

MAPLE LEAVES

Journal of
THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN
 INCORPORATED 1946

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

Mr. A. F. L. McGregor

Members will be very sorry to learn that our treasurer has been ill and it is, therefore, with very great pleasure that we are able to report that he is now on the way towards recovery, although still not able to resume his normal duties. At one time it was doubtful whether or not he would be able to enjoy a much needed holiday away from home AND away from the cares of his voluntary office. Fortunately he proved well enough for the doctor to allow him to travel and there is no doubt that the rest and change have been most beneficial.

That everyone will wish him a speedy return to full health and vigour scarcely needs stating, and this wish is the father to the thought that members could help to make his task during the next few months very much lighter by sending their annual subscriptions **promptly** and without the need of **prompting**. Since this is going to be a very busy time for him, when the doctor has called upon him to lighten the load of extra work that he is carrying, it will be an expression of your sympathy if understanding and patience is shown when delays occur in either answering correspondence or in sending out receipts and membership cards.

At this point it must also be said that Mr. McGregor would not have been able to carry the burden of work that he has done during the past few months were it not for the usual help that he has received from Mr. Macaskie in the preparation of the enclosed financial statement and balance sheet. 'Mac' is one of a number of anonymous workers whose names do not appear on the list of officers, but who nevertheless does a very great deal for everyone, 'unhonoured and unsung'. That we shall be taken to task for referring to him in these terms is inevitable, but the fact that he does not wish for our thanks does not absolve us from the duty of being grateful, even at the risk of incurring his displeasure. .

To Mr. McGregor go, then, our very best wishes for a speedy return to full health and strength (his doctor has recommended that he takes up a 'nice, quiet relaxing hobby, like, say, STAMP COLLECTING!') and to 'Mac' go our sincere thanks for all the help he has provided not only on this occasion, but for many years past.

Membership

During this, the 21st Anniversary Year of the incorporation of our Society, 55 new members have been recruited giving a nett increase of 18 members only. Apart from unavoidable losses owing to the death of members there is still a large number who have been removed from the roll of the Society through non-payment of subscriptions. In some cases this is due to lapse of memory as subsequent payment of arrears proves. In most cases, however, these 'lapsed' members remain permanently so. This year some 16 members will no longer be receiving their copies of *Maple Leaves* nor will further reminders be sent to them. It is possible that many of them are known to members in which case a personal reminder might be appreciated by them and might lead to their reinstatement. Their names are published in the Amendment to Membership list on page 28 and any help that members might be able to afford will be appreciated. None of them has resigned from the Society; they have just 'strayed' and past experience has proved that personal reminders have often been more effective than a formal notice. Please help in this matter if the opportunity occurs.

Volume 12

An index to Volume 11 is enclosed with this issue and members who wish to have their copies bound are informed that Nos. 97 to 108 inclusive should be sent to the binders (together with the index and a remittance of 41s.): S. Cockburn and Son Limited, Station Road, Ossett, Yorkshire.

Small Advertisements

One of the ways in which members can make their 'wants' known, or can dispose of unwanted material is through the use of the classified advertisement columns of *Maple Leaves*. For some time now, however, there has been a considerable 'falling off' in the number of members who make use of this facility which is reserved exclusively for them at the ridiculous price of 2d. per word. This is not a financial loss to the Society since the charge barely meets the cost, but it is a loss to members who in the past showed that they appreciated this facility and gained much from it. Unless more support is forthcoming we shall regretfully have to discontinue this feature.

The Exchange Packet

This is another facility of the Society which everyone appreciates but which too few members actively support. Mr. Bielby is still in urgent need of material of reasonable quality and fair price for which there is a large unsatisfied demand from members. At the start of the new 'season' we can only express the hope that members will continue to support the Exchange Packet if they have done so in the past, and that others will make that extra effort to examine the 'shoe box' that every keen collector has tucked away. Your duplicates, the material in which you have lost interest or which you have long resolved to dispose of would doubtless gladden someone's heart IF ONLY you could bring yourself to the point of responding to this appeal. Please do your best to help. It won't take long and sales will prove satisfying to you and the ready purchasers who are waiting.

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

by S. F. COHEN . . . Part IX

A Jovial Uncle

One of my early childhood recollections is of a robust and elderly uncle whose passion in life was to make jests and witticisms, of which he alone could usually see the humorous side. As a typical example of this, I recall that invariably when the family was about to set out on its annual holiday, he would wave us away with the familiar cry: 'Don't forget to send me a registered postcard'. So familiar in fact was this hardy annual that we children would shout back the phrase almost before it had left his lips, at which he would double into paroxysms of laughter, as if the very idea of anyone registering a postcard was the ultimate in sublime insanity.

This early childhood experience probably accounts for the fact that I did not believe such things as registered postcards could exist, which, in point of fact, they do. I do not mean, of course, purely 'philatelic' ones, which, I imagine, could be easily enough obtained by applying the correct amount of stamps and handing in to a post office (a not too costly gesture, which I now regret not having perpetrated on that long since departed relative). The list of countries with authentic and justifiable use of registered postcards is, I am told, very limited, but luckily Canada happens to be one of them.

The example illustrated below emanates from a very small Nova Scotia village, Getsons (River?), and was written on 12th April, 1881, and duly



registered to Halifax, N.S. on 16th April. It has been accepted in the usual way with the REGISTERED mark and the various ink Registration numbers applied and changed throughout its route to Halifax, arriving there 18th April. To ascertain the reason for the postcard having been registered, one has only

to read its message. Although addressed to a firm in Halifax, it is in fact a Summons to attend a Court of Probate on the 23rd of May, 1881, to settle the affairs of one deceased Ronald B. Currie, whose Estate was being wound up. The Administrators of the Estate having sent the registered card, presumably could prove by the recipient's signature for its safe arrival, that they had duly been served with the Summons to attend. All this for the princely sum of 3 cents and 86 years later, a prized item in the album of a stamp collector . . . what on earth would my uncle have said to that?

The Registration 'labels'

Until the recent publication of the C.P.S.G.B. Handbook, *Canadian Registered Letter Stamps and Cancellations 1875-1902*, by our Life Member, E. A. Smythies and A. F. Smith, these stamps or 'labels' as they were more usually described, were in the doldrums as far as popularity of Canadiana was concerned. Certainly no-one could have said that they were attractive, but once their many secrets had been laid bare and the enormity of collectable variety in their postmarks, re-entries, etc. had been established, they were suddenly in the limelight and as a result their values soared. Not so many years ago, the idea of an 8 cents RLS on entire being prized as a BNA rarity of some magnitude would have been laughed at. Today, just try and find one, or, if you are fortunate enough to do so, treasure it for the philatelic gem that you possess. The lovely 2 cents shade of Rose-Carmine is not to be despised, if found on cover correctly dated, either, by the way.

