

MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

INCORPORATED 1946

Founder:

A. E. Stephenson, F.C.P.S.

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

Published Every Second Month by the Canadian Philatelic Society of Great Britain

Issued Free to Members

Additional copies, 3/6 each

Vol. 12 No. 10

APRIL, 1969

Whole No. 118

EDITORIAL

Overseas contact

In our last issue we referred to our large overseas membership and particularly to the fact that B.N.A. collectors in Canada and the U.S.A. continue to form a high proportion of our new membership tallies. We sought for an explanation for this in the greater scope for recruitment which there must be in North America without, we are afraid, paying tribute to our overseas members for the enthusiasm with which they exploit their opportunities.

To illustrate this point we refer our readers to an advertisement in *B.N.A. Topics* of last December which we quote verbatim for the benefit of those who are not B.N.A.P.S.'ers: **"YOU SHOULD JOIN THE C.P.S. of G.B. IT'S A FINE GROUP, WITH MANY DISTINGUISHED PHILATELISTS AMONG ITS WORLD-WIDE MEMBERSHIP. 'MAPLE LEAVES' IS A GREAT MAGAZINE FILLED WITH INFORMATIVE MATERIAL ON ALL PHASES OF CANADIAN PHILATELY."**

This unsolicited testimonial comes from the pen of Dr. Ian W. Taylor, our overseas representative in the U.S.A., whose unbounded enthusiasm for the society has brought him across the Atlantic to more than one Convention, and whose bonhomie has endeared him to all who have had the pleasure of meeting him. To him we can only express our thanks and say 'more power to your elbow!'

president's message

In the February issue of *Maple Leaves*, I appealed for support from members regarding payment of subscriptions, exchange packet matters, purchase of handbooks, and the use of *Maple Leaves* to advertise.

I now wish to extend this appeal to cover the library and *Maple Leaves*. A new and revised list of books and articles available on loan from Mr. Greenhill, was inserted in the February issue of *Maple Leaves*. Please keep the list for future reference, and do not hesitate to contact Mr. Greenhill if you wish to borrow any of the items listed. Please return the books when requested, in good condition, and don't forget to pack securely for posting.

And now to Convention news. The combined booking form for hotel accommodation/competition entries is enclosed. Please let me have your hotel bookings as soon as possible, particularly from those members who may wish to arrive before Tuesday, 30th September, 1969 or leave later than Sunday, 5th November, 1969. Harrogate is a popular conference centre and the Crown Hotel is one of the main hotels, so accommodation outside our block booking could be difficult to arrange. Early booking should also be made by members requiring single or twin rooms with private bathrooms, as these are limited.

Please give some thought to providing an entry for the Convention exhibition/competition and let Mr. Whitworth have details of your requirements on the form provided.

Included in this issue is the first notice concerning the Convention auction (Saturday, 4th October, 1969). Please read the notice carefully and let Mr. Killingley have your lots as soon as possible.

The Philatelic Congress of Great Britain is to be held at the Grand Hotel, Bristol from the 24th to 27th June, 1969, and the names of four delegates from this Society have been submitted, together with a request for a room in which a B.N.A. Study Circle can be held on at least one evening, and possibly two.

All members who are able to attend Congress will be very welcome to the Study Circles, and are invited to bring along any interesting items of B.N.A. philately. More details of this will be given in the June issue of *Maple Leaves*.

Since writing my previous message, I have given displays of Canada to more Societies in Yorkshire, and am pleased to tell you that members of these Societies were interested in the material and to hear something of our Society.

Finally, if any members have recently given a display of B.N.A. material to a Society, I would be pleased to hear from them, and have the name of the Society, date and the nature of the display. I would be particularly interested to hear from our members overseas.

My very best wishes to you all.

Eric Bielby

additional dates of approval

of admiral issue plates by D G Rosenblat

Students of the Admiral issue will have noted that neither George Marler, in his Notes on the Issue of 1911-25, nor Hans Reiche, in his work on the same issue published in 1965, have given a complete listing of all of the dates of approval of the many plates involved.

In each instance the author has, probably in the interest of saving space, grouped the low value sheet form plate numbers and given the date of approval of only the first plates of each group.

While this method may well suffice for general purposes, more detailed research involving these stamps can be greatly benefited by knowledge of the date of approval of any given plate.

