars **at left** all cut very short as if cut off by a

knife. Recently, a second copy has turned up on a 3 cent Large Queen, (opposite, right) showing very short bars at left and very lengthy ones at right. These we will designate Type 16A.

Now you will probably be thinking that there is nothing very unusual about this. What happened was that Type 16 with long bars at either side, was simply cut down at one time or another and Type 16A is a State of Type 16. However, the mystery deepens for a copy has now turned up with the bars **at right** cut short, and the ones at left have grown long again. See below 3 cents Large Queen designated Type 16B. I can offer no satisfactory explanation for these distortions. It is inconceivable to me that only part of the obliterator has been inked thus resulting in these discrepancies of side-bar lengths. Even applying the obliterator at an odd angle would not produce this result. The ends of the bars are much too well defined and in each case they abruptly terminate in a clean straight line.



The postmark on the stamp, although very clear has not reproduced so well, but the clean cut short bars **at right** are well defined.

The above will illustrate just a few of the fascinating side-lines in the collecting of fancy type Numeral and other cancellations. Perhaps there were far more obliterations in use than have been recorded, and perhaps copies were made of existing Types which differed slightly from the originals. Or we can contemplate that possibility far greater distortions were made by the constant use of certain ones than the eye can imagine. It is to be regretted that 100 years have elapsed, and now it is almost certainly too late to solve the mysteries of these postmarks, for the material for study is no longer available in any quantities.

(To be continued)

FROM THE PRESIDENT

By now most readers will know that two of our members were called upon to sign the Roll of Distinguished Philatelists at the Congress of Great Britain held at Cambridge in May, Mr. W. E. Lea and M. Pierre Langlois.

This honour is accorded to only a very few of the world's most eminent philatelists and we are proud that two C.P.S. members should receive this distinction in one year. Bill has done a tremendous job in the cause of Philately, particularly in that branch in which we are most interested. Thanks Bill and congratulations to you. Pierre perhaps is not quite so well known to some of us, because we don't see him so often. However, Fred Walker recited a glowing account of his many activities on behalf of our hobby and to this we add our tribute.

Congress was a great success. We had three official delegates and altogether there were twenty-eight C.P.S. members present in one capacity or other.

The Study Circle was once again in the capable hands of J. C. Cartwright who had arranged for a number of short displays on various subjects. These were given by Major L. C. Cohen, Mr. P. B. Crighton, Mr. Eric Bielby and Mr. P. G. Walker. A very useful discussion followed and I think some good seed was sown.

If you refer to the programme for Convention inserted in this issue you will see that a visit to Kipling's home has been arranged, also a conducted tour of Michelham Priory. For the ladies a demonstration in floral arrangement at the Garden Flower Centre has been organised.

The Midlands Group is now well under way. If you can reach that area please give them your support. Others please note what has been done. It only needs a little courage and enthusiasm to get started.

The Kent and Sussex Group is still very much alive and our member Mr. P. B. Crighton has discovered something that if proved to be as he believes will shake the foundations of our previous knowledge of the production of the stamps of 1897-98. A few of our members do a lot of research and publish their findings for our benefit. We should encourage them by buying and studying their works.

Just one more plea—If you have never attended a Convention, make this a first time. You will receive a warm welcome and will never regret it.

L. D. Carn

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Convention Exhibition

Exhibits are urgently required for the Convention Exhibition. Please refer to the hotel booking/Exhibition Entry form enclosed with this issue. This should be completed and sent to Major W. F. Ellis at the address stated NOT LATER THAN 31st August. Exhibits should reach Major Ellis not later than 25th September UNLESS MEMBERS WISH TO BRING THEIR EXHIBITS TO CONVENTION PERSONALLY. In either case details of the exhibits MUST be sent in order that satisfactory arrangements for display can be made. PLEASE DO NOT LEAVE THIS UNTIL THE LAST MINUTE AND THROW EXTRA BURDENS ON THOSE RESPONSIBLE FOR CONVENTION ORGANISATION.

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

Postmarks

Tell Bytown's Story

The Bytown period of Ottawa's history was the subject of part of a remarkable documentary exhibit by W. E. D. Halliday, of Ottawa, at the 29th Annual Convention of the Canadian Philatelic Society (BYPEX) at the Chateau Laurier, Ottawa, May 2nd, 3rd and 4th, 1957.

The exhibit showed letters in chronological sequence bearing the postmarks of Bytown, from the inauguration of the office under Postmaster Connell on 6th April, 1829, until and after the town's name was changed to Ottawa in 1855 and the capital city was incorporated.

Mr. Halliday's collection shows that from 1829, when the first Bytown post office was opened on Rideau Street until incorporation as Ottawa, six different handstamps were used for postmarking mail.

The first of such postmarks appears on the face of a letter addressed to the Commissioner of Crown Lands at Quebec. The postmark reads BY-TOWN, U.C. between two circles with the date of 20th May, 1829—a little over a month after establishment of the office—written in the centre. Both postmark and date are in red ink. It is probable that the handstamp was made locally from material that could have been found in a printer's stock of that period. The type is Caslon italic. (Illustration No. 1.)

The letter is marked half in red in the upper right hand corner where postage stamps are now put. Mr. Halliday states that, up to 1844 when letters were rated by weight, postal charges were based on the number of sheets of paper and the distance. From 1844 to 1851, it was weight and distance but, in that year, when the Province of Canada took over control of the posts from the General Post Office in Great Britain, a uniform rate of 3d. currency per half ounce letter irrespective of distance was inaugurated. The example shown was a single letter (one sheet) and was carried a distance of between 300 and 400 miles, which was one shilling sterling or one and two pence currency. The rate being in red would indicate it was prepaid, although the general custom was to have postage collected from the receiver. The nearly thirty cents postage paid in 1829 is more than the present air mail rate on a letter to Australia.