The Handbook tells of the appearance of Registration stamps on 15th November, 1875. The New Brunswick cover illustrated below from Upper-



Gaspe-Aux, is dated 18th December, 1875, and although one month later than the official 'FDC', is believed by me to be the earliest known entire. Certainly



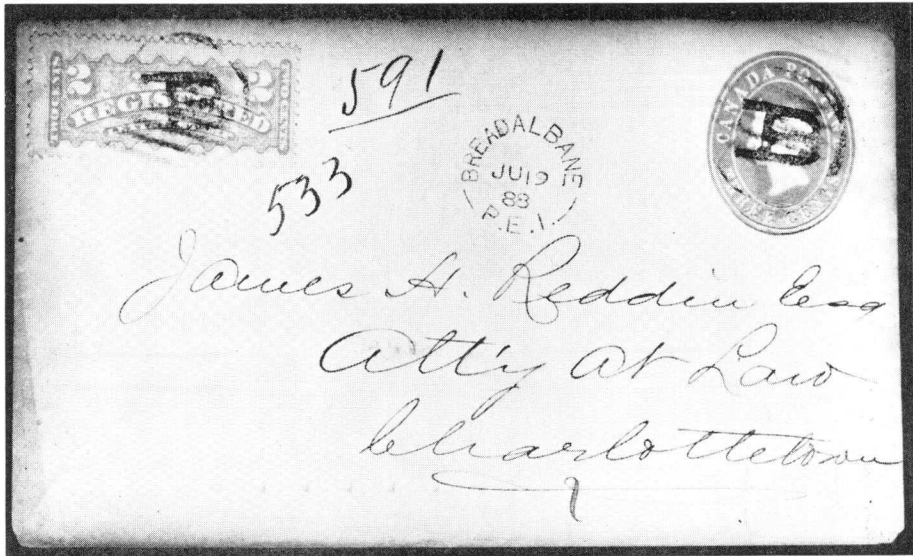
I will be interested to hear if anyone has an earlier example on cover, although I know that off-cover earlier dates are known to exist.

There is a legion of material in this fascinating field between 1875 and 1893, the year that the Handbook tells us ended the **compulsory** official use of these stamps to prepay registration fees. But pressure of space means I have to jump the intervening years and go to late 1893 for my next illustration, which shows an entire locally from Toronto Junction to Toronto. This cover carries a 2 cents Registered stamp **and no other**. Against the regulations still surely to use a registered stamp for ordinary postage purposes, for there is no sign whatever of any registration marks (*See above*).

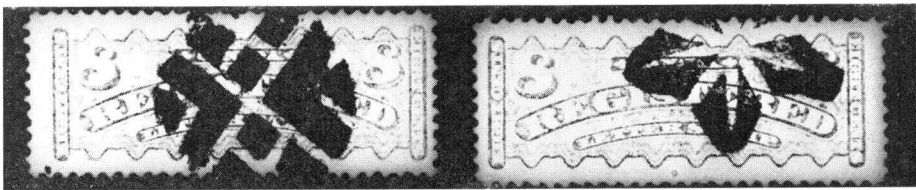
The Postmarks

So many Fancy Initial types; Numeral types, Squared Circles; Geometrics, etc. etc. are to be found on the Registered stamps, and **how** they are sought after, that it is a difficult choice to decide what best to illustrate in this article. I have chosen, firstly a cover of June, 1888, from Breadalbane, P.E.I. showing both on the 2 cents RLS and the 3 cents Q.V. stationery stamp, individual strikes of the large 'B' Initial (Smythies/Day No. 396). This is not the commonest of Initial postmarks and to find it on the Registered stamp on entire is doubly attractive. From the backstamp, it reached Charlottetown the same day, incidentally, so, for a registered letter, this augurs well for the P.E.I. post 79 years ago. (*See over*.)

Finally, the postmarks, which are so 'collectable' on all these stamps, are normally restricted to the 2 and 5 cents values, for the 8 cents is hard enough to find these days, even without a postmark! ! ! So much so, that in all my collecting days of Canada, I have only come across two examples of this value with anything like unusual postmarks. Accordingly, they are perhaps both worth illustrating. The first is a Geometric or Cogwheel, similar to those illustrated in Smythies/Day Chapter VII, but of a pleasing and symmetric pattern, from heaven knows where. The second is a 4-point Star (Smythies/Day



78 or similar). I have another, I just recall, a 'Portcullis' type, but if I go on about Registration stamps any longer, I fear the Editor will cut me short, or shoot me, I'm not sure which (See below.)



ANNUAL GENERAL MEETING

The Annual General Meeting, 1967, will be held at 11.00 a.m. on Saturday, 7th October, 1967, at the Burlington Hotel, Eastbourne.

A proposition for amendment of one of the Rules governing the award of Fellowship has been received (ref. para. 26 of the Constitution). The proposal is 'That the last sentence of Para. 1 in the Rules Governing the award of Fellowship be deleted'. Proposed by Dr. R. Willan; seconded by Dr. C. W. Hollingsworth.

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JUST PUBLISHED

A History of the Canadian Railway Post Office 1853 - 1967

(by the Editor of Maple Leaves)

A limited edition of 500 numbered copies of which 100 only are still available for sale in Great Britain and Europe.

This work represents the result of 15 years study and research into the fascinating field of Canadian Railway Post Offices and the 1,800 different postmarks which have been used thereon during the last 114 years.

The work includes a history of every Canadian railway over which R.P.O.s have operated and detailed commentary upon every known postmark, including special points of interest, unusual features, etc.

100 illustrations and complete maps illustrating every R.P.O. 'run' are included, together with a full index for easy reference.

Printed black ink on art paper and cased full blue cloth, and blocked on spine in gold, with approximately 170 pages of text.

The Author, Lionel F. Gillam, a Fellow of the Canadian Philatelic Society of Great Britain and Editor of 'Maple Leaves', the Society's Journal, is a well-known authority on his subject upon which he has contributed regularly to the Philatelic Press.

\$7.50 (52 shillings) post paid



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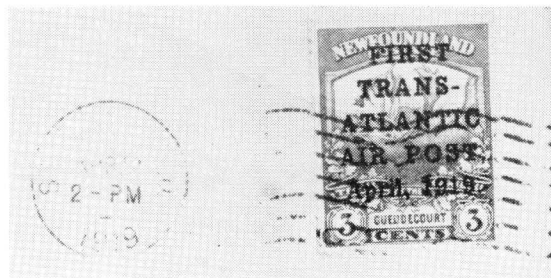
Newfoundland's Classic Airmails

Dr. R. WILLAN, F.C.P.S.

Probably no group of stamps of any kind, much less of 'overprints', is so widely known and coveted among philatelists as those catalogued by Gibbons in Newfoundland, numbers 142-143. Yet the stamps themselves are really of comparatively little philatelic interest. The bare bones of catalogue descriptions have no potential for being clothed by patient and careful study of shades and perfs, hair-lines and fly-speck varieties. Some of them, of course, are great rarities, with snob value attached to such items, but some are not. All, however, share the intense interest—the romance, rivalry and excitement—of the purpose which they were intended to serve.