Some two years ago it was my good fortune to receive from Mr. Marler a complete listing of the dates of approval of every Admiral plate, in chronological order, and I have found this to be of inestimable value - as have also those fellow researchers to whom I have supplied copies.

This being the case, it has occurred to me that publication of the missing dates would be welcomed by many other Admiral collectors. Accordingly, I have asked Mr. Marler for his permission to make such a publication in *Maple Leaves*, and he has very graciously replied, in a letter dated 10th June, 1968, a part of which reads as follows:

'With regard to the list of dates of approval of the Admiral plates, I should like to say that I have no objection to making this public but in doing so I think some reference should be made to the information being available through the courtesy of The Canadian Bank Note Co.'

Therefore, with the expression of much appreciation to Mr. Marler and to the Canadian Bank Note Co., there is presented herewith the additional data necessary, in conjunction with either Mr. Marler's work or Mr. Reiche's, to compile a complete list of the dates of approval of all Admiral plates.

One Cent Green

Plate No.	Date	Plate No.	Date
3- 4	12 Jan. 1912	25- 26	20 Nov. ,,
5- 6	27 Feb. ,,	27- 28	7 Dec. ,,
7- 8	7 Mar. ,,	29- 30	17 Dec. ,,
9- 10	15 Apr. ,,	31- 32	14 Jan. 1913
11- 12	14 May ,,	33- 34	31 Jan. ,,
13- 14	15/16 May ,,	35- 36	18 Feb. ,,
15- 16	Not available	37- 38	8 Mar. ,,
17- 20	20 Aug. 1912	39- 40	17 Mar. ,,
21- 22	22 Oct. ,,	45- 46	1 Apr. ,,
23- 24	5 Nov. ,,	47- 48	3 Apr. ,,

One Cent Green—Continued

*Note that plates 89-90 were approved prior to plates 87-88.

Plate No.	Date		Plate No.	Date	
49- 50	10 Apr.	„	107-108	18 May	„
51- 52	16 Apr.	„	109-110	3 June	„
53- 54	21 Apr.	„	111-112	16 July	„
55- 56	22 May	„	113-114	19 July	„
57- 58	18 June	„	115-116	22 Oct.	„
59- 60	24 July	„	117-118	25 Oct.	„
61- 62	13 Aug.	„	119-120	28 Oct.	„
63- 64	27 Aug.	„	121-122	22 Nov.	„
65- 66	3 Oct.	„	123-124	8 Jan.	1916
67- 68	22 Oct.	„	125-126	10 Jan.	„
69- 70	16 Dec.	„	127-128	2 Feb.	„
75- 76	3 Feb.	1914	129-130	5 June	„
77- 78	16 Feb.	„	131-132	10 July	„
79- 80	24 Feb.	„	133-134	3 Sep.	„
81- 82	11 Mar.	„	135-136	13 Nov.	„
83- 84	4 Apr.	„	137-140	19 Dec.	„
85- 86	21 Apr.	„ c	141-142	9 June	1917
87- 88	15 June	„ *	143-144	14 Aug.	„
89- 90	27 May	„ *	145-146	1 May	1918
91- 92	21 July	„	147-150	2 May	„
93- 94	4 Sep.	„	151-152	13 May	„
95- 96	15 Sep.	„	153-154	4 June	1919
97- 98	4 Mar.	1915	155-156	17 June	„
99-100	13 Mar.	„	157-158	9 July	„
101-102	18 Mar.	„	159-160	21 Feb.	1920
103-104	23 Apr.	„	161-162	2 Mar.	„
105-106	4 May	„	163-164	31 Mar.	„

Two Cents Carmine

7- 8	21 Mar.	1912	37- 38	25 Feb.	„
9- 12	4 May	„	39- 40	26 Mar.	„
13- 14	12 July	„	41- 42	17 Apr.	„
15- 16	16 Aug.	„	43- 44	19 June	„
17- 18	18 Sep.	„	45- 46	24 July	„
19- 20	17 Oct.	„	47- 48	15 Aug.	„
21- 22	30 Oct.	„	49- 50	26 Aug.	„
23- 24	28 Nov.	„	51- 52	5 Sep.	„
25- 26	17 Dec.	„	53- 54	26 Nov.	„
27- 28	28 Dec.	„	55- 56	19 Dec.	„
29- 30	11 Jan.	1913	57- 58	29 Dec.	„
31- 32	29 Jan.	„	63- 64	16 Feb.	1914
33- 34	5 Feb.	„	65- 66	4 Mar.	„
35- 36	19 Feb.	„	67- 68	22 Apr.	„

Two Cents Carmine—Continued

*Note that plates 77-78 were approved prior to plates 75-76.