The second Bytown postmark, used between 1833 and 1836, was a larger type but also a double circle. The type face was Roman capitals 'serified' i.e. with ornamental tips. This brass stamp was used by Postmaster Connell until his death in the 1834 cholera epidemic and by his successor Captain Baker, who transferred the office to Wellington Street on the north side between extensions of Lyon and Bay. Letters shown with this stamp are one postmarked BY-TOWN, 11th June, 1835, and another dated 23rd February, 1836, being addressed respectively to H. Pinhey, Esq., March, U.C. and James Blackburn, M.P.P. 'Quibeck' (the quotes are ours). Mr. Halliday believes that the handstamp was obtained through the G.P.O. London. (Illustration No. 2.)

The third Bytown postmark was in 1836. Presumably it was obtained because its predecessor was lost, damaged, or merely worn out—brass being not too good a material for a hand-stamper. It appears to have been made locally like the first from printer's stock. It is a double circle with Bytown as previously with a hyphen. A peculiarity is that the letter 'N' of Bytown is in italic type although the rest is Roman capitals. The example shown is on the outer sheet of a letter from William Clegg, the Senior Clerk at the Royal Engineers Office, Bytown, to the Commissioner of Crown Lands, Quebec, dealing with town lots. (Illustration No. 3.) For a few months of 1836 the date was written in and from then to 1839, this instrument, or a very similar one, was provided with a type-set date and is then considered as producing the fourth Bytown postmark. (Not shown here.)

In 1839 the fifth Bytown postmark appears. The instrument was again of local make but with smaller type and for the first time the hyphen is dropped in BYTOWN. The example shown is on a letter to Montreal from a pioneer Ottawa River lumberman, George Buchanan, the builder of the first timber slide on the Ontario side of the Chaudiere Falls. He put his address as Victoria, presumably meaning Victoria Island between which spot and the original Nepean point the above-mentioned slide was situated. (Illustration No. 4.)

The sixth and last Bytown postmark was in use for some fifteen years, from 1840 to 1855. The handstamp was one of a large order of standard steel stamps sent to the Deputy Postmaster General, Mr. Stayner, in 1839 from England. Stayner had constantly complained that brass was unsuitable as it did not stand up to hard wear. One letter in the collection bearing an impression of this handstamp is addressed to Mr. John Scott, Nepean and postmarked BYTOWN 13th August, 1842, L.C. A rating of one penny (local) has been crossed out and replaced by the stamp FREE in red. Its contents deal with a 'bounced' promissory note of which Scott was an endorser. The letter is endorsed on the back 'Refused'. (Illustration No. 5.)

Two other local Bytown or drop letters were shown. These were addressed to William Clegg of the Royal Engineers. One deals with closing a rent account by the trustees of Colonel By's estate, the founder of Bytown.

There are handstamp rate markings on these letters which show nicely the reduction from one penny to a half-penny for local box or drop letters when the Province of Canada took over the postal services. The official date for this was 6th April, 1851, and at the same time a uniform inland postage rate of three pence currency was established. This event is well illustrated by a letter handstamped at Bytown on 6th April, on which is written a three. The letter is therefore an original 'First Day Cover'. (Illustration No. 6.)

Before the change-over, the Bytown post office had been moved to a stone building on Elgin Street near Wellington. It remained there and continued under the same Postmaster, Captain Baker, with his son as assistant. On 1st January, 1855, Bytown was incorporated as the City of Ottawa but the Bytown handstamp continued to be used for the best part of that year. This is a point that may confuse some collectors who might expect that a new postmark would have been obtained and used on the day of change of name and status. But we are dealing with the leisurely 'fifties' of the last century. Finally, a new steel instrument arrived and was put in use towards the end of 1855. It was a

circular type with the words CITY OF OTTAWA, U.C. and typeset date in the middle. The example shown is on a certificate of Post Office Registration (Illustration No. 7.)

It will be noted that the old designation of Upper Canada was still being used after the Union of 1841. The change to Canada West, however, was made when a somewhat ornamental handstamp appeared in 1857 which had CITY OF OTTAWA C.W. and a date in large serified capitals, all enclosed in a circle. The stamp was an electroplate and probably obtained from the United States. (Illustration No. 8.)

Other items, besides illustrations of the various post offices or their sites, included a letter sent in 1855 by the By-town and Prescott Railway just after Ottawa's first railway line reached the City limits, together with an early timetable for a mail train on this line.

A companion exhibit by Mr. Halliday was a frame showing comparable material for early post offices in the Ottawa Valley area.

(Reprinted from The Postmark).

The Association of Scottish Philatelic Societies

The following communication has been received from Mr. G. Saville Smith, Vice-President of the Caledonian Philatelic Society, via the Secretary of the Association of Scottish Philatelic Societies:

Following up their successful displays in Birmingham and Newcastle, The Royal Philatelic Society, London, have arranged for a Meeting in Glasgow on Wednesday, 22nd May, 1968, in the Grosvenor Restaurant (7.15 p.m. provisional) for the benefit of Scottish collectors.

I am acting with a local committee for making arrangements in Glasgow, and it is considered desirable that you notify Member Societies of the Scottish Federation with as little delay as possible, so that if hon. secretaries think fit, the date can be included in the syllabuses for the year 1967-68.

Owing to limited accommodation numbers will probably be restricted to 200, and invitations to be issued by the Royal will have to be restricted to a proportion of Society membership, and any tickets not taken up by Societies from a distance will be offered to Societies more favourably placed.

The Meeting will be addressed by the President and supporting members of the Royal, and then an opportunity will be afforded to examine an extensive world-wide collection of stamps and covers of **considerable rarity and value.**

Light refreshments will be available to those attending as guests of the Royal.

As soon as full details are available I will arrange for you to be advised, but in the meantime will you please arrange for the date and a brief preliminary announcement to be circulated to Societies.

ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the Society will be held on Saturday, 7th October, at the Burlington Hotel, Eastbourne.

The Secretary will be on holiday till 18th August.

