

MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

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66, East Bawtry Road, Rotherham, Yorkshire

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EDITORIAL

Future Issues

Our appeal to members to offer suggestions as to how *Maple Leaves* can best serve the needs of a wide membership with many and varied interests has met with little response. We are, therefore, all the more grateful to those who have taken the trouble to write and we shall in these columns try to answer criticisms and to air suggestions which may provoke further comment. Many of the suggestions received we should like to adopt and most certainly would adopt IF the treasurer had a bottomless purse, or even if it were only a little deeper than it is. To those who have suggested more illustrations we would suggest in turn a glance at the last statement of accounts; photography and block-making are expensive processes and this being so illustrations have to be kept to a minimum. Indeed some articles have, reluctantly, to be refused because of the prohibitive cost of reproducing the very necessary illustrative material which accompanies them. We say nothing, of course, about **coloured** reproductions of old and new stamps issues, for the simple reason that the whole idea has left us wordless!

A number of members have requested more articles for beginners and less for the connoisseurs and this suggestion sent us thumbing through our back-numbers starting with the last (February) issue. This contained no articles at all of a highly-specialised nature and one (on postal stationery) which was solely designed for those of us who know nothing of this neglected field. This is one of a series the second of which appears in this issue. The same might almost be said of the articles on postmarks—R.P.O. Registry markings and Postage Due markings. 'Philatelic Poor Relations' belongs to the same category and is an introductory article on a despised and rejected topic. If they are not 'beginners' articles in one sense they are at least intended for those who have not yet begun to look at the less fashionable and less popular facets of Canadian philately, and that most surely includes almost everyone!

One member has also suggested that we have less long articles on 'Small Queens', a comment which was redeemed by the thoughtful addition of 'etc.'

Apparently he did not take the trouble, as we did, to check WHEN ANY REFERENCE WAS LAST MADE TO THIS EXTREMELY POPULAR SUBJECT. If he had done so his search would have taken him back to February, 1967, more than a year ago when Mr. Smythies contributed a most helpful and original article on 3 cents S.Q. shades, a field of study where specialists and beginners alike can never know too much!

More helpful suggestions from the same member include the publication of prices realised at auctions and competitions, for example, on the changes we might expect in all things connected with stamps in the next ten years. Well, this would certainly be an opportunity for those of our readers who fancy themselves in the role of 'Philatelic Old Moore'. It would also be an opportunity, we hasten to add, for generous members to donate prizes for those competitors who can see thus far into the future.

For our part we must confess that the future does not extend beyond the next two months. Peering so far ahead we see an empty editorial in-tray and face the prospect of producing 28 pages of *Maple Leaves* out of aery nothings. The visions of the future that we see and the dreams we dream are of fleets of mail vans arriving with tons of bright, new, original articles guaranteed to capture the interest of every member from beginner to specialist. The reality, as distinct from hallucinations of this kind, is something we have to live with and what **might be** bears about as much relation to **what is** as a fireside pipe dream does to a cold and foggy November morning in Rotherham!

At this point there is an obvious need to repeat that we are very grateful for the suggestions received, impracticable or otherwise, and in our next issue we hope to be able to list all those which are within the realm of possibility. Incidentally, no one has suggested that the annual subscription be raised to meet the cost of all the improvements we should like to see and, finally, we have NOT passed on to the Business Manager one suggestion that we 'have fewer advertisements'! None of our readers (with the exception of one) will be surprised to hear that our Treasurer greeted THAT macabre joke with what can only be described as 'monumental incoherence'!

Mr. A. F. L. McGregor

In order to relieve Mr. McGregor of some of the burden of work which normally devolves upon him, Mr. J. A. Grant has kindly agreed to accept responsibility for the accounts of the Society in future. **All subscriptions should still be sent to Mr. McGregor, however, as heretofore.** We are grateful to Mr. Grant for his assistance in this matter and our thanks are also particularly due to Mr. McGregor for the invaluable help to the Society which he will continue to afford us. For administrative purposes Mr. McGregor is now designated 'Assistant Treasurer', and Mr. Grant, 'Treasurer'. For addresses please refer to the Officers' Panel on page 112.

Not so much a Postage Stamp . . .

More a way of Franking

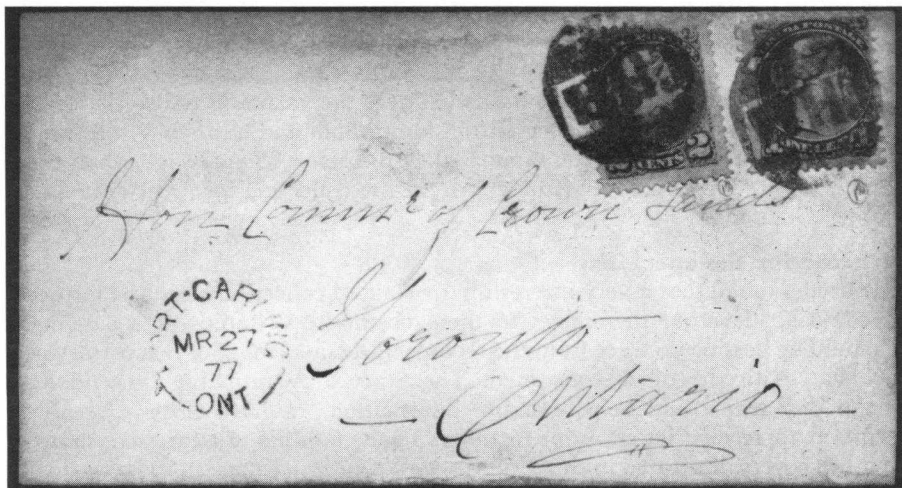
by S. F. COHEN . . . Part X

POSTMASTERS' INITIALS

In the whole field of Canadian postmark collecting, I don't believe there is anything more popular than the range of Names, Letters and Initials which are to be found in profusion on the stamps of the late 19th century. The largest Chapter in that remarkably fine handbook devoted to Fancy Cancellations of the period—and I refer, of course, to the Smythies/Day work—has as its subject these 'Letter' marks with no fewer than 24 Plates of illustrated examples.

Amongst these are to be found the corks which some Postmasters of the time cut with the idea of achieving a certain degree of immortality. This they did by carving out their own initials to be used as a cancelling device, and many and varied are the artistic embellishments with which they beautified their monograms. The records of the post offices confirm that these postmasters existed, and so we know that, for instance, at Port Carling, Ontario, the fancy initials 'B.H.J.' are those of one B. H. Johnson, the postmaster there from 1875 to 1881, and possibly longer. His corks wore out after a year or so of use, and at least three different designs have been noted bearing his initials.

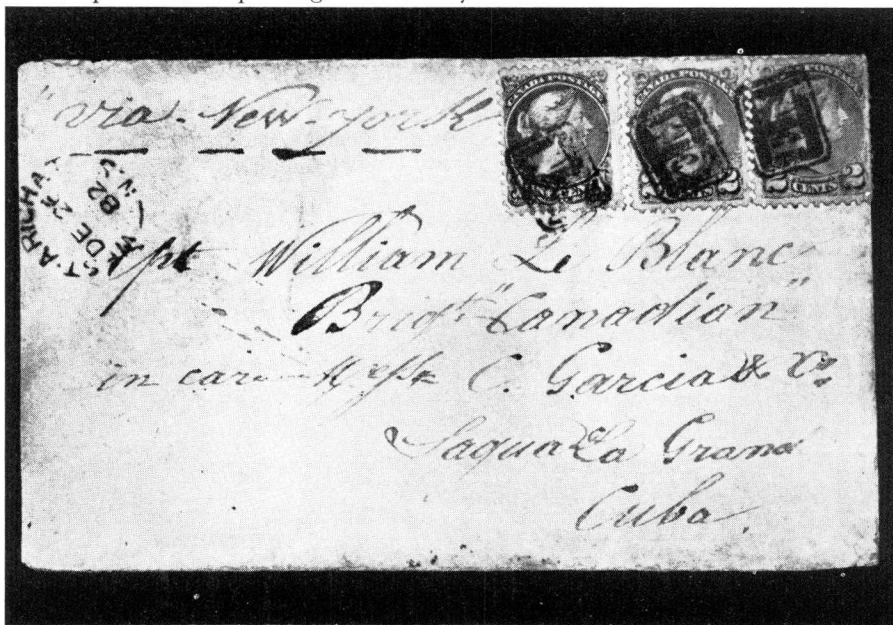
My first illustration shows a cover from Port Carling, dated 27th March, 1877, with single 1 cent and 2 cents small queen, to Toronto. Each stamp has been impressed with the 'BHJ' cork, a design showing the initials in an intaglio rectangle surrounded by a thick black circle, (Jarrett 1005, Smy/Day 421/2). It is quite surprising how few copies of this postmark turn up either on or off cover, and yet it is one that unfortunately has been seen forged quite often by the writer. This can be told by the ink, which usually washes off completely if immersed in warm water. (*see below*)