Plate No.	Date		Plate No.	Date	
69- 70	1 May	„	115-116	28 Jan.	1918
71- 72	26 May	„	117-120	30 Apr.	„
73- 74	29 July	„ *	121-122	17 May	„
75- 76	6 July	„ *	123-124	23 May	„
77- 78	11 Sep.	„	125-126	5 Mar.	1919
79- 80	5 May	1915	127-128	30 Apr.	„
81- 82	16 July	„	129-130	31 May	„
83- 84	4 Aug.	„	131-132	23 June	„
85- 86	28 Sep.	„	133-134	23 July	„
97- 98	18 Apr.	1916	135-136	7 Aug.	„
99-100	26 Apr.	„	137-138	24 Sep.	„
101-102	18 May	„	139-140	12 Jan.	1920
103-104	5 July	„	141-142	19 Feb.	„
105-106	14 July	„	149-150	10 Sep.	„
107-108	11 Oct.	„	151-156	6 Oct.	„
109-110	13 Oct.	„			

Three Cents Brown

*Note that plates 17-18 were approved prior to plates 15-16.

**Note that plates 24-25 were approved prior to plate 23.

3- 4	28 June	1918	50- 51	11 Aug.	„
5- 6	26 July	„	52- 53	5 Sep.	„
7- 8	8 Aug.	„	54- 55	10 Oct.	„
9- 10	20 Aug.	„	56- 57	8 Nov.	„
11- 12	29 Aug.	„	58- 59	18 Nov.	„
13- 14	12 Sep.	„	60- 61	4 Dec.	„
15- 16	26 Sep.	„ *	66- 67	22 Jan.	1920
17- 18	24 Sep.	„ *	68- 69	13 Feb.	„
19- 20	16 Oct.	„	74- 75	25 Mar.	„
21- 22	30 Oct.	„	82- 83	3 May	„
24- 25	12 Nov.	„	84- 85	6 May	„
23 & 26	20 Nov.	„ **	86- 87	21 May	„
27- 28	18 Dec.	„	88- 89	13 July	„
33- 34	8 Jan.	1919	90- 91	8 Oct.	„
35- 36	18 Jan.	„	92- 93	9 Oct.	„
37- 38	12 Feb.	„	98- 99	24 Nov.	„
39- 40	11 Mar.	„	100-101	23 Dec.	„
41- 44	21 Mar.	„	102-103	12 Jan.	1921
45	Not available		104-105	1 Feb.	„
46- 47	8 May	1919	106-107	19 Aug.	„
48- 49	11 July	„	108-109	31 Aug.	„

British North America covers

New Brunswick

- | | |
|---|-----|
| 1. 1851. 3d. bright red. Fine used example on small cover to St. Johns lightly cancelled in blue. S.G.1. | £65 |
| 2. 1860. 1c brown purple. Fine example on printed circular with light cancel. A scarce usage. S.G.7. | £35 |
| 3. 1960-3. 10c red. Four examples of this stamp on cover to Dorchester N.B. An unusually high rate and rare. S.G.17. | £60 |

Newfoundland

- | | |
|---|------|
| 4. 1866. 5c brown. Fine used example of this stamp on cover to St. Johns. A scarce item. S.G.26. | £40 |
| 5. 1868-73. 3c vermilion. Attractive example of this stamp on cover to St. Johns in 1871. Scarce. S.G.36. | £30 |
| 6. 1873. 3c blue. Two attractive singles on cover to Montreal. S.G.37. | £30 |
| 7. 1930. Rare cover to London carried on the 'Columbia'. Bears 20c and 30c of the 1928 issue. A great airmail cover rarity | £85 |
| 8. 1933. \$4.50/75c yellow brown 'Balbo'. Fine used example on cover to England cancelled at St. Johns on the 26th July 1933. Rare S.G.235 | £225 |