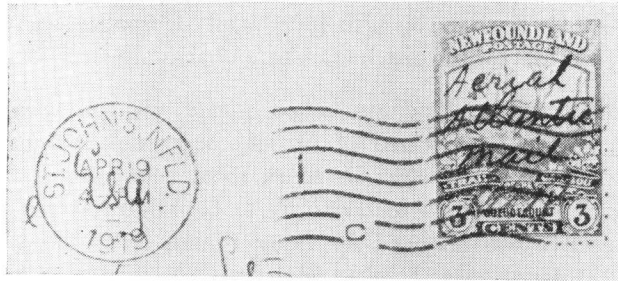
The first World War had seen great improvement in the performance of aircraft, and many young men had acquired great skill in the arts of flying. It was therefore not surprising that the renewed offer by the *Daily Mail* of a prize of £10,000 for the first non-stop flight across the Atlantic attracted many flying men and aircraft builders. Between the end of March and May, 1919 ten entries for the race were received. Of these, six never got beyond the stage of trials, and were withdrawn, but four assembled in Newfoundland for the great adventure.

The first plane to set off was the Sopwith 'Atlantic' with H. G. Hawker and K. Mackenzie Grieve. They carried a mail consisting of 80 letters and one package franked with the 3 cent Caribou stamps overprinted in five



lines 'FIRST/TRANSATLANTIC/AIR POST/April, 1919' (see above) and 6 letters with normal stamps. After about 13 hours flying, covering some 1,500 miles, faulty cooling compelled the aviators to alight on the ocean, near the Danish ship *Mary*, which rescued the airmen but was unable to salvage the plane and mail. Four days later these were salvaged by the American ship *Lake Charlotteville*. This ship took five days to reach Falmouth, and her captain must have spent an appreciable part of this time drying and re-sealing the sodden mail and carefully re-affixing the stamps. The mail was handed over to the Post Office at Falmouth, and reached London on May 30th. No receiving mark was applied except on the label which was applied to some of the unstuck letters.

A Martinsyde plane, *Raymor*, flown by F. P. Raynham with C. W. F. Morgan as navigator, took off an hour after Hawker, but a mishap at the take-off damaged the plane and injured both airmen. Morgan returned to England and was replaced by C. H. Biddlescombe who arrived in Newfoundland on 14th June, the day on which Alcock and Brown set out on the first successful crossing. The *Daily Mail* prize was won, but Raynham decided to carry on and try to beat Alcock's time. Preparations were completed and the machine took off on 17th July, but crashed and was wrecked after covering about 50 yards, without injury to the airmen. The original mail of the *Raymor* comprised about 20 letters franked by 3 cent Caribou stamps overprinted in manuscript 'Aerial/Atlantic/Mail' and initialled by the Postmaster-General, Mr. J. A.



Robinson (*see above*). When the plane was ready for its second attempt, on 12th July, the mail bag was opened and a supplementary mail added, consisting of 25 letters franked with the 'Alcock' stamp and cancelled by the St. John's machine cancel of 12th July. A third group of mail connected with the Martinsyde consists of about 15 letters franked by various values of the Caribou stamps overprinted '1st Atlantic/Air Post/Martinsyde/Raynham,/Morgan.' These were privately printed by Mr. Edwin Cleary, a reporter of the *Daily Express*. They had no official sanction or approval, but they were accepted by the post office and were cancelled with a St. John's registered mark, quite irregularly, as they were not registered. The dates of these are before the first Martinsyde attempt, but there is doubt whether they were included in the *Raymor's* mail bag, as they have no receiving backstamp. After the crash on 17th July, Raynham returned to England by ship, taking the mailbag with him, but forgot to hand it to the authorities. When, months later, enquiries were made about it, he remembered that it was with his luggage which he had never unpacked, apparently! It was handed over on 7th January, 1920, and received the London backstamp of that date.

The third plane to take off in this trans-ocean effort was a Vickers-Vimy ex-war bomber which does not seem to have been regarded with sufficient affection to be given a name. Two R.A.F. officers, Capt. John Alcock and Lt. Arthur Whitten Brown set out in this machine from St. John's on 14th June, and after 16 hours 12 minutes of hazardous flying, they landed in a bog at Clifden, Ireland. At last the Atlantic had been crossed; the prize was won, and on 21st June the two aviators were knighted by King George V. In these days, when flying the Atlantic has become almost as commonplace as taking

a bus to town, it is perhaps difficult to realise the greatness of the achievement, but it may help if one remembers that it was not until 1927 that the feat was repeated. While the Vickers-Vimy plane at St. John's and a Handley-Page at Harbour Grace were preparing for the Atlantic crossing, arrangements were made for a mail to be carried by both. Evidently Mr. Robinson considered that the Newfoundland Post Office was not getting enough out of all this aerial activity, so he had 10,000 of the 15 cents Cabot stamps surcharged. 'Trans-Atlantic/AIR POST/ 1919/ ONE DOLLAR.' These stamps, commonly known as the 'Alcock' stamps, were used on the mail for the Vickers-Vimy and Handley-Page, as well as the supplementary Martinsyde mail as previously mentioned. Alcock carried 197 items of mail, which were handed over to the G.P.O. London, on 17th June. Mail for London was backstamped on that date, but that for the provinces was not backstamped.

The Handley-Page machine, also called *Atlantic*, was tuning up at Harbour Grace when word was received of Alcock's successful crossing. The *Daily Mail* prize was won, so Admiral Sir Mark Kerr, who commanded the plane with a crew of five, decided to try to fly to Gibraltar. At the beginning of July this objective was changed for Long Island, N.Y. The original mail, comprising 234 letters, was franked with the Alcock stamp, but when the destination was changed to Long Island, a supplementary mail was added, franked with ordinary 3 cent stamps. The machine left Harbour Grace on 4th July, but owing to a burst pipe it had to make a forced landing at Parrsboro, Nova Scotia. The plane was badly damaged and did not continue the flight until 9th October, when it flew on to Greenpoint, Long Island. The British part of the mail was sent by train from Parrsboro to New York, where it was hoped to connect with the British airship R34 on its return flight to England. The connection, however, was not made, and the mail was sent to England by the *Mauretania*. Most was not backstamped, but some to the provinces is stamped 23rd July. An oval Handley-Page cachet was applied to some mail at Harbour Grace on 14th June, and to some at Parrsboro on 7th July. The cachet at Harbour Grace was probably applied at the plane after the mail was handed over by the Newfoundland Post Office. That at Parrsboro was obviously so. Evidently, either the mailbag was never sealed or else the Royal Navy in the person of the Admiral had no qualms about violating the seal.

SUBSCRIPTIONS

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

Canadian Airmail Notes

PART I

**G. W. Grant
McConachie**

(Biographical data from Public Relations Officer, Canadian Pacific Airlines, Vancouver, B.C.)

G. W. Grant McConachie, 56, President of Canadian Pacific Airlines for the past 18 years, was a dynamic figure in the development of Canadian aviation. His vision and enthusiasm were major factors in the advancement of the industry not only in Canada but in many parts of the world.

Native of Hamilton, Ontario, he attended school at Edmonton, Alberta, and while studying at the University of Alberta obtained his private flying licence. After graduation he embarked on his commercial flying career. By 1930 he was chief pilot with Independent Airways, later becoming president of the firm. He became well-known throughout Canada's vast north country where the remote outposts of that day were entirely dependent upon the 'bush pilot' for their means of existence.