West Arichat, Nova Scotia

Postmaster Emil Moucher was busy in the 1880–82 period carving out his initials in the little Nova Scotia office of West Arichat. He made a very neat job of an intaglio 'E.M.' which he surrounded in a small black rectangle and for good measure added a thin black surrounding line so that the overall effect was rather pleasing (see illustration) particularly since the impressions of this one are nearly always solid and clear.

The cover illustrated was posted on Boxing Day 1882 from West Arichat to a sailor serving on the Brig 'Canadian' due to be in Cuba and addressed there to await his arrival. The 2 × 2 cents and single 1 cent small queens show the 5 cents rate via New York and the back-stamp shows a Cuban arrival mark for 5th January, 1883—not bad going either. Ten days for such a journey, and no aeroplanes to help along in those days.



The ink of the penned address has faded over the years but not so the three fine impressions of Emil Moucher's little stamp. Bold and clear they still stand out, very much, I imagine, the same as they did some 85 years ago when this letter was posted. This cover emanates from the collection formed by the late Stanley Godden.

A theme for the specialist

It occurs to me that a very interesting specialised collection might be formed by someone devoting themselves to these postmasters' initials as a sideline. It should be possible to trace from the records, the exact length of years of service each had with the office concerned. There are very probably descendants to this day who could help with the information. (I have been agreeably surprised to receive letters from members of the families of addressees shown on other covers illustrated in this series.)

CANADIAN MACHINE CANCELLATIONS

by
Dr. M. W.
Carstairs

The Machine Cancellations of Canada have been described and written up over the years by several collectors, among them such specialists as K. Barlow, A. L. McCready and Ed. Richardson. However, comparatively little study has been made of certain aspects of their story, and it is with some trepidation that I shall attempt to fill some of the gaps.

The first machines were introduced in Montreal in March, 1896. They were 'Imperials', built under licence by the Ethridge brothers, who traded as the American Postal Machine Company. An early brochure of the company shows the first Canadian flag dated 18th March, 1896, and the first wavy line type dated 23rd March. These may be the proofing dates of these dies, but they are not the earliest Canadian machine dies. This distinction goes to Richardson type M3 (Fig. 1), which is recorded for March 11th, 13th, 19th and 20th, 1896. (N.B. Breaks in circle at 9 o'clock and 3 o'clock. These are present in all machines until 1902.)

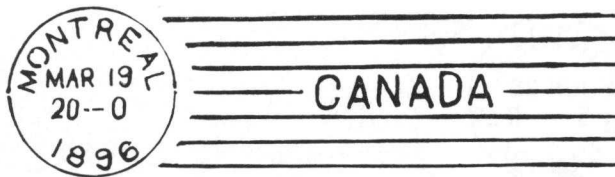


Fig. 1

Flag postmarks were not a new departure for the Ethridge brothers, as they had been supplying the Americans with 'flags' since October, 1894.

The 'Imperials' were large, clumsy and expensive machines, but none-the-less they represented a tremendous advance over the previous stamping equipment of duplex, squared circle, and the like.

The dies were made in three interchangeable parts:

1. The Killer portion. (Flag or wavy lines.)
2. The upper half of the datestamp and
3. The lower half of the datestamp.

The join between the upper and lower halves of the datestamp can be seen in the majority of specimens on the rim of the datestamp at 3 o'clock and 9 o'clock.

The year date does not seem to have been moveable, as on all copies examined a new dater was present in 1897 dates. However one copy has been seen with the year date missing. (Hollingsworth collection.)

A certain amount of interchanging occurred between the dater portions and the killer. One 1896 Montreal dater had a very short side arm to the 'L' of 'Montreal', and this can be found on Flag type 2 in April, on type M1 in April and May, and on Flag type 1, with 'F' in the flag in August.

Imperial machines were supplied only to Montreal and Ottawa. In Mr. Wilsdon's article in B.N.A. Topics in April, 1965, we learn that six electrical stamping machines were in operation at Montreal in June, 1897. Four or five of these would be 'Imperials', but the sixth was doubtless a new type, the Bickerdike.

In December, 1896, the Canadian Postal Supply Company supplied the first Bickerdike machine to the Montreal Post Office for trial; this was the Richardson type 3, serial No. 15.

There is little doubt that the Bickerdike machines were better, for they could stamp letters faster and with greater accuracy, and as far as I can deduce, they did not give so much mechanical trouble. Because of this the Post Office ordered more of them to replace the 'Imperials'.

Meanwhile the Diamond Jubilee celebrations were under way, and on 20th June the ornate but beautiful Jubilee flags were used for the first time on the new Jubilee stamps at Montreal. Fig. 2 shows an example of Richardson type 4 dated 20th June from an un-addressed envelope, possibly a sample strike for distribution to the Press, as this was an important occasion.

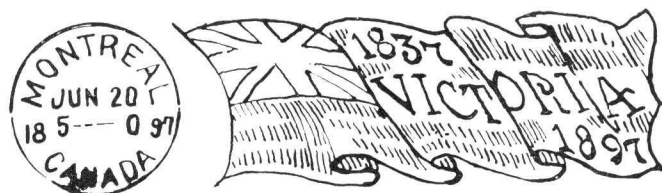


FIG 2

Despite these beautiful postmarks, it was not long before the Bickerdike machines arrived at Montreal and then Ottawa, and the 'Imperials' were retired for good. The last 'Imperial' flag, and I rely on Richardson's lists, was used at Montreal on 5th August, 1897, and at Ottawa on 20th September.

The new Bickerdike machines also used Jubilee flags at Montreal and Ottawa, types 5 and 6, but they were mainly too late for the celebrations, and the flag (Richardson type 3), was their basic production. In early 1898 these were strengthened by the addition of two thick horizontal bars seven millimetres apart. (Richardson type 8). Constant flaws in some of these flags can be followed across the change.

Thus 'Toronto' with 'F' in the flag has a flaw in the Union Jack in both 'states' (Fig. 3). New flags were made for the Toronto Exhibition of 1901, however. (N.B. Constant flaw in upper right of Union Jack.)

Like the 'Imperials', the Bickerdike dies consisted of the same three parts. The year date was fixed for the first three digits of the year, but the fourth could be changed. For proof of this, specimens dated in 1899 or 1898 should be



FIG 3



FIG 4

examined. The last digit is often set above the others. Nevertheless it was usual to use an entirely new dater die at the beginning of the new year, and this, of course was an absolute necessity at the turn of the century.

Toronto received some 'Bickerdikes' in August, 1897, and Hamilton in December, but none was sent to Victoria or Rockland.

The Victoria flag (Richardson type 12), is a hand roller, while the date-stamp was made in one piece, unlike those for the machines. I understand it is still in existence.

It is very doubtful if the 'Rockland flag' is a Canadian postmark, for there were at least a dozen 'Rocklands' in the United States at the time.