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- 6 1852/7. 6d. Greenish-Grey. S.G. 13. Very fine used horiz.pair. light cancellation ... £95
- 7 1855. 10d. Bright blue. S.G. 20. Brilliant fine used copy ... £57 10
- 8 Similar but in Dull-blue shade. S.G. 20a. Fine used with light cancel ... £65
- 9 7½d. Pale yellow green. S.G. 22. Rare in this condition. c. £300 ... £150
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Postmarked— Edmonton

By

IAN PATERSON

The first Fort Edmonton was built in 1795 by the Hudson Bay Company on a site about 20 miles down-stream from the present city. Although this was the first to be known by that name, the North-West Company in 1794 had established Fort Augustus. In 1808 New Fort Augustus was erected within what is now the city of Edmonton, but the Hudson Bay Company, not to be outdone, re-established at the same location—this being New Fort Edmonton. Both these posts were abandoned in 1810. Sometime prior to 1819 (New) Fort Edmonton was re-occupied and repaired by the Hudson Bay Company, and continued in operation till 1830 when flood conditions made it necessary to relocate on higher ground. The Fort was about 200 feet by 300 feet and hexagonal in form; with twenty-foot, hand-hewn pickets; bastions, and battlemented gateways. Its location provided a very commanding position overlooking the river and valley. Inside and out was painted with Indian designs, gaudy colours and queer sculptures. The buildings were painted red and smeared with red earth which, when mixed with oil produced a durable brown (circa 1843).



Edmonton's
Cork cancel



It is sad to think that this fort, which was the very genesis of Edmonton, is no longer, for it was demolished in 1915. If only our forefathers had had the foresight to preserve this living link with our heritage.

'The Gateway to the North' is truly descriptive of Edmonton, for since its beginning it has been a gateway; a door entering on to the vast unknown expanses of the west, north and north-west; a portal through which many have travelled—the fur traders and explorers, the missionaries, the Klondikers

of '98, the bush pilots, the builders of the Alaska Highway, and even today it is the very hub for the spokes of expansion and development which are seeking to tame the barren and often hostile North.

Prior to the establishment of a post office the conveyance of mail from the east (Winnipeg) depended on the courtesy and frequently of fur brigades, courier canoes and particularly the Hudson Bay Company packets. Since Governor Simpson's time there had been a regular winter packet which was carried by dog team to Fort Carlton where they were met by the runners from Fort Edmonton. This might be called the first regular service and although just once a year, it was certainly an improvement over the previous facilities.

Perhaps the perfect example of early mail service in Western Canada is recorded by Tony Cashman in *The Edmonton Story*, and through the courtesy of the Institute of Applied Art Limited, Edmonton, the following paragraph is published:

'The young Father Grandin got the first inkling that he was to become a bishop after only three years of missionary work. And it came in a most unusual manner. He found a message addressed to him, hanging on a tree. This seems a very coy manner of letting a man know he's due for promotion, better suited to a nineteenth century romance, but it was standard procedure for delivering mail in the Canadian West of 1857. There were well-marked routes of travel across the West. Travellers zig-zagged across the country on lakes and rivers. When they couldn't make water connections they'd portage overland to get to the next river or lake. The portage trails were well-marked, and if the Hudson Bay Company mailman figured a certain person would be coming over the portage eventually, he'd hang the person's mail from a tree in a leather pouch. Young Father Grandin was portaging one day in 1857 when he found a letter on a tree telling him to go back to his base at Ile à la Crosse in northern Saskatchewan'.

As late as 1874 a resident of Edmonton recorded 'Last Friday we received the first mail for six months.' Service improved greatly in 1875 when the S.S. Northcote started making regular trips up the North Saskatchewan—however, this service was confined to the navigating season and come winter, the mails reverted to the irregular and slow overland route.

The generally accepted date for the opening of a Post Office in what is now Edmonton is 1st March, 1878. (I say the generally accepted date for I feel that further research will show that a Post Office was established prior to this.) This first Post Office was located within the walls of Fort Edmonton and the first Post Master was the Hudson Bay Company factor—Richard Hardisty. An unofficial census of 1878 shows Edmonton with a population of 148 adults (not including Treaty Indians)—so it is not too difficult to understand the scarcity of Fort Edmonton cancellations and covers from this era.

In 1876 the mail came through about every three weeks, delivered under contract as far west as Edmonton. In most cases the drivers were halfbreeds who used horses in summer and dogs in winter. The route from Winnipeg to Edmonton was known as the Carlton Trail. This Trail was literally the highway into the west; 860 miles, which passed through Shoal Lake, Ft. Ellice, Ft. Pelly, Ft. Carlton, Prince Albert, Battleford, Ft. Pitt and Edmonton—

places that are deeply entrenched in the history of the west. For fifty years it was the main trail over which the carts carried the freight, mail and settlers into the vast north-west. It was only when the railway reached Edmonton that the Carlton Trail lost its identity as the Road to the West.

Postal facilities were the subject of a general town meeting in January, 1881; the outcome being that a petition was drawn up and forwarded to the Post Master General requesting that a semi-monthly mail be established between Edmonton and Winnipeg, alternating with one to Fort Macleod and points south—also that a money order office be established. However, it was not until the following December that the Post Office Department saw fit to notice the petition requesting this mail communication with the south, and even then, only in the form of asking the Edmonton Post Master for more definite information on the subject. So in February, 1882, another petition (signed by over 100) was sent to the Department asking that a weekly mail be run between Winnipeg and Edmonton, and again requested the establishment of a money order office. It would seem that the requirements were advancing quicker than the red tape could be unravelled.

The outgoing Christmas mail on 14th December, 1881, consisted of the grand total of 950 letters (of which 40 were registered) and 50 parcels. (By mid-January things were back to the normal of about 500 pieces of mail.) This was a three-week accumulation, as the last previous mail had left on 26th November. Compare this to the 1963 Christmas rush (1st–24th December) when the Edmonton Post Office processed 24,413,313 letters and cards. During this same period 165,949 parcels were delivered by parcel post delivery to Edmonton homes.