But Mr. McConachie was more than a romantic bush pilot. Through the years he worked with businessmen and government officials to develop bigger landing strips for the larger planes he knew would be coming off the drawing boards. It was this preliminary work, much of it when he was general manager of the Yukon Southern Air Transportation from 1937 to 1941, that made possible the famed World War II Northwest Staging Route, the forerunner of Canada's present northern air network.

In 1941, work began on the amalgamation of many of the small airlines operating in Western Canada. The high cost of equipment and rising operating costs had placed many of the lines in a precarious financial position. Mr. McConachie was one of the first to realise this, and immediately took his place in the forefront of those anxious to find a remedy. Canadian Pacific became interested in lending the necessary support, and in 1942 Canadian Pacific Airlines came into being. In May, 1942, Mr. McConachie was appointed general manager of C.P.A.'s Western Lines, with headquarters in Edmonton.

During the war years, Mr. McConachie was also in charge of an Air Observers' School at Portage La Prairie, Man., one of the units of the British Commonwealth Air Training Plan.

The coveted McKee Trophy for 'long and outstanding service in the field of Canadian aviation' was awarded to Mr. McConachie in 1945. At that time special emphasis was placed on the role he had played in the development of the aviation industry in Canada's northland.

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In 1946, Mr. McConachie was posted to Montreal as assistant to the president, and took over the presidential position himself a year later. In 1949, when C.P.A. spread its wings in international service from Vancouver to the Orient and the Antipodes, Mr. McConachie moved his headquarters to Vancouver, British Columbia.

In recent years, C.P.A., with Mr. McConachie in the pilot's seat, expanded its services even farther. It now also serves South America, and northern and southern Europe. In 1959, Canadian Pacific introduced Canada's then fastest transcontinental air service, using Britannia jet-prop airliner between Montreal Toronto, Winnipeg and Vancouver on daily flights. In March 1960, service by 400-mile-an-hour jet-prop Britannias commenced, linking Montreal and Toronto with the Eternal City of Rome. The death of Mr. McConachie in Los Angeles, California, on 20th June, 1965, removed from Canada's aviation industry a leading Canadian aviation personality.

Canadian airmail first flights in which Mr. McConachie took part were:—

- a. AAMS No. 586—23rd May, 1936. Fort St. John to Fort St. James by United Air Transport Ltd.
- b. AAMS No. 597 to 597e—2nd—3rd June, 1937. Prince George, Fort St. James, Manson Creek, Takla Landing and return by U.A.T. Ltd.
- c. AAMS No. 286 to 286e. 5th—8th July, 1937. Edmonton—Whitehorse and return with stops, by U.A.T.
- d. AAMS No. 287 and 287a—7th—8th July, 1937. Whitehorse—Dawson and return with stops, by U.A.T.
- e. AAMS No. 291 to 291i. 4th—8th August, 1938. Vancouver to Whitehorse and return with stops, by U.A.T.
- f. AAMS No. not listed. 3rd June, 1955. First Polar Flight Vancouver to Amsterdam via Sanderstrom, Greenland. Captains R. Randall and R. B. Leslie. President G. W. G. McConachie of C.P.A. aboard.

Mr. McConachie and another pioneer pilot Mr. R. L. Ginger Coote were partners in Yukon Southern Airways. On 1st October, 1938, the two partners agreed to split up. Mr. McConachie's company became Yukon Southern Air Transport Limited, and did the Yukon runs. Ginger Coote's company became Ginger Coote Airways Limited, and did the Vancouver Island runs, including the run to the Zeballos Gold Mines on Vancouver Island.

(We are grateful to member R. K. Malott for the submission of this and a series of further articles on Canadian Air Mail that we hope to publish later—Editor)

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

1851 and after

max rosenthal

An important year to students of the stamps and postal history of Canada is 1851, when it gained control of its Post Office from Great Britain, and began to issue postage stamps. On 6th March, 1851, *The Weekly Spectator* of Hamilton, Canada West noted:

‘We learn from the *Globe* that the new Post Master General has entered upon the duties of his office and that postage stamps have already been ordered.’

‘The organ says further that “our citizens will be glad to learn that new Post Office buildings are to be erected at Toronto forthwith, and that they are to contain such accommodation for the General Postal Department as will be required four years hence, on the return of the government to this city.” This may be very satisfactory news to “our citizens” of Toronto, who will be further aggrandized at the expense of the Province, but we doubt whether the inhabitants of the ‘outer districts’ will be equally gratified. It is evident that the Post Office is to be made a portion of the wandering caravan, and that two expensive establishments are to be erected in the most inconvenient places, for the purpose, as the *Globe* would say, of keeping faith with those who are bribed in so scandalous a manner to secure the presence of a system which is condemned from one extremity of Upper Canada to the other.”

From the 1840’s to Confederation the peripatetic capital of Canada wandered among four cities, the Legislature meeting at times in Toronto, Kingston, Montreal and Quebec City. The Post Office Department, however, stayed in Quebec and the proposed move to Toronto was not carried out.

Many problems were encountered as the Post Office, now under Canadian control, expanded its services tremendously. On 20th July, 1854, the *Lambton Observer* and *Western Advertiser*, of Port Sarnia, C.W., editorialised:—

‘A discussion took place in secret session while Parliament was sitting at Quebec, on certain irregularities in the conveyance and distribution of the mails. We do not intend to refer more particularly to what took place during the discussion in question, as the speaker requested that the statements made as the occasion should not be reported to the public. That irregularities in the delivering of newspapers are of common occurrence in many country offices is beyond question: but that they are owing to any deficiency in the administration of the Department is by no means clear. The Post Office Department is of all others the most difficult to manage, in its multifarious details, with exactness. There are altogether something like 4,000 employees in the Department, of one kind or another; and many of them are not only inexperienced but so ill paid that they do not sufficiently value their situations, to discharge the duties with that assiduity which alone can prevent mistakes and confusion. For three years previous to the

time when the Department was handed to the control of the local Government, no new offices were established; and the consequence was, that an immense amount of postal accommodation became necessary at once. When the Department fell under Provincial control, an immense number of raw recruits were taken into the service; and simple as the management of a country post office may appear, some time must necessarily elapse before they could understand fully the working of the affair. There are at present at least 700 postmasters in the service who have not yet had two years' experience. It is not therefore surprising that some of them occasionally or even frequently commit blunders.—The great bulk of the country offices do not yield more than from £10 to £20 a year; and the consequence is, that the postmasters do not feel the same responsibility that they would if the deprivation of the office would entail a more considerable loss. The errors committed must generally occur in the offices of distribution. An error in sorting may occur in making up the mails, but only in rare instances; and a mail once despatched is pretty certain to reach its destination. As a general thing when errors occur, the fault must lie in the office of distribution, and at these therefore a strict watch should be kept.

‘There is no doubt that the increase of business; the great multiplication of post offices and of mail transportation have prevented so rigid an inspection, as formerly took place.—The growth of business has done much to render an efficient inspection impossible.—The inspectors, who used formerly to be always employed in travelling from place to place are kept pretty fully employed in reporting on applications for new offices. With regard to the establishment of new offices, the matter is now pretty much in the power of the people interested. Nearly all the new offices are established on the applications of the inhabitants in a particular neighbourhood; and so general have been the responses to the petitions of the people, that perhaps not half a dozen been refused during the last three years, and if the impossibility of having any efficient inspection has resulted from the increase of postal accommodation. We are no worse off in this respect than our American neighbours, who have no system of inspection at all.