When the 'Imperials' were not using their flag dies at Montreal, they were fitted with a killer of seven wavy lines, enclosing the word 'Canada' (Richardson type M1 and M2). This killer was copied for the Bickerdike machines, and a very similar one was used in 1899 and 1900. The wave crests of the killer are more pronounced or deeper, and the word 'Canada' is somewhat wider spaced; it is also taller ($3\frac{1}{2}$ mm.) than the 1896 Imperial, but the 1897 Imperial is the same height.

Some confusion seems to have arisen in the past because of the large number of postmark dies compared with the number of available machines. Of course

there was more than one die per machine, and it can be assumed that some of the rare postmarks come from spare dies that were used only occasionally.

If some of the killers are examined closely, then differences can be found to sub-divide the known flags even further than has been hitherto attempted. I would, in particular, draw readers' attention to the first Bickerdike flag (Richardson type 3) (Fig. 4). (N.B. There are 2 varieties of type 3: (1) lower diagonal of Union Jack on right meets or tails to meet vertical lines of flag, (2) varying spacing of year date.)

All the machines in Canada until 1902 had been 'Imperials' or Bickerdike, but in that year a Mr. Dolphin, of the International Postal Supply Company of New York, persuaded the Canadian Post Office to carry out trials with his 'International Machine'. By August 1902 all the Bickerdikes had gone; but that is another story.

This has been a fascinating, yet frustrating article to write because so few hard facts are available, and much of it is deduction, comparison with what happened at the G.P.O. in London, and perhaps a little speculation thrown in.

Therefore I should be more than grateful if someone could come along with new ideas, new facts, criticisms and even contradictions.

Division of postmarks by Manufacturers, according to Richardson's types

- I. Imperials of the Ethridge brothers
Flag types 1, 2 and 4.
Machine types M1, M2 (1896 and 1897 dates) and M3.
- II. Bickerdike Machines
Flag types 3, 5, 6, 7, 8, 9, 10 and 11.
Machine types M2 (1899 and 1900 dates), M4, M5 and M6.
- III. International Postal Supply Co.
Flag types from 1917.
Machine types M7 and later.

References and Further Reading

- The Victoria Jubilee Special Cancellations—Essays*, Winthrop S. Boggs, *Maple Leaves*, Vol. 6, August, 1957.
- Canadian Flag Cancellations*, A. L. McCready.
- Victoria's Mystery Cancellation*, Reginald Nairne, *Maple Leaves*, Vol. 6, October, 1957. (Reprinted from *Popular Stamps*, June, 1953.)
- New Notes on Canadian Flag Cancellations*, Ed. Richardson, *B.N.A. Topics*, Vol. 17, 1960-61.
- It could be luck*, Lt. Col. L. W. Sharpe, O.C., *B.N.A. Topics*, Vol. 11, December, 1954.
- Early Stamp Machines*, W. G. Stitt-Dibden, *Postal History Society Handbook*, No. 17, 1964.
- Wave Them Flags*, J. F. Wilsdon, *B.N.A. Topics*, April, 1965, Vol. 22.

Canada The Small Heads

- | | |
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| 4. 2c. deep green. Fine mint block of four centered slightly south wets, otherwise superb. S.G.81 | £17 10 |
| 5. 2c. grass green. Scarce used single in Imperf. condition. Additionally bears clear off-set on reverse. S.G.82a | £8 |
| 6. 1877 cover to Italy bearing 1c. and strip of three 3c. orange red. A scarce rate and attractive cover. S.G.78, 86 | £15 |
| 7. 3c. indian red. Fine block of four cancelled with Hamilton dplex. A scarce shade and rare in a block. S.G.83 | £45 |
| 8. 3c. indian red. perf. 12½. Fine used example of this rare perforation with circular date stamp of New Brunswick. Slightly off Centre otherwise superb. S.G.83a | £65 |
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|--|--------|
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| 12. 3c. deep rose red. Fine mint pair. Scarce. S.G.84 | £28 |
| 13. 3c. dull red. Superb Unmounted mint block of six (2 x 3). Fine centring and fresh. S.G.85 | £25 |
| 14. 3c. orange red. Remarkable large block of 12 (6 x 2) in fine mint condition. Scarce thus. S.G.86 | £35 |
| 15. 6c. yellowish brown. Fine mint, centred block of four. Scarce. S.G.88 | £22 10 |
| 16. 1873-77. perf. 11½ x 12. 10c. very pale lilac magenta. Fine unused example with much original gum. A rare stamp. S.G.98 | £45 |
| 17. 1882. ½c. grey black. Fine used example on envelope used as a circular. Rare usage. S.G.102 | £35 |
| 18. 1888-97. 5c. brownish grey. Fine mint block of 15 (5 x 3). S.G.107 | £25 |
| 19. 1888-97. 6c. deep chestnut. Fine mint block of four. Full original gum and scarce. S.G.108 | £15 |
| 20. 1888-97. 10c. salmon pink. Superb used block of four with c.d.s. cancellations of Montreal. Scarce. S.G.110a | £45 |
| 21. 1888-97. 10c. brownish red. Superb used block of four cancelled with c.d.s. of Toronto. Scarce in a block. S.G.112 | £25 |
| 22. 1888-97. 10c. brownish red. Top marginal Imperf. block of four showing part imprint. Scarce. S.G.112a | £40 |
| 23. 1893. 8c. pale bluish grey. Fine mint pair, variety Imperf. Scarce. S.G.117a | £10 |
| 24. 1893. 8c. blackish purple. Brilliant mint block of four. Scarce. S.G.120 | £20 |

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The Study of Canadian Postal Stationery

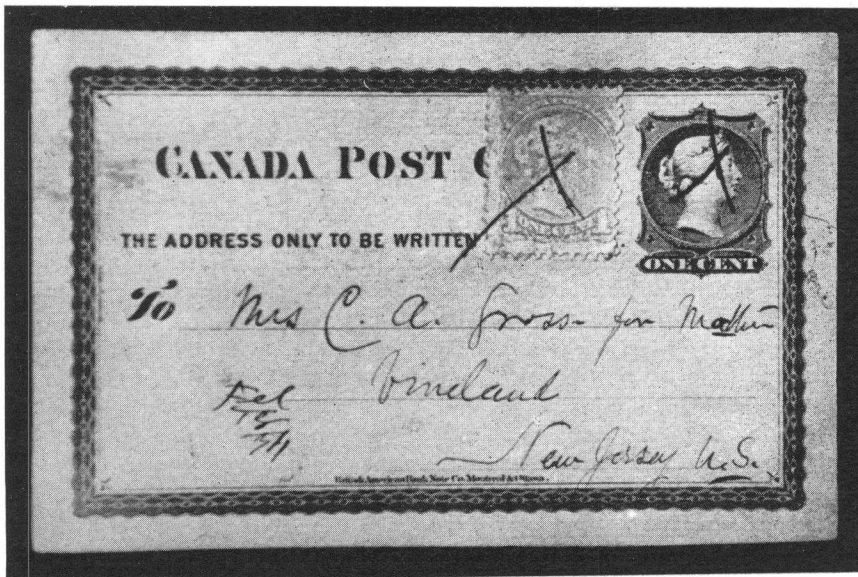
~~~~~  
by  
J. P. Macaskie,  
F.C.P.S., part 2  
~~~~~

Although the invention of the post-card is credited to an American, the idea of using it as official postal-stationery, bearing an imprinted stamp, seems to have originated in Europe and to have been based on proposals put forward in Germany and Austria in the 1860's. Austria was the first country to adopt the idea and issued its first post-cards on the 1st October, 1869, followed in 1870 by another five countries (including Great Britain) and in 1871 by a further eight countries, of which Canada was one. This rapid spread clearly indicates the success which attended their introduction. Canada holds the distinction of being the first country outside Europe to make use of them, for it was some two years later before they appeared in the United States.