Nova Scotia

- | | |
|---|------|
| 9. 1851. 3d. bright blue. Fine used example on cover to New Glasgow, Nova Scotia. Attractive. S.G.3 | £30 |
| 10. 1851. 6d. yellow green. Superb used example on cover to Boston. A rare item. R.P.S. certificate. S.G.5 | £150 |
| 11. 1860-3. 2c purple. Fine used example of this stamp on cover to the Chief Justice. Neatly cancelled and attractive. S.G.11a | £35 |
| 12. 1860-3. 12½c black. Fine horizontal pair on cover to France in 1867 cancelled at Halifax. Ex. Butterfield corr. S.G.17 | £75 |
| 13. 1860-3. 10c vermilion. Fine used example bisected on cover to Halifax. Neatly tied and attractive. S.G.28a. Certificate | £75 |

Prince Edward Island

- | | |
|--|-----|
| 14. 1866. Fine cover to Halifax bearing a pair and a single of the 1863 1d. Well tied and scarce. S.G.9 | £35 |
|--|-----|

Write for illustrated brochure of other fine stamps we have in stock

W. E. Lea (Philatelists) Limited

I The Adelphi, John Adam Street, Strand, London, W.C.2

Telephone: 01-930 1688/1689

Cables: Leastamps, London, W.C.2.

Canadian Airmail Notes

PART VI

by Major R. K. Malott

(Continued from Whole No. 115)

This company is associated with the Fairchild Aerial Camera Corporation of New York and represents it in Canada, carrying out similar work in the Dominion to that of the American company. It owes its formation to the interest of Mr. Ellwood Wilson of Grand Mere, in aviation as applied to forest conservation work. The results of the operations in the St. Maurice valley in previous years by the Laurentide Pulp and Paper Company, convinced him, not only of the value of aviation in forest fire protection and fighting, but also in connection with the preparation of forest inventories, one of the most vital problems connected with the conservation of the forest of Canada. Before a sound programme of forest conservation can be undertaken, the nature and extent of the forest resources, their condition and rate of growth, must be known so that measures can be taken to place the forest on a continuous production basis and balance the annual cut and depreciation from other causes, with the annual increase through natural growth and reforestation after cutting or burning. Ground work for this purpose had been undertaken on an extensive scale for many years. The immense areas to be covered in making such inventories has made the use of faster methods of work imperative, hence the introduction of aerial photography by which much more rapid progress can be made.

The Fairchild aerial camera is probably the most up-to-date and perfect so far evolved for practical work of this kind. It has been adopted as a standard by The Royal Canadian Air Force, the United States Army and Navy Air Services and other foreign services. The American company has carried out large photographic operations in the United States in connection with projects for town-planning, real estate development, the location of power lines and other similar engineering work. There is no doubt that there is in Canada a large field for this class of work. A Canadian company was accordingly formed in 1922 with headquarters at Grand Mere, P.Q.

The original plans of the company did not contemplate owning or operating aircraft. They intended rather to concentrate on photography and to arrange for their flying by contract with commercial aviation companies. It was found, however, that owing to the pressure of other work and lack of machines with a sufficiently high ceiling to undertake photography to the best advantage, it would be necessary for them to purchase their own aircraft and do their own flying. The company, therefore, purchased a Curtiss Seagull flying boat and an aeroplane for their own use. The work during 1923 consisted of the preparation of mosaics for forestry, engineering and town-planning purposes.

In the spring of 1924 the company purchased an aircraft from the Huff-Daland Company of Ogdensburg, N.Y., specially designed for vertical photo-

graphy, and fitted with interchangeable wheels, floats, or ski for winter work. They also operated a Curtiss Standard aeroplane. They have specialised in the production of Mosaics form vertical pictures: while some 400 obliques were taken during the season, this work is subsidiary to their vertical photography and is used to supplement it, and for landscape work, picture postcards, etc.