‘With regard to the rapidity of mail conveyance, it is obvious that this must depend on the sort of means which the country affords. Government cannot undertake to build railroads and steamboats for the special conveyance of the mails. It must use the means that exist; and if there be slow boats the mails will travel slowly. The parties who contract to carry the mails are required to give bonds to perform the distance in a certain time; and in case of failure the amount of the bond may be extracted; but unfortunately this will not make the mails travel a bit faster, if there be no rival and swifter means of communication. There is no practical remedy by which the public can obtain redress in case of non-fulfillment of contract. The opening of railroads and the general improvement of the means of communication will afford a real remedy in time.

‘We may also be in for some improvement from the increase of the remuneration of country postmasters which is proposed to be made from 25 to 33 per cent. It is an undoubted fact that since the reduction of news-

paper postage to $\frac{1}{2}$ d. each paper, the delivery of papers has been more diligently performed. Let the office of distribution be watched, and there will be a chance of tracing any errors to the true source and applying the remedy.'

With so many new post offices being opened, some were bound to be improperly located in areas where they would not do much business. For instance, in February, 1852, Adamsville post office was established in Etobicoke Township, York County, with Christopher Lindsay as postmaster. It was on what is now called Rexdale Boulevard, between Kipling Avenue and Martin Grove Road, in the present Metropolitan Toronto, just east of the later Highfield post office. Lindsay brought the mail once a week from Weston, four miles south-east, an indication of the lightness of his bag. Exactly a year later, in February, 1853, Adamsville was closed. The reason given was 'resignation of postmaster and smallness of the receipt of the office.'

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, Amersham, 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 charges both ways. Numerous catalogues, check postage lists and pamphlets are also available.



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OUTLINE TO STUDY

(By W. Williams, Group Secretary of the Small Queens Study Circle)

1. **ACCUMULATE** as many copies as possible, by buying job lots of the stamp you wish to study. Do not discard defective stamps—these may help you by providing answers to the many problems that are bound to arise, then obtain a
2. **STOCK BOOK** with 'glass clear' strips—this will save time in checking and the mounting on sheets should be left until later. Use the first few pages to form a **CALENDAR** covering the whole period of issue, by inserting all the stamps with **DATED POSTMARKS** and try to obtain at least one stamp for each month.
(At this stage do not worry about the usual exceptions, such as an early printing being used for postage at a late date.)
Now look at your Calendar in good daylight and you will find that some sort of pattern has emerged enabling you to start on
3. **CLASSIFICATION** of the Printings within the various dated groups by referring to any standard catalogue and checking against the named Colours or Shades, Papers and Perforations.
Check perforations both horizontal and vertical and insert small slips of paper identifying the stamps. Write to your Society's Librarian asking for any handbooks or articles that might help you in dealing with this issue. These should give information as to Positioning Dots and Guide Lines.
By **COMBINING** all the above **FACTORS** you should now be able to arrive at a fairly reasonable classification.
Select the stamps shewing the 'strongest colour' in each group and transfer these dated copies to another page to form your own **COLOUR GUIDE**. Now check the remainder of your accumulation against your colour guide and insert these stamps in the back pages in 'shade groups' for future reference.
4. **VARIETIES**. Refer to a specialised handbook for the Known Varieties and examine all stamps under a magnifying glass. Transfer any Major Varieties found to a separate page and insert slips to identify. Insert minor varieties on another page.
5. **COVERS** or **PIECES** may be necessary to identify some of the earlier printings—the date appearing on the envelope and the stamp cancelled by a 'cork' or 'fancy' cancellation. In the case of Duplex Cancellations Cut Pieces will be sufficient to identify.
6. **POSTMARKS**. From your remainder (already sorted into shade groups) examine for clear postmarks and select one of each type used during the period of issue—transfer these to a separate page.
7. **MOUNTING** for Displays or Competitions should now be possible and a suitable lay-out on 9 sheets should be very carefully considered with the aim of completeness within the scope of the study. Depending on your

luck so far, it should now be worth while to be a little extravagant and buy a few extra items, such as a Block with Printer's imprint, Proofs or Specimens and a few attractive Covers. Your dealer or Society may be able to supply some Stamp Enlargements for the purpose of shewing the Varieties and if so, this will save the cost of photographs or time in making detailed drawings.

It is now up to you to develop your OWN IDEAS and win competitions and take an active part in Study Groups and in time perhaps you may become an acknowledged Expert and don't be afraid of the critics. Above all 'have fun with your stamps' and make several friends.

Dr. G. M. GELDERT

Dr. G. M. Geldert, F.R.P.S.C., F.R.P.S.L., President of The Royal Philatelic Society of Canada, died in Ottawa on 27th July.

Dr. Geldert was born at Lunenburg, N.S. in 1886. He graduated from McGill Medical School and moved to Ottawa in 1914, where he had a long and distinguished career in the fields of Medicine, Civic Affairs and Radio.

He was a member of the Ottawa Board of Control for 18 years and was Acting Mayor on many occasions. For more than 20 years Dr. Geldert was on the Board of Trustees of the Ottawa Civic Hospital, including terms as Chairman and Vice-Chairman. He also pioneered in Radio and acquired Station C.K.C.O., now C.K.O.Y., in 1924. Several years later he was instrumental in putting radio communications systems into Ottawa police cars. His radio station broadcast the first church service in the area and carried the first broadcast of Prime Minister W. L. Mackenzie King.

All this wealth of administrative experience he brought to the Royal Philatelic Society of Canada which has been able to steadily increase its stature and now enjoys a position of prestige in international philatelic circles.

Dr. Geldert's first close contact with the Canadian Philatelic Society was when he was President of the Ottawa Philatelic Society—the joint hosts, with the R.A. Stamp Club, to the 29th Annual Convention and Exhibition 'BYPEX' which was held in Ottawa in 1957.

He became President of the Canadian Philatelic Society the following year at the Victoria Convention, and at Sarnia in 1959 the Society was accorded the honour of using the preface 'Royal' in its title, and it became known as The Royal Philatelic Society of Canada.

Dr. Geldert's passing will be mourned by all who have been privileged to work with him and by the countless friends he has made, not only in Canada but also in the United States and in Great Britain.

Dr. Geldert is survived by his wife, Phyllis, a son Gerald Geldert, Director of the City of Ottawa Tourist and Convention Bureau, and a daughter, Mrs. Gordon Shorter of Ottawa, to whom the deepest sympathy is extended.

R.L.S. Corner No. 7

In April and June, 1966, R.S.L. Corners Nos. 5 and 6 were published, giving a list of genuine 'philatelic', and faked covers with R.L.S. 8 cents blue stamps. These included 30 genuine, 4 'philatelic', and 1 fake.