Like many inventions the basic features used by the originators were widely adopted by others and it is of interest to compare the details of the Austrian, British and Canadian cards in the tablet opposite, from which it will be seen that the Canadian design has links with both of the others. A Postmaster General's report in 1870, however, which announced Canada's intention to issue such cards, mentioned particularly the success of the cards in the United Kingdom and this seems to have been a significant factor in the Canadian decision.

The Postmaster General's report for 1871 referred to the issue of postcards from June, 1871 and mentioned that 1,470,600 had been issued up to the end of that year. Most of the specialist handbooks which I have seen give the actual date of issue as the 8th May, 1871 but my own earliest date is the 26th July. The evidence supporting the 8th May, 1871 appears to be derived from a Post Office announcement on that date in a Halifax newspaper which gave notice that the cards 'are now ready to be issued for sale to the public'. The point was also made that post-cards could be registered under the same regulations as a letter if the charge was prepaid by affixing a 2 cents stamp. Examples of such use must be very uncommon and I was interested to see that Mr. Stanley Cohen has a registered card of this type in his collection (illustrated and described in *Maple Leaves*, October, 1967, page 3). However, this was not the only circumstance which required the addition of an adhesive stamp because, by arrangement with the U.S. Post Office, postcards of each country were allowed to pass between Canada and the U.S.A. from the 1st July, 1873* at a rate of 2 cents, i.e.: requiring the addition of a 1 cent adhesive stamp. This arrangement lapsed from the 1st January, 1875 onwards following a later agreement that mail between the two countries should be exchanged at the Domestic Rates of each. I have a solitary example of the earlier rate posted from Campden, C.W. to New Jersey on the 18th February, 1874 (*see opposite*) and a few examples of use to the U.S.A. without extra charge from 1875 onwards, my earliest example of this being on the 26th February, 1875. (**see note on page 96*)

	Austria	Great Britain	Canada
1. Sizes (approx.)	$4\frac{3}{4}'' \times 3\frac{1}{2}''$	1. $4\frac{3}{4}'' \times 2\frac{7}{8}''$ 2. $4\frac{3}{4}'' \times 3\frac{1}{2}''$	1. 1871. $4\frac{3}{8}'' \times 3''$ 2. 1876. $4\frac{3}{4}'' \times 3''$
2. Details on front of card			
(a) Heading	'Correspondenz-Karte' and Austrian Crest	'Post Card' and Royal Crest	'Canada Post Card'
(b) Stamp impression	Top right	Top right	Top right
(c) Ornate border	Yes	Yes	Yes
(d) Name and address lines in lower half	Yes	No	Yes
(e) Instruction 'The address only to be written on this side'	No	Yes	Yes
(f) 'To' preceding the first address line	Yes ('An')	Early cards—Yes Later cards—No	Yes
3. Method of printing	Surface	Surface	Recess
4. Reduced postal rate charged	Yes	Yes	Yes
5. No charge other than postal rate	Yes	Yes	Yes



There was nothing to prevent a postcard being sent as a letter, of course, if the correct postal rate was paid. Mr. J. J. Bonar has two fine examples of this in his collection, as follows:—

1. 21st July, 1875. Montreal to London, U.K., bearing 1 cent adhesive. The correct rate for a letter was 6 cents, therefore the card was 4 cents short paid and bears a handstamp and manuscript 'SHORT PAID 2, FINE 3' (expressed in pence), the fine being the amount of the proper postage, i.e.: 6 cents (or 3d.).
2. 19th November, 1875. Derby, N.B. to London, U.K., bearing a 2 cents adhesive. This card is marked 'As a letter' and handstamped 'Insufficiently prepaid' on the front and also backstamped 'Dead Letter Office, Canada, 23rd November, 1875'. The presence of a London handstamp indicates that it reached its destination and a further charge of 3½d. seems to have been made to cover the short payment of 2 cents and a fine of 5 cents, a total of 7 cents. (Note: The letter rate was reduced to 5 cents from the 1st October, 1875).

From the 1st January, 1877, an official rate of 2 cents was established for postcards to the United Kingdom and a special card in green was issued for this purpose on that date.

From the 1st November, 1872, the 1 cent rate for internal postcards was extended to Newfoundland but I have been unable to find any examples of such use so far.

*NOTE: Boggs gives this date as the 1st July, 1872, but I think this may be incorrect. Howe gives it as the 1st July, 1873 and states that it was reported in the Postmaster General's Official Report covering 1873.

The convenience and economy of stamped postcards were soon apparent to business firms in Canada and, as early as August, 1871, the Globe Printing Co. of Toronto, was rendering its statements of accounts on cards with appropriate private printing on the back, whilst in the following year an auctioneer in Montreal was drawing the attention of potential buyers to a sale of tea 'Ex-Hampton Court', the Merchants' Bank of Canada was using printed cards for the acknowledgements of letters received and many others found them of similar advantage. Although such cards bearing privately-printed backs reveal many interesting facets of Canadian life at that time one of my main purposes in studying them was to ascertain whether or not the Post Office issued cards in complete sheets for the convenience of members of the public who wished to add private printing on the back, as was the practice from about the end of the century onwards. This required the accumulation of a quantity of cards from one firm, used over a fairly short period, to check the possible use of more than one typesetting. I have been able to collect such a quantity for several firms, including two printing firms who could be expected to take advantage of such facilities as supplies in sheet form if these were available, but in every case each firm had only one typesetting over a period of several months even though more than one plate position was involved. It seems reasonable to conclude, therefore, that supplies in sheet form were not available at that time and that no complete sheets are likely to be in existence.

This completes my main notes on the introduction and use of Canada's first postcards and future articles will be devoted to the main plate characteristics. I should be glad to have details, however, of any other examples of these cards in other collections which have been used to other countries (including Newfoundland) or registered, as I am sure that the publication of a list of known copies would be a valuable record for collectors of postal stationery.

NOTE: In 1955 I wrote to the Canadian Post Office Department for any available information concerning the early postcards but received the reply that all records of the manufacture of them had been destroyed and that no official information is available. Consequently, most of the information given in these articles is based on an examination of a large number of copies except for references to Post Office reports and quantities issued, which have been obtained from Howe's *Canada Postage Stamps* and W. S. Boggs' *The Postage Stamps and Postal History of Canada*.

REVISION OF 1968 STAMP PROGRAMME

Three commemorative postage stamps to honour personages from the pages of Canada's history will be added to the Canada Post Office 1968 programme.

The first of the three additions, to be released on the 7th August, will mark the 150th anniversary of the year in which George Brown, a Father of Confederation, was born. It will be followed on the 4th September by a stamp honouring Henri Bourassa, a pioneer Canadian nationalist, whose birth occurred 100 years ago. The third addition will commemorate the 50th anniversary of the death of John McCrae, soldier, physician and poet, whose 'In Flanders Fields' became one of the best known poems written by a Canadian. Appropriately, the McCrae stamp will appear on the 6th November as a joint issue with a previously announced stamp marking the 50th anniversary of the 1918 Armistice.

Issues commemorating the births of Brown and Bourassa, both of whom were journalists, will have a joint connotation with Canada's linguistic heritage. In addition to being one of Canada's Fathers of Confederation, George Brown founded the English language *Toronto Globe*; Henri Bourassa was founder of the Montreal French language *Le Devoir*.

The revised stamp schedule is as follows:

Gray Jay	15th February
200th Anniversary of 1st Meteorological Readings	13th March
Narwhal	10th April
International Hydrological Decade	8th May
300th Anniversary, Voyage of the Nonsuch	5th June
Lacrosse	3rd July
150th Anniversary, Birth of George Brown	7th August
100th Anniversary, Birth of Henri Bourassa	4th September
Christmas (two denominations)	9th October
50th Anniversary, 1918 Armistice	6th November
50th Anniversary, Death of John McCrae	6th November

THE REGISTRY MARKINGS OF CANADA'S RAILWAY POST OFFICES

By
Horace W. Harrison
Part II

For introductory remarks see previous issue, Whole No. 111.