Even as far back as June, 1882, the Post Office was not above making mistakes—for the mail which was destined for Ft. Walsh, Ft. Mcleod, Winnipeg, Rapid City and Edmonton, Ontario, arrived in Edmonton (as someone remarked 'Ontario may be big, but not that big'). There was also criticism; to quote from the *Edmonton Bulletin*, 'The mail' it is needless to remark, is behind time. To use a Yankeeism, 'It is eternally and perennially behind time'.

Although the N.W.M.P. were the law in the Northwest at this time, an interesting article appeared in the *Edmonton Bulletin* of 14th March, 1881, which stated 'The police mail for Ft. Saskatchewan came in the Edmonton Bag. This would seem to indicate that the liquor law in the Northwest should be more stringently enforced.' Wonder what was meant by that?

In 1886 the mail service started branching out into the far north for in this year the Post Master recommended a mail four times a year to Ft. Chipewyan (on Lake Athabasca) and estimated the cost at 1,000 dollars per round trip.

In 1887 Monday seemed to be Mail Day in Edmonton—and it has been recorded that the citizens would congregate about the old Post Office which was kept by 'Dad Osborne', and until the mail was sorted, received and read, you could find almost any citizen around the place.

The coming of the railway to Calgary in 1883 and the inauguration of a stage coach service between Edmonton and Calgary meant that mail which hitherto was four weeks on the trail could now be received in 10 days or so. This continued until that glorious day of 27th June, 1891, when the Northern Terminus of the Calgary and Edmonton Railroad reached South Edmonton

(Strathcona). Mind you, it was still necessary to transport the mail from there into Edmonton proper by other methods; which included a ferry trip across the river.

It was July of 1891 when the citizens of South Edmonton (Strathcona) decided if theirs was to become THE city, they needed the added prestige of the Land Titles Office which was then located on the north side of the river; if not by diplomacy, then by force. So one night a group of stolid (?) citizens decided to lay claim to the office by moving it bodily to Strathcona. But alas, their conspiracy was discovered. These altercations over the Land Titles Office finally reached Federal ears and the N.W.M.P. were called in from Fort Saskatchewan. However, A. D. (Dad) Osborne who was not only Edmonton's Post Master, but also Major in the Home Guard, decided Edmonton could do without this intervention. So he met the N.W.M.P. patrol at Rat Creek and defied them to enter the city. Result: Dad Osborne lost his job as Post Master. Reason: a Federal Officer taking up arms against the government. Even in those days a Post Master's duty was not without diversion.

It is only after a person takes interest in the postal markings of a certain city or locality that he realizes the challenge and almost boundless scope presented by this field of philately. The variety of postal markings that have been used down through the years staggers the imagination—and there always seems to be something new presenting itself. (It's sad but true that not so many years ago the Edmonton Post Office, while house-cleaning, tossed out boxes and boxes of obsolete marking devices.)

Edmonton is probably a typical example—with over 100 CDS type cancels recorded, plus the infinite variety of other postal markings which are occasionally found on mail matter. The latter extend from the improper use of facing slip date stamps to Special Delivery, City Delivery, and various departmental markings. Add to these the infinite variety of slogan cancel which have been used to promote everything from War Bonds and World Peace to local fairs, air shows and philatelic exhibitions and the total is almost unbelievable.

Add to this the R.P.O.'s (which operate out of Edmonton), the pre-cancels, the three lonely perfins, and you have a hunt on your hands which may start as a hobby but soon becomes an obsession.

Accompanying this article are illustrations of Edmonton's first cancels. I make no claim to the accuracy of the dates and further information on this subject would be appreciated.

Perhaps one of the greatest roles Edmonton has played is her part in the development of pioneer aviation. One only needs to refer to Holmes' catalogue listings of semi-official and first flights to realise that Edmonton was the very springboard of aviation in the Northwest.

There are many dates and names connected with the first flights and semi-official flights out of Edmonton. But to really see the beginning we must look back to 1918. A young American airwoman, Miss Katherine Stinson, was participating in a flying exhibition in Calgary, and she announced that she intended to fly her single-seat Curtiss bi-plane to Edmonton. Apparently all red tape was by-passed and in no time at all official sanction was granted to carry a bag of mail north. At 1.03 p.m. on 9th July she 'took off' from the



Newfoundland 'Ms. Martinsyde' on cover. Sold for £3,000 at the Bond Street Auctions.

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Calgary Exhibition and seven hours later (she had engine trouble) landed in the oval of the Edmonton race track where she handed the mail bag to P.M., G. S. Armstrong. This historic flight just missed being the first air mail flight in Canada—by fifteen days.

Back in 1933 when Wiley Post was making his historic round-the-world flight he was scheduled to land at the Edmonton Airport, which at that time was the typical grass field. Days of rain had turned the strip into a soggy mess; fortunately Post was still able to land, but the take-off was a dubious factor. Rather than chance the soggy strip, Wiley's plane was towed out onto the hardtopped Kingsway Avenue and this is probably the only time in aviation history that an aircraft 'took-off' down one of the city's main thoroughfares.

The catcheted covers commemorating the above event, like many others commemorating pioneer flights out of Edmonton, were produced under the skilful hand of 'Bob of the North'. There is no denying that these covers were philatelically inspired, but nevertheless, thanks to 'Bob of the North' many events which are significant in Edmonton's history have been philatelically preserved because of this enterprising individual.

Rather than being a complete summary of Edmonton's Postal History, this article is intended to give the reader a general view and some of the highlights of Edmonton's history as related to the mails and postal services.

(Editor's Note: The author would like to hear from anyone who has ANY information or material pertaining to Edmonton's Postal History.)