Since then some more of these covers have come to light, and are described below:—

31. (Gibbs). (a) Dated 17th May, 1893. (b) From Codrington ONT to (c) New York. (d) R.L.S. 8 cents pays 5 cents registration fee plus 3 cents postage. No other stamp. The R.L.S. tied by C.D.S. and straight line REGISTERED. Transit and arrival cancels include Brighton ONT, 18.5.93; Toronto, ONT. 18.5.93; New York (in purple) 20.5.93.

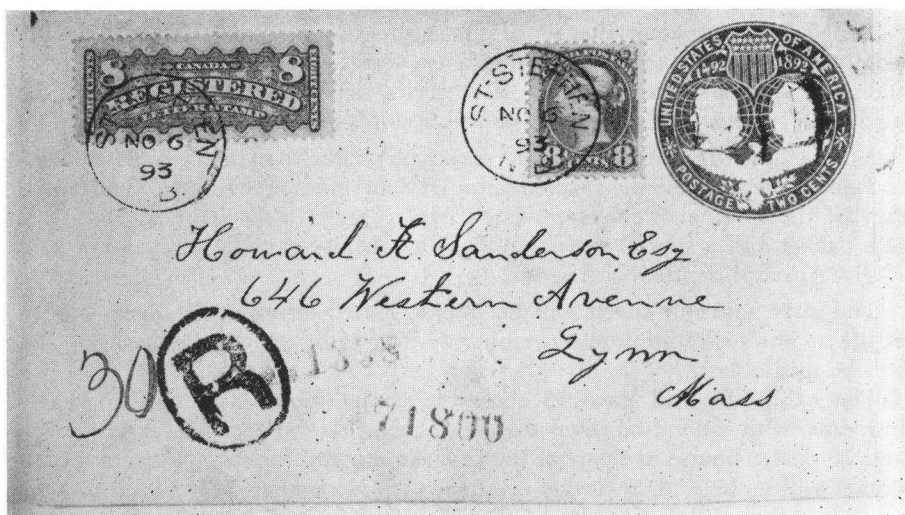
R.P.S. certificate No. 19207 (about 1936) states it is genuine.

32. (Lockner) (a) Dated 8th August, 1878 (b) From Hamilton, ONT. to (c) Vangivard, France. (d) R.L.S. 8 cents plus S.Q. 3 cents and 1 cent. Also handstamp 'INSUFFICIENTLY PAID' and a blue mss. 30. Various English and French transit cancels.

33. (Bonar) (a) Dated 21st March, 1877. (b) From Chatham, N.B. to (c) Skuriberness, Cumberland, England. (d) R.L.S. 8 cents plus S.Q. 10 cents (double weight). Tied by registration No. 389 and cork. A series of transit cancels, all correct.

34. (Robson Lowe auction 12th September, 1967) (a) Dated 6th November, 1893. (b) From St. Stephen, N.B. (c) to Lynn, MASS. (U.S.A.) (d) R.L.S. 8 cents blue plus S.Q. 8 cents slate plus U.S. 2 cents (circular). Columbus, 1892 envelope stamp.

Both 8 cents stamps tied with C.D.S. St. Stephen N.B. 6th November, 1893. Additional cancels. On face R in oval and three registration numerals. On reverse C.D.S. St. John, N.B. and purple oval Boston, MASS, 9th November,



1893 (see illustration). The R.L.S. 8 cents pays registration fee 5 cents plus Canadian postage 3 cents. The envelope stamp pays the U.S. postage... The S.Q. 8 cents slate is superfluous and overpaid.

(This is undoubtedly a 'philatelic cover' and should be numbered 5 of the philatelic series.)

In addition to these four genuine covers, another fake cover has turned up, details of which are as follows:— (a) Not known. (b) From St. Hyacinthe P. Q. to (c) Key West, Florida. (d) R.L.S. 8 cents stamp only, no S.Q. Handwritten 'Registered' and number, no official or transit or U.S. cancels at all. (The absence of all these would be impossible on a **genuine** registered letter). This was probably an **unregistered** letter, with S.Q. stamps removed, and R.L.S. 8 cents added with smudged cork cancel. It was entered in Harmer Rooke's auction of 28th April, 1967, but withdrawn, and it is not known what happened to it.

E. A. S.

LONPEX 75

The London (Canada) Philatelic Society is celebrating three anniversaries this year with LONPEX 75, its annual exhibition, bourse and dinner. They are Canada's centennial, the society's own 75th anniversary and the 40th of the unsuccessful London-to-London Atlantic flight attempt, which left London, Canada, 1st September, 1927.

The Society is using the latter event, for which a semi-official air mail stamp was issued by the flight sponsors as the feature of its triple celebration. Arrangements have been completed to issue a souvenir sheet, which reproduces in full colour, the original London-to-London flight stamp, today the rarest of all Canadian semi-official, and official airmail stamps.

Only one sheet of 100 stamps was printed, 95 of which were affixed to covers which the Sir John Carling plane carried when it disappeared over the Atlantic. Only five copies of the original issue are thus in collectors' hands today.

The society's souvenir sheet reproduces this stamp slightly larger than the original to forestall any unscrupulous use. Inscriptions on the sheet dictate the three anniversaries the society is observing at LONPEX 75, which will be held 10th, 11th and 12th November in London's new Centennial Hall.

As a prelude to the exhibition, the society arranged to fly 500 covers London-to-London, leaving London, Canada on 1st September, 1967, the 40th anniversary of the original flight start. Each cover carries a souvenir sheet in lieu of a cachet and a special cancellation, '40th Anniversary/London-to-London/Flight Attempt/September 1st, 1927'.

The same souvenir sheets will be similarly used on souvenir covers mailed at the society's exhibition in November and the individual souvenir sheets also will be available.

The exhibition will have 12 classes in competition, open to all Ontario residents, with individual silver trophies as top prize in each case. An auction and 20-dealer bourse are part of the programme and the society's anniversary dinner will be held on Saturday evening, 11th November. It is hoped to have a top-ranking official of the Post Office Department as the guest speaker.

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CLASSIC BRITISH COMMONWEALTH

Stanley Gibbons Auctions Ltd. have pleasure in offering for sale one of the finest collections of the classic stamps of the British Commonwealth. The Lars Amundson collection needs no introduction to the connoisseur, but the perfection of every item is underlined by the estimated value of £175,000 and the fact that the collection was contained in only two albums. The collection is comprised of stamps issued before 1870, both used and unused and there are many blocks and multiples of extreme rarity. A glance through the auction catalogue will reveal how much of the material in this collection once belonged to the great collections of people such as Ferrari, Burrus, Hind and Charlton-Henry. The souvenir catalogue with colour illustrations is available at 10/6 and a bound edition, complete with realisations, is planned.



Some items of particular interest to readers of this magazine are included here. Canada—contains two of the rarest items in the collection, first an imperf. corner marginal pair, showing imprint and full sheet margin at top of the 1857 (7½d.) imperf. pale yellow-green, and naturally there is an 1851 (12d.) black on laid paper, but the condition really takes ones breath away, this is ex Lees-Jones. Another attractive piece but in a lower price group, is a used corner marginal copy of the 1855 (10d.) bright blue on medium wove paper, this stamp must be unique in this condition. Newfoundland also contains many gems, including the 1860 1/- orange vermilion showing the paper makers watermark. The outstanding item from this country is the 1857 2d. scarlet vermilion horizontal strip of three on cover.