During the season they completed 1,425 square miles of mosaics, as follows:

Mosaic of lake Kakabonga	..	..	..	..	..	440 square miles
Mosaic of lake Baskatong	..	..	..	..	..	150 square miles
Mosaic of Wayagamack property	..	..	..	..	..	250 square miles
Mosaic of Laurentide property	..	..	..	..	..	210 square miles
Mosaic of city of Shawinigan	..	..	..	..	..	5 square miles
Mosaic of city of Three Rivers	..	..	..	..	..	5 square miles
Mosaic of Rivière du Loup	..	..	..	..	..	35 square miles
Mosaic of Abitibi Southern Railway	..	..	..	..	..	250 square miles
Mosaic of Canadian Pacific Railway, Haileybury	..	..	..	..	..	80 square miles

The work in the Lake Kakabonga and Baskatong districts was for the Quebec Streams Commission, in connection with the investigation of the possibilities of improved water storage to raise the average rate of flow of the rivers and so obtain greater hydro-electric development on the rivers draining the area. Aerial surveys for railway location were carried out for the Southern Abitibi Railway, over its proposed line from Amos on the National Trans-continental, 50 miles east of the Ontario boundary, to Maniwaki and Mont Laurier, the present termini of the Canadian Pacific Railway branch lines to the upper waters of the Gatineau and Lièvre rivers. This interesting work is the subject of an appendix to this report, by Henry K. Wicksteed, Esq., M.E.I.C., F.R.G.S., consulting engineer to the company. A similar operation was carried out in September for the Canadian Pacific Railway in connection with the possible extension of their branch line now running north, from Mattawa, through Temiskaming to Angliers on Lake des Quinze, to the Rouyn gold fields. Other work included aerial surveys for forest inventories, the planning of logging operations and city planning.

The company keep their machines in operation during the winter, and are prepared to carry out photographic operations at any season of the year. In December a flight was made in the vicinity of Lake Shawinigan over the Rivière du Loup area, when oblique pictures were taken over an area of 400 square miles at a temperature of ten degrees below zero. The flying time for the year was 232 hours. The flights number 133, of which 45 were made on the Curtiss and 95 by the Huff-Daland. The approximate mileage was 17,000 miles. To supplement work of their own aircraft they also contracted for 45 hours flying from the Laurentide Air Service Limited.

changes of address

A number of notices for the payment of subscriptions have been returned recently marked 'Gone away'. Would members please advise the Secretary as soon as possible of any change of address. In this way they will ensure that their copies of *Maple Leaves* are received safely.

Early Canadian Ship Letters by S. F. Cohen, F.C.P.S.

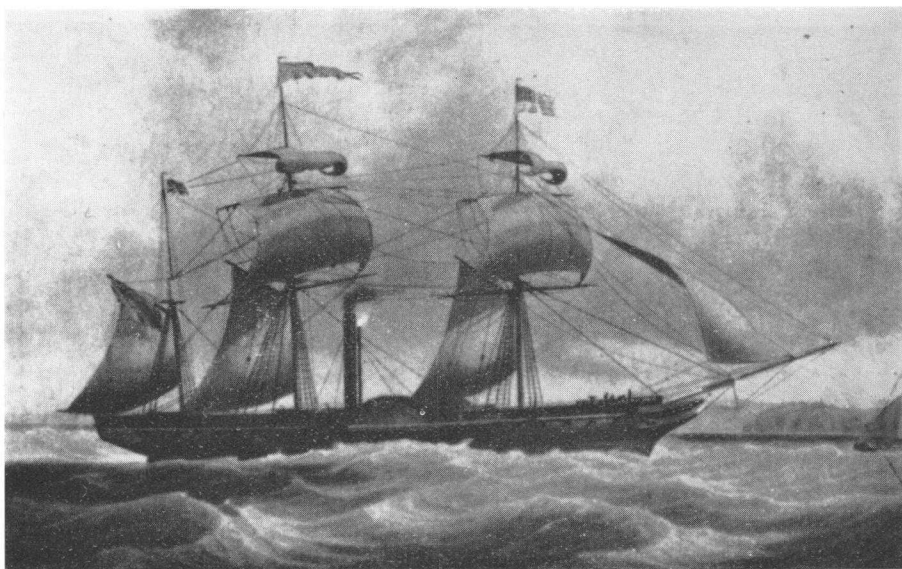
As I pen this article, my mail is adorned with the new G.B. commemoratives, depicting famous ships, and it may be topical to consider a few of the historic early crossings of the Atlantic made by the first of the steamships.