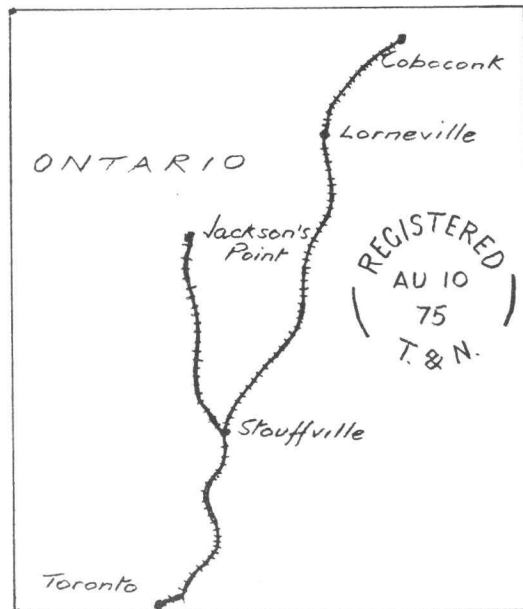
The Toronto & Nipissing Railway By L. F. Gillam, F.C.P.S. Part XLVIII

Like several other early Canadian railways the Toronto & Nipissing owed its inception largely to one man, a William Gooderham, who had been connected with the Northern Railway and who had learnt much from the changing fortunes of this pioneer enterprise.

The construction of the railway (it was incorporated in 1867) in the years 1870-1872 reflected the burning anxiety of business interests in Toronto to divert as much traffic as possible to this thriving city whose commercial interests were thought to be threatened by the proposed extension of the Canada Central Railway into Northern Ontario.

At this time, of course, the northern reaches of the province were almost exclusively virgin territory and the preserve of the solitary trapper. It was already, however, being opened up to the encroachment of timber 'cruisers' and as the forests receded before the onset of the woodman's axe the need of the timber trade for outlets to the increasingly remote markets in the south became more compelling.

It was to help satisfy this demand that Gooderham conceived the idea of building into the hinterland to the east and north of Lake Simcoe, but, profiting from the unfortunate experiences of the Northern Railway he determined



to build on, then, entirely new principles. These were, briefly, to build cheaply and to eschew government aid and the political pressures which invariably accompanied this not unmixed blessing.

For these reasons he determined to build to the narrow gauge (3ft. 6ins.) in order to save on construction costs and the first 32 miles from Scarborough to Uxbridge were completed and opened for traffic on 1st July, 1871, entrance into Toronto being effected by means of a third rail on the nine miles of Grand Trunk tracks. In the following year the railhead reached Cannington, 18 miles north of Uxbridge and thereafter the line crossed the Lindsay to Beaverton line of the Midland Railway. Coboconk was reached shortly afterwards, in November, 1872, and here construction came to a halt.

It is said that Gooderham named his railway the Toronto & Nipissing on the spur of the moment. Certainly there was no immediate intention of building so far to the north; nor was there need to do so. The countryside to the north and west of Coboconk was filling up and the prospects of both passenger and freight traffic were good.

After five years of prosperity, however, the debts began to pile up and in 1881, after converting to the standard gauge, Gooderham sold out to the Midland Railway.

Railway post office facilities were introduced on this railway immediately it was opened for traffic, postmarks O.381 and R.143 being used initially. Postmark evidence suggests that O.380 and O.381A were brought into use later although there is the possibility that all four postmarks were used simultaneously. Certainly O.380 and O.381A remained in use after the absorption of the line into the Midland system, but neither O.381 nor R.143 appear to have been used after 1879.

In the late 1880s or early 1890s R.P.O. facilities appear to have been confined between Toronto and Lorneville and a postmark reading 'Tor. & Lorne' (O.358) was then introduced. Postmark O.359 'Tor. & Lorn' is of doubtful existence and probably owes its inclusion in the catalogue to the misreading of a poor strike of O.358. R.P.O. services appear to have been finally terminated circa 1900.

N.B.—The line from Stouffville to Sutton (the Lake Simcoe Junction Railway) was built over a distance of 27 miles in 1877. For all intents and purposes it formed a part of the Toronto & Nipissing Railway since the latter entered into agreement to work the railway shortly after its completion. It, too, became a part of the Midland Railway system at the time of the general merger in 1882. (*For a brief history of the latter see Maple Leaves, Vol. 9, No. 11.*)

LENDING LIBRARY

Please refer to the Library List and send your requests to: The Librarian, Mr. R. S. B. Greenhill, The Shieling, 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.

First Day of Issue Covers

(Serviced by Postmaster, Ottawa)

continued from last issue

1965						
3 Feb.	5c	N.B. & N.S. Florals	138,573	19 Jan	5c	Alta. & Sask. Florals 230,015
3 Mar	5c	Int. Co-operation		23 Feb	5c	Nfld. Floral ... 78,522
		Year ...	120,838	23 Mar	5c	Yukon & N.W.T. Florals ... 138,973
28 April	5c	B.C. and Man. Florals	139,901	13 April	5c	300th Ann. of La Salle's Arrival in Canada ... 68,930
9 June	5c	Grenfell ...	70,708	2 May	5c	Highway Safety 80,708
30 June	5c	Flag ...	87,780	26 May	5c	London Conference 78,357
21 July	5c	Prince Edward Island Floral ...	72,830	30 June	5c	Canada Coat of Arms ... 84,117
12 Aug	5c	Churchill ...	96,990	27 July	5c	Peaceful Uses of Atomic Energy 76,247
8 Sept	5c	Int. Parliamentary Union and Ottawa National Capital	140,560	8 Sept	5c	Comm. Parl. Association Conference 79,869
13 Oct	3c and 5c	Christmas	121,818	12 Oct	3c and 5c	Christmas... 135,393
1966				(We are indebted to Mr. Wayne R. Curtis for these details.)		
5 Jan	5c	Space Research ...	82,152			

The Exchange Packet

Urgent and Important

1. *Good quality* stamps are urgently required. Have a good supply of cover material which will last until the end of the year. (Can only place one or two lots of covers in each packet.) But good covers, mounted in booklets, would be acceptable.
2. I do receive from time to time complaints from members receiving the packet that certain stamps/cancellations are wrongly described. Would members submitting material for circulation in the packet PLEASE endeavour to describe stamps and/or cancellations correctly?
3. I have recently received several advice slips which have only been partly completed. I must ask members to complete these in full, giving the name and address of the member to whom the packet has been forwarded, date of receipt, date of despatch, details of purchases and full name and address of member forwarding the advice slip.