**Stanley Gibbons Auctions Limited, Drury House
Russell Street, London W.C.2.**

BYPEX '67

BYPEX—'67—the Centennial Exhibition and Convention of the Royal Philatelic Society of Canada was held at The Talisman Inn, Ottawa, from 28th to 30th September, 1967.

Court of Honour

The Chairman was Colin H. Bayley, President of the Ottawa Philatelic Society and a capable committee planned the greatest Exhibition of Canadian philately ever held. An all-Canadian Court of Honour included selected frames from some of the world's finest Canadian collections—British Columbia by Stuart Johnstone of Vancouver; 1859 and Pence issues by Vincent Greene; Stampless Covers by Dr. Clare Jephcott; Revenues by Ed Richardson; Admiral Proofs by The Honourable G. C. Marler; Large Queens by Graham Fairbanks; and 'Bytown' material by W. E. D. Halliday and others.

Discussion Sessions

Throughout the Convention there were a number of Discussion Sessions. Mr. Hans Reiche of Ottawa, a member of the Convention Committee and well-known philatelic writer and speaker, arranged this part of the Programme. These Sessions included: 'Limited Means and Good Displays' by Mr. Sam Ray of Chicago; 'Collecting the Uncollectable' by Ed Richardson of Texas; and an illustrated slide session on 'Canadian Registered Cancels' by Horace W. Harrison of Pikesville, Maryland.

NOTE THE DATE **NOVEMBER 14**

CANADA 1870-1897 SMALL 3c TYPE

The fine collection formed by **Mr. George Hicks** of Listowel, Ontario, Canada and now offered for sale by auction.

There are many examples of the 3c. Indian red and some of the scarce perf. 12½. Much of the value, however, lies in the **Cancellations** and these have been arranged according to the famous '**Bowman**' sale of 1959.

Leaves and flowers, stars and crosses, crowns and Masonic symbols, bogey faces, names, letters, initials and types of geometric, segmented corks and cogwheels are represented.

The **Numeral Cancellations** include four-ring and two-ring types as well as the New Brunswick and British Columbia types.

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There was also a Dealer's Message Seminar, which was believed to be the first for any Canadian Philatelic Convention. Among those participating were top ranking members of the Canadian Stamp Dealers' Association.

Post Office Exhibit and First Day of Issue

The opening day of the Convention coincided with the first day of the issue of the Toronto Centennial Commemorative Stamp and the Post Office Department displayed a unique and interesting exhibit, as well as establishing a special Post Office at which a BYPEX cancellation was used.

Special Covers and Seals

Two special Covers were available—one recalling the early days when Ottawa was named 'Bytown' after Colonel By, who built the Rideau Canal. The other was a first day cover for use with the Toronto Centennial Stamp. A supply of attractive Seals for use on covers was also available.

THE LONDON SECTION

At the Annual General Meeting the Secretary reported that eight meetings had been held during the year.

While the main programme had been domestic, with members taking active parts in displays and discussions there was one exception when on 9th February Mr. A. P. Fawthrop gave a display of the Canadian Section of his collection and a talk on Early Canada and its problems—this meeting attracted the highest attendance for the year.

The Beaver Cup was won by Mr. G. F. George with a Study of the Large Head issue and the Judge was the Society's president, Mr. L. D. Carn.

During the year six new members had been found for the Society and three had also joined the London Section.

New Season's Programme

September	18	Bring and Buy Auction and Exchange Night.
October	16	My other interests.
November	20	Sir George Williamson—B.N.A.
December	18	Chairman's Night.
1968		
January	15	Early Postmarks.
February	19	Modern Canada.
March	18	Members' Auction.
April	22	Beaver Cup Competition.
May	20	Annual General Meeting.
June	17	Informal (6 sheets each).

Meetings are held on Mondays from 6.30 — 8.30 p.m. at 50 Pall Mall, London, S.W.1 (by courtesy of Mr. Robson Lowe) and any members living near London or visiting, who would like to join us, should write or 'phone the London Secretary, W. Williams, 53 Central Road, Wembley, Middlesex. 01-902-6442.

New Stamp Issues

100th ANNIVERSARY OF TORONTO AS CAPITAL CITY OF THE PROVINCE OF ONTARIO



A two colour 5 cents commemorative stamp to mark the Centennial of Toronto as Capital City of the Province of Ontario was released on the 28th of September, 1967.

A new stamp, large in size and horizontal in format, is printed by the intaglio steel engraving process. A foreground green framing includes, in the lower right corner, an early

period lamp post and three-quarter figures of a man and a woman with clothing of earlier days. They look toward the stamp's central vignette which consists of the artist's conception of the present-day Toronto skyline as seen from Queen's Park. The perspective shown, printed with red ink, was chosen to represent a view of the City as seen from the province's Legislative Assembly buildings, officially opened in 1893. Elements of the design are completed with the inscriptions printed in green; they include '1867', '1967' and 'Toronto' on three lines at the lower left corner; 'Postes' and 'Postage' in the upper part of the left segment and 'Canada' printed above the denominative 5 at the upper right.

Metropolitan Toronto, the seat of government in the provincial affairs for about one-third of Canada's twenty million population, has a population of two million and is Canada's second largest City. The area was the site of villages built by the Senecas and the Missisaugas; later it was to be the site of a French trading post. In 1793 the name was changed to York and this designation lasted until 1834 when incorporation as a City was under the earlier name of Toronto. It has been a region of strategic importance throughout recorded history and the area figured prominently in the affairs of Upper Canada prior to Confederation in 1867.

The design for the new stamp was developed by the Canadian Bank Note Company Limited, whose printing facilities were used to produce the full issue of twenty-three million.

CHRISTMAS STAMPS, 1967

The Canada Post Office will release Christmas stamps in denominations of 5 cents and 3 cents on the 11th October, 1967. The occasion marks the fourth consecutive year that specially designed stamps for Christmas mail have been prepared by the Department.



The 5 cents, printed in green, and the 3 cents, printed in red, are of identical design except for the denominative value. They will be 'small' in size and horizontal in format. Principal element of the design, in the lower right segment, is a group of three children singing traditional carols and Christmas songs. Clothed in suitable wear for the mid-winter season, they are flanked on the left by a snow-laden evergreen reminiscent of the traditional Yule Tree. Towering in the left background, symbolic of 'Peace on Earth', is a reproduction of the Parliament Buildings Peace Tower in Ottawa. The inscription 'Noel' and 'Christmas' appears over the children's heads; 'Canada' is shown under the book from which they sing, and the design elements are completed by the denomination appearing in the upper left corner.

Based on a submission by the British American Bank Note Company Limited, Ottawa, the new stamps are produced by the steel plate engraving process. The full issue, 255 million of the 3 cents value and 90 million of the 5 cents denomination, will be printed by the Canadian Bank Note Company Limited, Ottawa.

Release of the stamps in October is based on requirements for early overseas Christmas mailing.

MAPLE LEAVES—BACK NUMBERS

The attention of new members of the Society is particularly drawn to the availability of back numbers of the Society's journal. The stocks of these are being rapidly depleted and reprints are not available. Please state Volume No. and whole number required and send your order to the Librarian with remittance (3s. 6d. per copy, post free).