13. Montreal and Toronto Railway Post Office. Recorded by Shaw as 31 mm. (*Q*. 159?)
14. Montreal and Toronto Railway Post Office. 24 mm. Ludlow collection. (*Q*. 159?)
15. Montreal and Toronto Railway Post Office. Recorded by Shaw as 31 mm. and with 'Registered' spelled out in full. (*Q*. 160?)
16. Montreal and Toronto Railway Post Office. 24 mm. Tracing from the Proof Book. (*Q*. 160?)
17. Canada Southern Railway. Recorded by Jarrett, Boggs and Shaw. $52\frac{1}{2} \times 22$ mm. August, 1875. Harrison collection. (*R*. 121)
18. Hamilton and Lake Erie Railway. Recorded by Jarrett, Boggs and Shaw. 52×21 mm. January, 1875. Ludlow collection. (*R*. 130)
19. St. Clair Branch, a division of the Canada Southern. Recorded by Jarrett, Boggs and Shaw. 39×15 mm. exclusive of the points, 49 mm. point to point. August, 1878. Ludlow collection. (*R*. 140)
20. Buffalo and Lake Huron Railway. Recorded by Jarrett, Boggs and Shaw 41×12 mm. June, 1869. Harrison collection. (*R*. 120)
21. Canada Southern Railway. Recorded by Shaw. $42 \times 12\frac{1}{2}$ mm. December, 1883. Harrison collection. (*R*. 122)
22. Grand Junction Railway. Recorded by Jarrett, Boggs and Shaw. (*R*. 125)
23. Grand Trunk Railway. 41×13 mm. December, 1869. Steinhart collection. (*R*. 123*a*)
24. Grand Trunk Railway, Sarnia Branch. Recorded by Jarrett, Boggs and Shaw. (*R*. 124)

13.



14.



15.



16.



17.

REGISTERED
C.S.R.

18.

REGISTERED
H & L.E.R.

19.

REGISTERED
STICLAIR BRANCH

20.

REGISTERED
B & L.H.R

21.

REGISTERED
CAN. SOUTH-N-R

22.

REGISTERED
GRAND JUNCTION R.W.Y

23.

REGISTERED
G.T.R

24.

REGISTERED
G.T.R.S.B.

Convention 68 Auction

The auction this year will be in the hands of Mr. R. M. Hislop. Please note, that all lots to be sent to Mr. R. M. Hislop, Philatelist, Linlithgow, West Lothian, Scotland, AS SOON AS POSSIBLE.

Members are particularly asked to note that:

- (a) ONLY B.N.A. material can be accepted.
- (b) Closing date to guarantee inclusion in the catalogue is 19th July, 1968.
- (c) If possible please send a note of the estimated value, and the reserve, if any, together with a brief description of the lot.
- (d) Do NOT send lots with an estimated value of less than 20s.
- (e) Single stamps and small lots should be mounted or housed on paper or card NOT MORE THAN 5 ins. (horizontal) by 6 ins. (vertical).
- (f) Commission on sales is 15 per cent.

Please mark the parcel or envelope C.P.S. of G.B. in the bottom left hand corner. A stamped and addressed card must be enclosed if a receipt is required.

Catalogues will be available in August.

PLEASE SUPPORT THE CONVENTION AUCTION AND HELP THE SOCIETY. PLEASE HELP MR. HISLOP BY SENDING YOUR LOTS EARLY.



AT AUCTION—CHOICE B.N. AMERICA

Many of our clients are B.N.A. collectors and specialists and through our catalogues are able to obtain the many fine properties which come up for auction at the Bond Street Auctions. If not on our mailing list NOW is the time to write for a subscription form. Reduced rates are available for B.N.A. collectors, and these include Prices Realised.

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Maple Leaves, DISTRIBUTION

Several members have written recently complaining of the non-receipt of *Maple Leaves*, sometimes after a considerable period of time. An examination of the reasons for such a breakdown in communications reveals in almost every instance that the blame for this cannot be laid at the doors of the Society's officers. The work of maintaining an up-to-date addressograph is a voluntary chore which is undertaken anonymously by a prominent member of the Society, who is known to the officers alone. A glance at the very considerable list of amendments to membership which is published in every issue should convince anyone that this responsibility entails a fair amount of work of an intense nature very shortly before envelopes are despatched to the printer. Of a necessity this work is delayed until the last minute in order that it may be as up-to-date as possible. Once the envelopes have been sent to the printer any later notifications of change of address cannot become effective until the next issue is despatched to members. Provided a forwarding address has been notified to the post office this should be sufficient to ensure delivery of the current issue. Subsequent issues are not so likely to be delivered unless the secretary is notified of the change of address; they are more likely to be returned to the editor who then has to wait until he is notified before back numbers can be despatched. All this is, of course, assuming that subscriptions are not in arrears.

The Society ruling is that where a subscription is outstanding after the February following the October when the subscription was due **NO FURTHER ISSUES OF MAPLE LEAVES SHALL BE SENT** until the arrears are paid. This is clearly in the interests of all members who are sufficiently interested to pay their subscriptions promptly or at least not after a very reasonable period of grace which amounts to nearly six months.

May we remind members therefore that the solution to the problem is in their hands. **IF** the secretary is notified promptly of a change of address and **IF** the post office is provided with a forwarding address the chances of delivery of *Maple Leaves* **NOT** being effected are very, very remote. They are equally as remote if subscriptions are paid promptly on or before 1st October. Almost **EVERY** issue of *Maple Leaves* contains this reminder and it is difficult to see what more can be done. Incidentally, if things are not all they should be despite what has been said may we ask members to check their addresses as printed in the Year Book? A wrong entry here is automatically transferred to the addressograph and will continue to be so until the secretary has been informed of the necessary correction.

22nd Convention of the C.P.S. of G.B.

Wednesday, 16th October to Saturday 19th October, 1968. To be held at the Imperial Hotel, Stirling Street, Aberdeen.

Application for reservation should be made to:—

Mr. J. Hannah, 4, Hammersmith Road, Aberdeen. Tel. 39494.

(Hotel booking/competition entry form enclosed with this issue.)

75th LONDON PHILATELIC SOCIETY ANNIVERSARY

New colour and brightness in Canada's postage stamps were promised on Saturday night (11th November, 1967) at the 75th anniversary banquet of the London Philatelic Society at Centennial Hall.

J. Gordon Cunningham, post office department director of public relations and information said two, three, four and even five-colour stamps are a possibility next year.

In 1968 the Canadian Bank Note Company and the British-American Bank Note Co., Ottawa's two security printing firms, will be equipped to produce stamps in multicolour and in two or three different printing techniques.

The first two stamps will be ones picturing the gray jay and one for the 200th anniversary of the first meteorological recordings in Canada.

Three series of stamps which have been produced over a period of years—birds, animals and sports—will be closed during the next three or four years, Mr. Cunningham said.

New stamps will picture Canada's national parks, Indian artifacts, Eskimo carvings, the theatre and dance, fish, Indian masks and Canadian Indians themselves.

Awards for displays in the competitive exhibition were presented.

Grand award for the best exhibit in the entire show went to Dr. F. G. Stulberg of Toronto for early postmarks of his home city.

Top award for members of the London Philatelic was won by Gerald Drew-Smith of Galt for stamps perforated for security reasons.

The society's annual presentation of the W. T. Clark Memorial Trophy to the member judged to be making the greatest contribution to the society's progress went to Stan Shantz of London.

All day Saturday and again yesterday afternoon, hundreds of collectors thronged the hall to see displays including London's top philatelic rarity, a block of 25 stamps, bought in 1940 for \$25 which today is valued at \$12,500.

Attendance throughout the three-day event set an all-time high, with visiting collectors loudly praising the centennial hall's facilities.