J. E. Bielby

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.)

POST OFFICES OF SASKATCHEWAN

by Dr. J. G. Byth

M (continued)

78. Mayview	109. Milden	140. Moose Jaw
79. Mazenod	110. Mildmay Park*	" " Sub. No. 1
80. Meacham	111. Mildred	" " Sub. No. 2
81. Meadow Bank*	112. Milestone	" " Sub. No. 3
82. Meadow Lake	113. Mill Centre*	" " Sub. No. 4
83. Meath Park	114. Millerdale	" " Sub. No. 5
84. Meath Park Station*	115. Milleton*	141. Moose Range
85. Medona*	116. Milly*	142. Moose Valley*
86. Medstead	117. Minnehaha*	143. Moosomin
87. Meeks Siding*	118. Minnie Lake*	144. Moreland*
88. Meeting Lake	119. Minton	145. Morin Creek*
89. Meetoos*	120. Mirror Valley*	146. Morse
90. Megan*	121. Mistatim	147. Mortlach
91. Melaval	122. Mistatim Station*	148. Morwick*
92. Melfort	123. Mistawasis*	149. Mossbank
93. Melville	124. Mitchellton	150. Moss Lake*
94. Mendham	125. Mitchellview*	151. Mossyvale*
95. Mennon	126. Model Farm*	152. Mosten*
96. Meota	127. Moffat*	153. Moundville*
97. Merid	128. Moirville*	154. Mount Green*
98. Merle	129. Molanosa	155. Mozart
99. Merryflat	130. Molewood*	156. Mudie Lake
100. Mervin	131. Monarchvale	157. Muenster
101. Meskanaw	132. Monchy*	158. Mullingar
102. Meteor*	133. Mondou*	159. Mullrany*
103. Meyronne	134. Monnery*	160. Mulock*
104. Mildale	135. Montmatre	161. Murraydale*
105. Middle Lake	136. Mont Nebo	162. Muscow
106. Middleton Hill*	137. Montreal Lake	163. Muskeegan
107. Midnight Lake	138. Moon Hills*	164. Mutrie*
108. Mikado	139. Moose Dale*	* Office closed.

A Sign of the Times

In our last issue we published an illustration (unfortunately inverted) of the centennial cancellation in use at 20 or so Canadian post offices during Centennial Year. We are indebted to the Canadian Post Office for the following further details:—

"Twenty-six dies were ordered bearing the Centennial Symbol with three wavy lines. They will be used throughout the 1967 year in the following offices:

Montreal (3)	Edmonton	Moncton
Toronto (3)	Calgary	Saskatoon
Vancouver (2)	Windsor	Charlottetown
Winnipeg (2)	Regina	St. John's, Nfld.
Quebec	London	St. John, N.B.
Ottawa	Halifax	Cité de Jacques
Hamilton	Victoria	Cartier

(An additional Centennial cancellation is also reported from Goderich, Ontario—Editor)

OBITUARY

Dr. Edgar C. Black

We regret to report the death, on 11th March, of Dr. Edgar C. Black after several months' illness.

Dr. Black was a professor of physiology at the University of British Columbia, being first appointed to this department when the Faculty of Medicine was organised in 1950. Born in Davidson, Saskatchewan, he was educated at Brandon College and the University of British Columbia receiving his Doctorate from the University of Pennsylvania in 1940.

During the Second World War he worked with a medical research team at the University of Toronto where a high-altitude oxygen system for aircraft was developed.

Dr. Black was a Fellow of the Royal Society of Canada and for many years was actively interested in philately. His principal interests were the stamps and postmarks of Newfoundland, and Philatelic Literature. For a number of years he was B.N.A.P.S. Librarian until failing eyesight forced him to relinquish this important service to the Society. While undertaking these duties he contributed greatly to the development of the Library and also made substantial contributions towards its enlargement.

He will be greatly missed by those who knew him and is survived by his wife and daughter.

H. M. Dilworth

CANADA 1859

A wonderful study of these popular issues has been delivered to us for private treaty sale. The owner has instructed us to offer this in various sections, generally according to the denomination. Condition is nearly always fine or very fine and Canadian specialists should not miss the chance of acquiring at least part of this glorious collection.

5c. Proofs, mint and covers £410

10c. With a superb range
of shades ... £1,650

12½c. Including eight covers £600

17c. Re-entries and covers
etc. ... £410



on complete entire

In all of these studies lies considerable strength in cancellations. Full descriptions from David Muscott, Private Treaty Department

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Please say that you saw this in 'Maple Leaves'

Book Review

Canadian Roller Cancellations, 1894-1930

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

Following on from his study of the Canadian Duplex Cancellations, E. A. Smythies has further advanced the knowledge of Canadian Cancellations with his recently published handbook, *Canadian Roller Cancellations, 1894-1930*. With this work he was assisted by Dr. Charles Hollingsworth and others.

Previous to the publication of this book very little had been written on the subject; Jarrett, illustrates three Types on page 440 of his *Standard British North American Catalogue* (1929 Edition) but Boggs, Howe and Holmes hardly mention these cancellations at all. Dr. Hollingsworth and Messrs. C. T. Walker and J. R. Hill have written some notes on the subject in *Maple Leaves* and *B.N.A. Topics*. Manley and Hetherington have dealt with some of the Rollers used as Precancels in *Maple Leaves* and *Precancels*.

In the work now under review, Smythies brings a completely new picture of the subject. He has divided his study into five periods between 1894 and 1930. The early Montreal 21 roller and the later Thin Types used after 1930 are not included. He records some fifteen different types of Rollers, and lists all the Post Offices using them.