CONTRIBUTIONS FOR DECEMBER ISSUE

Contributors are reminded that the last date for the receipt of reports and notices (to guarantee inclusion in the December issue) is 31st October. Separate reminders by post have been discontinued.

Letters to the Editor . . .

Mr. W. R. Curtis writes:

Centennial Cancellations

I have been informed by the Post Office Department that dies bearing the Centennial Symbol have been issued for use at Goderich, Ontario and Fredericton, New Brunswick, in addition to the list of Canadian cities which you published in your last (August, 1967) issue of *Maple Leaves*.

Your readers may also be interested to learn that when cancelling dies with the same wording are ordered in multiple quantities, they are produced from the same master, and as this was the practice followed in manufacturing the dies bearing the Centennial Symbol, it is unlikely that there would be any varieties in these dies.

Incidentally, however, two different dies were used for Montreal: one with a c.d.s. reading 'Montreal Quebec' and the other 'Montreal P.Q. Canada'.

Mr. T. Mackay Long writes:

Floral Issue (S. G. 552)

I have not noticed any note in *Maple Leaves* in reference to the constant error variety in the recent floral issue for Newfoundland. The variety appears in the upper left stamp of the lower left plate blocks. This would be No. 41 in the lower left sheet. The error appears in the right flower. A part of the design has a red cross to give colour in the centre of the flower. The lower bar is nearly missing in this particular stamp. Perhaps this would be of interest to our members.



Mr. R. S. B. Greenhill writes:

Postage 5 cents Halifax

The 'stamp' reproduced above has recently passed through my hands, having been found in a collection of cancellations of the 1870's, and I wonder whether any member has seen it either as a cut out or on cover, and can supply any information about it.

The printing is in black and the appearance is suggestive of having been produced from a hand-set rubber stamp. The paper is gummed on the back and the piece has been torn from another surface.

It might be an unofficial package stamp for newspapers—or maybe, only the doodling of a wet afternoon which has existed to puzzle a later generation.

POST OFFICES OF SASKATCHEWAN

by Dr. J. G. Byth

- | | | |
|---------------------|--------------------|----------------------------|
| 1. Nadeauville* | 23. Neville | 45. North Battleford |
| 2. Naicam | 24. Newbank* | 46. North End* |
| 3. Naisberry* | 25. New Finland* | 47. Northern Pine* |
| 4. Naseby | 26. New Hillsdale* | 48. Northgate |
| 5. Nashlyn* | 27. New Holstein* | 49. North Makwa* |
| 6. Natika* | 28. New Home* | 50. Northminster* |
| 7. Nault* | 29. Newlands* | 51a. North Regina |
| 8. Neadale* | 30. New Osgoode | 51. North Portal |
| 9. Neasden* | 31. New Ottawa* | 52. Northside |
| 10. Neeb | 32. New Ufford* | 53. Northvale* |
| 11. Neidpath | 33. Nipawin | 54. North Wayburn |
| 12. Neilburg | 34. Nobleville | 55. Notre Dame d'Auvergne* |
| 13. Neola* | 35. Nokomis | 56. Nottingham* |
| 14. Neosho* | 36. Nolin* | 57. Nummola* |
| 15. Neptune | 37. Nora | 58. Nunebor* |
| 16. Nesbitt Forest* | 38. Norbury* | 59. Nushka* |
| 17. Nesham* | 39. Norden* | 60. Nutana* |
| 18. Nestledown | 40. Norge* | 61. Nut Lake* |
| 19. Netherhill | 41. Norite Bay* | 62. Nut Mountain |
| 20. Netherton* | 42. Norquay | 63. Nygren* |
| 21. Net of Lakes* | 43. Norrishville* | |
| 22. Neudorf | 44. North Annex* | |

* Office Closed

USED ABROAD —by John M. Kitchen

Most philatelists have at one time or another seen or heard of postage stamps 'Used Abroad'. This often occurs when a country's armed forces have their own postal service while serving in another country; often a regular postal issue is overprinted to designate the country or place of its use.

A cacheted First Day Cover in observance of the visit of U.S. President Johnson to Expo 67, the World's Fair in Montreal, Canada, and to the United States Pavilion there is in this category and was specially prepared for the occasion. This is truly an international cover, bearing both the United States stamp issued in honour of Canada's Centennial and the Canadian stamp honouring its Pavilion at Expo, which is called Katimavik, the Eskimo word for 'gathering place'.

Far from being an overprinted regular issue, commonest of stamps 'Used Abroad', the U.S. stamp is a commemorative issue by the U.S. Government Printing Office, with the inscription 'Canada 1867-1967'. The U.S. stamp is cancelled 'U.S. Pavilion Montreal, Canada, 25th May, 1967', the first day of issue of the stamp and the day of President Johnson's visit. Although the Montreal, Canada cancels signifies that the U.S. stamp was 'Used Abroad' the U.S. Pavilion might be considered U.S. territory for the duration of the fair, in which case the Canadian stamp was 'Used Abroad', though the letter would have been delivered without the Canadian stamp.

Hence we have two examples of 'Used Abroad' on one cover.

Amendments to Membership to 31st August, 1967**New Members**

1582. FIELDING, J. D., 211 Earlham Road, Norwich. C, PH
 1583. KNUDSEN, K., Thehoj, Norup, Denmark.
 1584. BROWN, D. E., 10818—123 Street, Edmonton, Alta., Canada. P, SC, PL
 1585. HEXTER, S. W., 13 Broad Park Road, Peverell, Plymouth. C
 1586. SHEPPHERD, P., 134 New Park Road, London, S.W.2. C
 1587. WAIN, N. C., Group Engineer's House, Station Lodge, Littlemore Hospital,
 Littlemore, Oxford. C, PC
 1588. WHITE, A. W., 8 Gordon Street, Catrine, Mauchline, Ayrshire. CL, CS, P

Resignation

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 649. SCOTT, B. 1018. SHORT, C. J.
 19. SPENCE, A. W. D. 475. WOOD, S. A.

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 1439. STEINHART, A. L., 3886 Bathurst Street, Apt. 203, Downsview, Ont., Canada.

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1444. BAUER, W. E., 3843 Garrison Street, N. W., Washington, D.C. 20016, U.S.A.
 1099. BANNO, Dr. E. C., 1830 St. Denis Road, West Vancouver, B.C., Canada.
 1016. CLEMENTS, E. H., 86 Offington Drive, Worthing, Essex.
 842. CATTERALL, F. W., 16 Potter Crescent, Saskatoon, Sask., Canada.
 510. GEORGE, G. F., Woodbury, Trevone, Padstow, Cornwall.
 1066. HILL, J. R., Apt. 2,300—4th Street, Coralville, Iowa 52240, U.S.A.
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 1551. PALSER, D., 14 Fordfield Road, Kitts Green, Birmingham, 33.
 1200. POTTS, G. H., 941 Marchmont Road, Duncan, B.C., Canada.
 210. RICHARDSON, E. A. 114, Royal Drive, P.O. Box 939 League City, Texas 77573 USA.
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