'This is the finest place for a stamp show I've seen anywhere in Canada,' said one Willowdale visitor.

First and second prize winners in the competitive display classes were:

Canada's centennial, C. F. Black, Ottawa; H. F. Bardwell, Sarnia.

Canada 19th century, N. A. Pelletier, Toronto; L. D. Houle, Kitchener.

Canada 20th century, J. E. Averill, Toronto; T. Kilish, Detroit.

Canada postal history, Dr. F. G. Stulberg, Toronto; S/L R. K. Malott, Ottawa.

Canada, other collectables, Don Demaray, London; Gerald Drew-Smith, Galt.

British Commonwealth, R. Neville, London; Mrs. N. L. Gilmour, Ottawa.

U.S. Bruce Thornloe, London; Mrs. M. Kirkman, Sarnia.

Europe and colonies, A. A. Springthorpe, Wheatley; Mrs. Ruby Reavely, London.

Other countries, M. T. Montgomery, Hamilton; Harold Aikenhead, London.

Topical, Arnold Benjaminsen, London; H. F. Bardwell, Sarnia.

Thematic, L. DeMars, Minneapolis, Minn.; J. W. Snowball, Toronto.

Postal history, other than Canada, Joseph Holmes, Toronto; Arnold Benjaminsen, London.

Exhibits on printed pages, R. C. Oyagi, Scarborough; William Norris, London.

Juniors, Tom W. Moore; Catharine Moore.

(With acknowledgements to the *Montreal Gazette*)

Exchange Packet—IMPORTANT NOTICE

Having been your Hon. Packet Secretary for 4½ years I feel that the time has come when I must spend more time on my commitments and many other interests, and I have therefore resigned from the post. I will, however, continue to handle all matters connected with Packets at present in circulation, i.e.: **packets 16/67 to 3/68 inclusive.**

The Society is most fortunate in obtaining the services of Dr. W. M. Carstairs of 5, Tennyson Road, High Wycombe, Bucks., who has agreed to take over the duties of Packet Secretary **as from the 1st April, 1968.**

All material offered for circulation in the Packets after that date should be sent to Dr. Carstairs.

To the majority of members, I would say please give Dr. Carstairs the same support as you have given to me in the past, and to a small section of the membership I would say please endeavour to give better support to Dr. Carstairs than I have received. The warning issued on page 79 of the February issue of *Maple Leaves* will still apply.

I will hand over to Dr. Carstairs the material I have on hand, which includes a good supply of covers, but he will urgently require supplies of booklets of stamps. Please do what you can to give him a good start.

Please notify me of your holiday dates in good time in order that I can make a note and pass details to Dr. Carstairs.

Any further details of the change over will be issued in future editions of *Maple Leaves*.

J. E. Bielby

Canadian Airmail Notes

By FI/LT. R. K. MALLOT (Part IV)

Sandy A. F. MacDonald. Data by John Calder in the Magazine
From The Ground Up

The death of Sandy MacDonald on 29th June, 1965, removed one more of Canada's famous aviation personalities.

In regards to the first official air mail flight from Chesterfield Inlet NWT to Fort Churchill NWT, which is not listed in the AAMS Catalogue, he wrote:

'No. 3 General Purpose Detachment R.C.A.F., equipped with 2 Bellanca Pacemaker seaplanes, was doing a photographic survey operation in the summer of 1931 along the West Coast of Hudson Bay from Fort Churchill to Chesterfield Inlet and inland from the coast to Lake Kaminuriak. The Detachment also carried out a transportation operation between Baher Lake and Beverley Lake, moving supplies for the Northwest Territories Branch, Dominion Government. The Detachment was based at Tavane. Personnel consisted of Flt. Lt. A. F. MacDonald (the writer), Flying Officer P. B. Cox (now inspector, R.C.M.P. and for many years in charge of R.C.M.P. Air Service Division), LAC Harvey, LAC Green and Sgt. Lunney.

'Early in July we received advice from R.C.A.F. Headquarters that we were to carry mail from Chesterfield Inlet to Fort Churchill on a special airmail flight authorized by the Post Office Department. No special stamp was issued, but notice of the flight had apparently been widely publicized to stamp collectors, as a large number of letters began to arrive from many parts of the world. Most of these were accompanied by a request for the carrier's identification and the pilot's signature, so we imprinted the Detachment rubber stamp on the envelopes and added our signatures. I am enclosing a photo print of one of the cachets which I mailed to my Mother. We split the load of mail between the two aircraft, VA and VB. The latter was flown by F/O Cox and the former by the writer. The flight was carried out on 31st August, 1931, in accordance with the Operation Order.'

For those members with a copy of the *Canadian Air Mail First Flight Pilots and Their Airmail Flight*, 2nd Revision, 1st March, 1962 the following corrections should be made:

- a. page 4 after Cotton, Major F. S. add
Cox, P. B. (R.C.M.P.), 7th August, 1931, Chesterfield Inlet NWT to Fort Churchill, NWT.
- b. page 14 at top delete MacDonald, F/L A. F., 30 May, 1930, Wabowden to Cross Lake & Norway House
and add MacDonald, D. F. The latter MacDonald flew the flight of 21st July, 1936, Haileybury to Mud Lake and return (AAMS No. 589 and 589a).
- c. page 14 before MacDonald, D. F. add
MacDonald, F/L A. F. Sandy (deceased), 7th August, 1931—Chesterfield Inlet N.W.T. to Fort Churchill, N.W.T.

50

ANNIVERSARY**1st Canadian Air Mail
Flight**

On 24th June, 1918, Captain Brian A. Peck, a Canadian in the Royal Flying Corps (R.F.C.), flew the first airmail flight in Canada when he flew the 340 miles between Montreal, Quebec and Toronto, Ontario. Since the Canadian Post Office chose not to issue a stamp for the 50th Anniversary of this event, a group of interested Canadian Air Mail Flight cover collectors provided funds to pay for the preparation and use of two Post Office dies to commemorate the event. The two dies will be used from the 1st to the 24th of June 1968 inclusive at the main Post Office in Toronto and in Montreal. All mail going through the applicable cancellation dies in these two cities will receive the appropriate cancellation. Please note that the Canadian Post Office will not handle any requests for cancelling envelopes at these two Post Offices. The envelopes requiring cancellation must be dropped in the mail at the appropriate Post Offices.

The die in Toronto will read: '50th Anniversary,
1st Air Mail Flt.,
Montreal-Toronto,
24th June, 1918.'

The die in Montreal will read: 50^e Anniversaire,
1^{er} Vol Postal,
Montreal-Toronto,
24 Juin, 1918.'

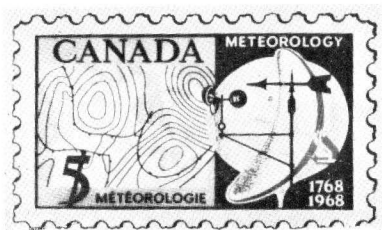
To help defray the cost of this project and to obtain funds to carry out two other 50th anniversary projects re pioneer flights in Canada the group will provide appropriate covers at 25 cents each. This amount will provide an airmail envelope with a 5 cents stamp on it for the postage rate for airmail between Toronto and Montreal. All envelopes are addressed to one address and will be sent under separate cover to those ordering them. Envelopes will be available from Montreal and Toronto on two dates—1st and 24th of June. All envelopes ordered will receive a special boxed cachet referring to the event as well as the Post Office die cancellation. No special envelopes will be made to order. **All envelopes must be ordered by 15th May, 1968, and all will be sent to the appropriate collectors after the 24th June, 1968.** Allow for two weeks for delivery after the 24th June. Those interested should send their orders to S/L R. K. Malett, 16, Harwick Crescent, Ottawa 6, Ontario, Canada.