This handbook is a 'must' for any interested in Canadian Cancellations. However, since the work was first suggested, *ROLLERS* seem to have disappeared from the market, and collectors may have some difficulty in obtaining their 'wants'.

Of special interest to me are the lists of Rollers used on Unofficial Precancels (see Appendix IV). These precancels have to be collected on cover or in blocks (with gum) to prove genuine use. Here I think it will be found that the lists are still far from complete. When the Handbook has been in circulation for a few months no doubt further information will come in.

If I have any criticism it is that there is no indication of the period of use, first dates are known but last dates are very difficult to find out. A rarity factor, such as used in the PERFIN Handbook would be a help to some.

To sum up, this is another excellent work, as can be expected from the pen of such a knowledgeable philatelist as E. A. Smythies, and I hope this Handbook will meet with the success it deserves.

R. B. H.

(Available from S. F. Cohen, 51, Westfield Road, Edgbaston, Birmingham, 15. Price 12/6, post paid.)

VOLUME 11 (binding)

This issue of *Maple Leaves* completes Volume No. 11. A complete index to this volume will accompany our next issue (October) and this, together with Nos. 97 and 108 inclusive, can be sent for binding to the printers, S. Cockburn and Son Limited, Station Road, Ossett, Yorkshire. A remittance of 41s. must accompany your order.

New Stamp Issues



PAN-AMERICAN GAMES COMMEMORATIVE STAMP

This was released on the 19th July, 1967, to commemorate the Pan-American Games scheduled for Winnipeg, Manitoba, from the 22nd July to 7th August, 1967.

Held every four years, the event has previously been staged in Argentina, Mexico, U.S.A. and Brazil in that order. This year, thousands of athletes representing some 32 countries in the Western Hemisphere will compete in approximately 400 events embracing 24 sports.

The games have particular significance in 1967 as they constitute a major event in a nation-wide programme celebrating Canada's 100th birthday. His Royal Highness the Duke of Edinburgh will journey to Winnipeg to take part in the opening ceremonies.

Canada's new stamp, of the 5 cent value, was designed by Brigdens of Winnipeg Limited. It will be large in size, horizontal in format and produced in red on white. A track athlete in action is flanked on the lower right by the words 'Jeux Panaméricains' divided on three lines; a similar treatment is used for the words 'Pan-American Games' at the upper left. 'Canada' and the denomination '5' are used vertically at the extreme left while 'Winnipeg 1967' and a reproduction of the 1967 Games symbol appear at the bottom right corner. Wording is in white on a red background. The steel plate engraving process has been employed by the Canadian Bank Note Company Ltd., Ottawa, in producing 25,000,000 Pan-American Games stamps.

In recognition of the significance of the event, First Day Cover Service for this stamp was provided at the Winnipeg Post Office.

50th ANNIVERSARY OF CANADIAN PRESS COMMEMORATIVE STAMP

The 50th Anniversary of Canadian Press will be marked by the issue of a 5 cent Canada Post Office commemorative stamp on the 31st August, 1967.

Canadian Press is a co-operative that makes no profit and declares no dividends. It is a news-gathering and news-distributing service which has been regarded as a unifying force in Canada since its foundation during the war-time stresses of 1917. Each of the 103 Canadian newspapers represented in its membership, whether large or small, has an equal vote in the affairs of the association.

The Canadian Press operations require the expenditure of some four and one-half million dollars yearly. This amount, consisting of rentals, salaries and other costs, is divided, city by city, where there is a member newspaper, on the basis of circulation. Where there are two or more papers in a city, part of the charge is divided equally among the papers, part of it on circulation.

In 1951, after receiving their news in English for 34 years, the French-language members arranged with Canadian Press to set up Service in French. At the official inauguration, Prime Minister Louis St. Laurent described it as a major event in Canada's development as a nation.

Designed by William McLaughlan of Mount Alberta, Ontario, the new stamp will be large in size, horizontal in format and produced in varying shades of blue on white. Principal elements of the design is an oblate spheroid form in which is contained a map centering the western hemisphere; superimposed on this area is a white strip, pointed at each end, on which appears, in blue: 'Anniversary', '50' and 'Anniversaire'. The word 'Canada', in blue lettering, appears at top-centre; the denomination '5' is placed at the upper right in white and at the base of the stamp are the words, in dark blue, 'The Canadian Press' and 'La Presse Canadienne'. The steel plate engraving process will be used by the Canadian Bank Note Company Limited, Ottawa, to produce twenty-five million of the Canadian Press stamps.

GOVERNOR-GENERAL VANIER

The late Governor-General Georges P. Vanier, will be honoured by the Canadian Post Office on the 15th September, 1967, by the issue of a commemorative stamp.

The date chosen for release of the new issue is the anniversary of the day on which the late Governor-General took the Oath of Office in 1959.

A decision to issue a Vanier stamp has resulted in the re-scheduling of the previously announced commemorative marking the Centenary of Toronto as Capital of the Province of Ontario. **Release date for this issue will be changed from 20th September to 28th September, 1967.**

The new stamp will increase to ten the number of commemoratives to be issued by the Canadian Post Office during Centennial Year.

Letters to the Editor . . .

Mr. J. P. Grace writes:

Aerogrammes etc.

I was pleased to see Mr. R. S. B. Greenhill's article on Canadian aerogrammes in number 106. This neglected field is in need of some study. I have written to Mr. Greenhill to send him what I hope will be useful information about the current aerogramme issue.

I was however surprised to see the notice about the new aerogramme on page 275; especially surprised at the hesitation about the date of issue. While there was no official first day cancellation applied, these Expo-Centennial aerogrammes were issued on 2nd November, 1966, after being announced in the normal way in the press and to philatelists on the Post Office's mailing list.

Something that did catch us by surprise over here was mentioned on the same page 275. In addition to the post cards of 3 cent value mentioned there, the 4 cent red cameo design has also appeared imprinted POST CARD CARTE POSTALE instead of blank. There was no announcement of this change from blank cards.