R. K. Malott S/L,
Coordinator of 50th Anniversary of the
First Air Mail Flight in Canada.

NEW STAMP ISSUE

METEOROLOGY

A 5 cents Meteorological stamp was issued by the Canada Post Office on the 13th March, 1968, to commemorate the 200th anniversary of Canada's first long-term fixed point weather observations.



Horizontal in format the new stamp has dimensions of 40 mm. \times 24 mm. It is produced by the four colour lithographic printing process in yellow, light blue, indigo blue and ochre. A left panel incorporates an authenticated section of a recent weather map prepared by the Meteorological Branch of the Canadian Department of Transport. Yellow is used as a background for the map area; lettering on the top left of the stamp is 'Canada'; at the bottom left appears the denomination '5' and 'Météorologie'. Wording in this left portion is in indigo on a light blue background. A right panel on the stamp consists of a composite of weather instruments surmounted by 'Meteorology'; at the lower right are the dates '1768-1968'. Lettering on the right panel is printed in white on an indigo background. Indigo and ochre shades are used for the radar antenna and the anemometer superimposed on a principally white weather balloon.

The design selected was executed by the British American Bank Note Company Limited, Ottawa whose facilities were used to print the full issue of 24,000,000 stamps.

The weather readings commemorated by this stamp were started at Fort Prince of Wales, Churchill, by William Wales and Joseph Dymond on the 10th September, 1768; daily observations by thermometer and barometer continued until the 27th August, 1769. Earlier remarks on the weather had been recorded by soldiers, explorers, and others but these are largely non-instrumental, and were made in transit rather than at a fixed point. Dymond and Wales were at Hudson Bay under instructions from the Royal Society to observe the transit of Venus. Wales, one of the foremost astronomers and mathematicians of his day, was later to accompany Capt. Cook on voyages around the world. Fort Prince of Wales, a post originally established as Fort Churchill, was destroyed by fire while under construction in 1689; it was rebuilt in 1717. The area on which the fort existed is now preserved by the Canadian Government as a national historic site.

The weather is acknowledged to have a stronger and more continuous impact on our lives than any other feature of the environment in which we live and pioneer weather observation led to a vital modern service provided by the Meteorological Branch, Department of Transport, whereby untold loss of life and property is nowadays averted by special bulletins ranging from frost warnings for agriculturalists to hurricane alerts; aviation, industry, public utilities, shipping, agriculture, and forest interests depend on forecast services provided by the meteorologists.

First Day Cover service for the Meteorological stamp was provided by the Postmaster, Ottawa 2, Ontario.

WILD LIFE—The Narwhal



The Narwhal of Canada's arctic seas, or sea unicorn as it was known to early explorers, will be illustrated in its natural environment on a Canada Post Office four colour Wildlife 5 cents stamp to be released on the 10th April, 1968.

The new issue marks the return of John A. Crosby, of Ottawa, as a designer of Canadian stamps. His polar bear design was selected for use on a Canadian Wildlife issue released in 1953. Since doing his first oil painting at the age of five, Mr. Crosby, a native of Toronto currently employed with the National Parks Service, has been chosen to illustrate many authoritative naturalist publications including the 1966 National Museum work *The Birds of Canada*.

The new stamp is being produced in four colours by a combination of the photogravure and intaglio steel engraving processes. In size it is 40 × 24 mm. It will portray the partially submerged male narwhal, identifiable by the remarkably elongated tusk, swimming in the blue green waters of Canada's arctic seas against a background of ice floes. Greys and black are used to achieve a realistic colouring of the animal and a black denominative 5 is inserted in the upper left corner. Black descriptive wording in the lower right corner includes 'Canada' surmounted by the English, French and scientific identification: 'Narwhal', 'Narval' and 'Monodon monoceros'. Twenty-four million Narwhal stamps will be printed by the British American Bank Note Company Limited, Ottawa.

Customary First Day Cover Service will be provided by the Postmaster, Ottawa 2, Ontario.

The narwhal is a small whale rarely exceeding 16 feet in length. It owes its name, 'corpse whale' in old Norse, to its curious coloration: slate blue in new born young, becoming flecked with intense white patches and splashes. In old age most of the lower half is pure white. The most remarkable characteristic is the tusk which develops in the upper left jaw of the male. This tusk may grow to a length of 7 feet and measure 3 to 4 inches in diameter at the base. In arctic Canada, narwhals are mainly confined to the north and east coasts of Baffin Island and the Repulse Bay area in northern Hudson Bay.

Letters to the Editor . . .

Dr. C. W. Hollingsworth writes:

Postage Due Markings

With reference to my article on Postage Due markings in the February issue it may also be worthwhile to note the special envelopes used by the D.L.O. in returning undeliverable mail since they bear a Postage Due mark. These are buff envelopes into which an undeliverable letter is placed together with a sheet of paper asking writers to place their return address on the outside of letters and parcels. They may bear the meter mark of the Dead Letter Office, the meter Postage showing the reading '00'. The left front of the envelope bears a large bi-lingual Postage Due 5 cents, in the case of a returned first class letter. Earlier usage in 1949 and 1951 had a value of 3 cents.

The article did not pretend to be exhaustive in listing the varieties of Postage Due markings, but it is hoped that it may give some idea of the scope of one aspect of modern postal history. My thanks are due to Ken Barlow of Vancouver for reading through the article and making several additions and corrections. It appears that the markings discussed, with a few additions may well cover the period 1910 to 1966.

I have also received a most interesting letter from Fred Keane of Victoria, B.C., and with his permission, the relevant parts are printed below:

'There is one rather interesting matter in connection with the collection of Postage Due, which I do not think has ever been mentioned in the *Postal Guide*. It concerns rural delivery, and before I go further I had better say something about the method of rural delivery, for those in Great Britain who may not be familiar with it.

Rural delivery is, and has been for many years effected by means of standardised sheet-metal boxes, which are placed on the roadside. The boxes are mounted on posts and are usually placed on the right hand side of the road in the direction in which the courier travels, so that he does not have to cross into the opposite lane of traffic. Usually several boxes are grouped together so that the courier can service them all at one stop without leaving his vehicle.

Now to get back to Postage Due. When an item on which postage due is collectable is addressed to a Rural route, it is placed in the box of the addressee, together with a card showing the amount due, which card is to be returned to the box next day, by the addressee, with the amount of postage due, in **ordinary postage stamps**, affixed to it. The service has been in effect since at least the early 40's. I once asked our local courier in Summerland whether anyone ever defaulted on the return of the cards, and he said that he only remembered one or two instances in all the years he had been on the route.

I should mention that this system is necessary because the mail box may be located at quite a distance from the owner's house, sometimes a quarter of a mile or more and only occasionally a member of the family is on hand at the box when the courier arrives. Parcels which will fit into the box are delivered

with the letters, and in fine weather oversize parcels are often placed on top of the mail box. In such instances the courier will often blow his car horn to attract the owner's attention. Incidentally I remember, in the very early 1920's our courier blowing his regular **posthorn** (as featured on many stamps) at intervals during his journey around the district, but this practice has passed out of use many years ago.'

Dr. Milos Pytela writes:

World Stamp Exhibition, Prague, 1968

Please allow me to invite members of the Canadian Philatelic Society of Great Britain to the World Exhibition of Stamps which is being held in Prague from 22nd June to 7th July, 1968.

I also hope that some members of the society will be sufficiently interested in exhibiting some of their Canadian stamps. I am showing my collection of Small Queens and any similar exhibits would be particularly interesting to me.

Perhaps members who are interested would care to write to me or, alternatively, to 'World Stamp Exhibition', Praga 68, Praha 1, P.O. Box 1095 when further information will be gladly supplied

Please note my new address: Dr. Milos Pytela, Holice 1/2,
okres Pardubice, CSSR.

Mr. A. E. Stephenson writes:

Admiral Imprints

A few years ago I bought a rather interesting Admiral Imprint strip of the 3 cents value. In addition to the normal transferer's initials, 'L.B.G.', it had a small 'H' scratched in by hand. The vendor at the time said that it was the mark of the actual machine operator. I felt then this was a wrong assumption and after a discussion with Norman Todd we were of the joint opinion that it was more likely to be the Plate Proof Checker's Mark. Although this item has been displayed at various 'Admiral' study meetings no other mark has turned up. Recently, however, I was fortunate to come across an imprint strip of the 8 cents value with the similar mark 'H' above the 'L.B.G.'

At last year's Convention Exhibition in an Admiral display there was an imprint strip with a hand drawn 'A' to the **left** of the imprint and, additional to the 'A' which is normally shown **after** 'Ottawa' and in front of the plate number. The exhibitor stated that this letter indicated the top left pane of the sheet. This theory would be in line with certain marks to be found in the 'Small Cents' issue and described in 'Boggs' (page 287).

The marks on the 'Small Cents' issue were printed by the British American Bank Note Company. The Admirals on the other hand were printed by the American Bank Note Company, a different concern. One would hardly expect that both companies would use the same code letters.

If anyone has an answer to this problem we would be pleased to hear it.

Amendments to Membership to 4th March, 1968

New Members

1634. LONG, W. R., 48, Porter Street, Yarmouth, N.S., Canada. N, RPO, SP
 1635. JOLIVEAU, M., 10, rue Dombasle, Paris 15, France. C, PC, RPO, SC
 1636. CHARKOW, A., 99, E Cordova Street, Vancouver 4, B.C., Canada.
 1637. HALL, Dr. H. D., 164, Queen Street E., Brampton, Ont., Canada.
 1638. CLEAVER, I. H., 530, Brant Street, Burlington, Ont., Canada.
 1639. HORNE, D. E., 98, Beech Road, Harrogate, Yorkshire. C
 1640. STANWAY, G. E., 494, Oak Street, Wadsworth, Ohio, 44281, USA. C, N, B
 1641. PEARSON, H., Room 623, 1010, St. Catherine Street West, Montreal, Quebec, Canada. C, UO
 1642. MILKS, J. E., 46, Somerset Lane, Stamford, Conn., USA. CS, PA
 1643. SHERRATT, T. S., 127, Foxhall Road, Nottingham
 1644. OLESEN, R., 15, Woodland Acres, Belleville, Ont., Canada. C, N, B

Reinstate

1052. BACON, J. L., 50, Mersey Road, Sale, Cheshire. CS, CG, PC, A
 649. SCOTT, B., 6151, Pepperell Street, Halifax, N.S., Canada. C, N, B, SC, PS, PH, AD, H, RC

Resignations

427. COLTMAN, J. 1160. FEERO, F. W. 562. LANCE, Dr. G. N.
 799. SPIER, J. 1517. WILSON, R. S.

Deaths

914. BROWN, P. L. 31. MAIR, A. W. 1158. POOLE, W. J.

Change of address

1257. ARONS, M. L., 41114, St. Bernard Avenue, New Orleans, La 70122, USA.
 752. CATER, J., 'Leaholme', Firlie Road, Peacehaven, Sussex.
 1136. CLEGHORN, J. R., 932, Prado Place, Riverside, Ont., Canada.
 1472. COLE, Rev. N., 230, Platts Lane, Apt. 102, London, Ont., Canada.
 1037. CREED, E. G., 8, Embling Road, Malvern 3144, Vic., Australia.
 1013. DRAKE, E. N., Apt. 312, 150, Parliament Street, Toronto 5, Ont., Canada.
 1379. GRACE, J. P., 28, Manning Avenue, Peterborough, Ont., Canada.
 1578. HOOD, D. F., 28, Kennedy Crescent, Alverstoke, Gosport, Hants.
 1328. GAYLORD, S. B., 40, Washington Street, Apt. 17-L, East Orange, N.J. 07017, USA.
 1153. HOROWITZ, P. S., P.O. Box 27, Forest Hills, N.Y., 11375, USA.
 540. JONES, Miss C. A., 53, Southill Drive, Clayton Park, Rockingham, N.S., Canada.
 9. McNEILL, H., B.Sc. ARIC, 71, Finnart Street, Greenock, Renfrewshire.
 1111. RUSSELL, W. H., 7, Vinton Street, Melrose, Mass. 02176, USA.
 1525. PYTELA, Dr. M., Holice 1/2, okres PARDUBICE, Czechoslovakia.
 1340. MARTIN, E. B., Room 608, 366, Madison Avenue, New York, 10017, USA.
 1281. MARESCH, W. H. P., 8 Temperance Street, Toronto 1, Ont., Canada.
 733. MELLOR, G., Mill Hill, Lamlash, Arran, Scotland.
 1011. RORKE, Father W., St. Barnabas Church, E. Broadway and St. Mary's
 Burlington, N.J., 08016, USA.
 1017. SATTINGER, R. H., 54, Boerum Street, Apt. 15F, Brooklyn, N.Y., 11206, USA.
 689. SIVERTS, J. S., Box 425, Wilmington, Del. 19899, USA.
 808. SMITH, J. R., 23, St. Johns Gardens, Winsford, Cheshire.
 1006. SALTER, T. H., 1, Rea Barn Close, Brixham, Devon.
 1422. TIZARD, E. P., 6338, Vienna Street, Halifax, N.S., Canada.
 599. WILLCOCK, W. M. C., 1946, Brimley Road, Agincourt, Ont., Canada.
 792. WOOD, Dr. A. B., 16, Beresford Road, West Southbourne, Bournemouth, Hants.
 1513. SNELL, J. V., 39, Snowdon Avenue, Toronto 12, Canada.

Amendments to Year Book Section

Local Groups

West of Scotland and Glasgow—J. S. Merrylees, 5, Williamsfield Avenue, Stirling.

Overseas Contact Members

Canada (Prairie Provinces)—H. G. Stewart, 102, Tait Avenue, Winnipeg, Man., Canada.

Special Subject Study Groups

Admiral Issue—J. L. Bacon, 50, Mersey Road, Sale, Cheshire.

Amendments to list of Members**Delete**

1181. WHIPPLE, A. E., 8, Gordon Street, Catrine, Mauchline, Ayrshire.
 81. WHITE, W., 8, Gordon Street, Catrine, Mauchline, Ayrshire.

Insert

1181. WHIPPLE, A. E., P.O. Box 1204, Station E., Montreal, 2, Quebec, Canada. C
 1588. WHITE, A. M., 8, Gordon Street, Catrine, Mauchline, Ayrshire.
 81. WHITE, W., 14, Lattan Road, Glasgow S.3.
 1510. BAYLEY, C. H., add M.A., FRPSL.
 903. BILLIG, F., add postal code 11432.
 1548. BURNYEAT, C. E., add S.E. after Road.
 26. BUCKLAND, H., add Box No. 252.
 179. CAMPBELL, F. W., add postal code 48073.
 860. COOK, A. P., add postal code 14850.
 1066. HILL, J. R., address should be 4th Avenue (not Street).
 679. KAY, Marshall, add postal code 07605.
 845. McCONNELL, L. D., add postal code DE 3 2 LB.
 1259. LETO, A. J., add postal code 14213.
 1625. MARSHALL, Mrs. D. S., address is Carlibar Avenue (not Drive).
 1108. KIRBY, A. E., address should be 19, John Street.
 1125. POLLITZ, W. T., add postal code 02108.
 348. PETERMAN, W. C., add postal code 07006.
 185. TITFORD, Rose, delete entry and insert as SAUNDERS, Rose.
 1538. WALLACE, G. W., 57, Roseberry Street, Aberdeen, insert whole entry.
 856. WILSDON, J. F., add postal code 43214.
 1532. WIRTH, E., street number is 355 (not 73).
 1515. WENTZ, initials should be C. F. R.
 1617. DAVIES, B., address should be 30, Swale Avenue, Rushenden, Queenborough, Kent.

Information required of new address

1582. FIELDING, J. D., 211, Earlham Road, Norwich.

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