There was no announcement of the various booklet issues either. Here is what I know to exist (in addition to normals already listed):

Cameo: Combination booklet. Red 'modern' cover, inside front cover red handstamp reading LOCAL LETTERS LETTRES LOCALES 4 cents.

Cameo: 5 cent. booklet. Blue 'modern' cover, inside front cover as above. Theoretically the above should not exist without handstamp. However, I know of two combination booklets which do.

Cameo: Five cents booklet. New centennial blue cover.

Centennial stamps: Combination and 5 cent booklets, with new red (comb.) and blue (5 cent) centennial covers.

Centennial stamps have also been issued in coils and precancels, and there are new postage due stamps in red modernistic figures, 6 cent and 10 cent values having been seen.

There has been no announcement of any of the items described above after the aerogramme, either in the press or from the Post Office.

Dr. R. A. Chaplin writes:

Registered Letter Stamps

On page thirteen of *Canadian Registered Letter Stamps and Cancellations 1875-1902* by E. A. Smythies and A. F. Smith published by the Canadian Philatelic Society of Great Britain, the Ottawa imprint is described as being 2 mm. in one pane and 2½ mm. in another pane below the adjoining stamp.

Recently I have had the opportunity to examine a block of ten (5 x 2) in the Dr. C. M. Jephcott collection which has the Ottawa imprint 2½ mm.

below the stamps. There is a guillotine guide-line 10 mm. below the imprint. This would position the block from the upper pane.

It may be concluded that the imprint which is spaced 2 mm. below the stamp is from the lower pane.

Mr. H. Reiche writes:

2 cents Numeral Issue

Maple Leaves No. 105 contains an interesting article by Mr. J. J. Bonar. I was studying these issues a few years ago and came to the following conclusions:

There appears to be three differences in this type as illustrated. From other than the frame lines it is also certain that no new re-worked dies were laid down to produce these three differences. According to dated copies in my possession and some notes the centre illustration on page 240 represents the first stage, the illustration on the left of the page the second stage and the one on the right the third.

The change in the appearance of the frame seems to have been caused by damage to the transfer subject. On a number of proofs, including the black proofs in the large presentation book of that time, some of these features can be noted.

I cannot imagine that different dies and transfer roll subjects would be used for making the proofs. Very similar problems exist with the Admiral issue (e.g. the 10 cents) but again I have never found evidence of the use of additional dies. The information in the die and proof book at the Bank Note Company does not indicate that any new dies were laid down for the Numeral Issue.

I am looking forward to a summary of all the comments you receive on this subject.

Amendments to Membership to 1st July, 1967

New Members

1577. DAVIDSON, J. L., 37 Moorhouse Road, Carlisle, Cumberland. C
 1578. HOOD, D. F., 9 Ankerwyke, Rowner, Gosport, Hants. C, N, B
 1579. SOUTHEY, T. W., 16 Jill Crescent, Islington, Ontario. PC, SC, PH
 1580. FRAMPTON, G. W., 6543 Beach Drive, S.W., Seattle, Washington 98116, U.S.A. C, N, B
 1581. SESSIONS, D. F., 'Camelot', 15 Hazel Grove, Downsvew, Chatham, Kent. C, N, B

Death

508. SANDERSON, C. W.

Resignation

1454. ROSS, W. D.

Change of Address

1503. ADAMS, C. J., 'The Lowe', Worfield, Bridgenorth, Salop.
 1444. BAUER, W.E., 3843, Garrison Street, N.W., Washington, D.C. 20016, U.S.A.
 527. BYTH, J. G., 54, Maison St. Louis, St. Helier, Jersey, C.I.
 1462. CURTIS, Wayne R., 4640 Clanranald Avenue, Apt. 3, Montreal 29, Canada.
 6. FRASER, O., F.C.P.S., 85 Fonthill Road, Aberdeen, ABI 2UP.
 483. HANNAH, J. 4, Hammersmith Road, Aberdeen ABI, 6NB.
 1557. O'NEILL, 54 Milner Road, Heswall, Cheshire.
 414. PRICE, H. J., 120 Grove Lane, Cheadle Hulme, Cheadle, Cheshire.
 481. ROBERTSON, W. A., 74 Earlsparke Avenue, Newlands, Glasgow S.3.
 1427. SMITH, R. F., 24 Wellesley Park, Wellington, Somerset.

Net Change plus 3.

New Total 665

CLASSIFIED ANNOUNCEMENTS

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

EXCHANGE

JOIN Continental Exchange Club. Magazine and membership 13/6. Sample magazine 1/-. Mint commemorative sets accepted. Continental Exchange Club, Box 472, Woodstock, Ontario, Canada.

CORRESPONDENCE invited with collectors specialising in Newfoundland. Will exchange Canada for Newfoundland. Proofs of Nova Scotia and New Brunswick available in exchange for Newfoundland.—E. P. Tizard, 6338, Vienna Street, Halifax, N.S.

WANTED

WANTED to beg, borrow or buy, any Canadian Maps showing Railways, period 1880–1910. Condition immaterial. Please help. Your postages gladly refunded.—L. F. Gillam, 66, East Bawtry Road, Rotherham, Yorkshire.

WANTED surplus stocks suitable for packets. Prices first please.—George Walters, 4, Broadway, Maidenhead, Berks.

FANCY and initial pen Cancellations on Canada 3 cent small queens. Any quantity on approval with price.—Lloyd Houle, 45, Ripplewood Crescent, Kitchener, Ont., Canada.

JARRETTS 1929 Handbook of Canada cancellations wanted. Also Canadian Postal History items.—J. D. Fielding, 211, Earlham Road, Norwich.

CRASH Covers—Wreck covers—salvaged mail, modern and older.—Sergeant, 64, Susans Road, Eastbourne, Sussex.

FOR SALE

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PERIODICALS

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