It was 136 years ago, in 1833, that the first paddle-steamer, the *Royal William*, safely made the Trans-Atlantic crossing, and the centenary was acknowledged by the issue of a single commemorative stamp by Canada (S.G.331).

Two years later, in 1835, the British and American Steam Navigation Company was formed, in order to provide primarily a passenger steamship service between England and U.S.A.

The British Queen

The Company commissioned the building of a 2,000-ton wooden paddle-steamer, in 1836, and hoped to have it built for a maiden voyage by 1838, and decided upon a name for it. . . . *The Royal Victoria*. Meanwhile, Queen Victoria had ascended the throne in 1837 and the name was changed to *British Queen* (*see below*).



There were considerable delays in the completion of the ship and it was not until 1839 that the maiden voyage was advertised to sail from London to New York on June 29th. Meanwhile, the public's imagination was stirred by this, the largest steamship in the world, and also by the fact that a race was going on as to which would be the first passenger ship to make the Atlantic crossing.

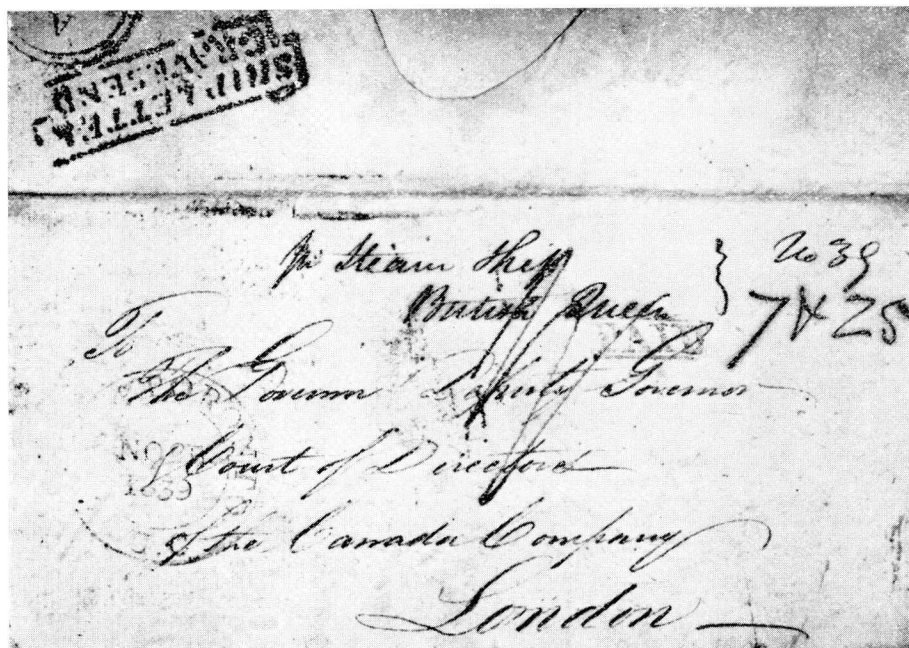
A rival Company, the Great Western Steamship Company, realising the delay of the maiden voyage of the *British Queen*, decided to make the attempt with its own ship, *The Great Western*. Not to be outdone, the B. & A.S.N. Co. decided to send a small 700-ton steamer, called *The Sirius*, completed in 1837, and in an exciting 'finish' the *Sirius* beat the *Great Western* by a matter of only a few hours to make the first ocean crossing.

The British Queen finally made its long awaited maiden voyage on 11th July, 1839, calling at Portsmouth en route and carrying 220 passengers, a quantity of mail and some cargo. The voyage took 15 days. In the same year, the vessel made three round trips between London-Portsmouth-New York and continued until 1841, when it was sold to the Belgian Government.

Mail carried by the first steamships

At the end of 1839, the Post Office awarded to Samuel Cunard, the concession for the carriage of 'packet' letters between Liverpool and New York. But the non-contract ships, like the *British Queen* were popular with passengers and letter-writers alike, because of their regular sailings and speed of crossings. Accordingly the Post Office was obliged to authorise the despatch of 'ship letters' provided the sender wrote the name of the ship of his choice prominently on the front of the letter.

For philatelists and postal historians, this was a vitally important decision, since it enabled collectors a century and more later, to positively identify mail which had been carried by these famous ships.



Illustrated above is a cover, carried by the *British Queen* on its return voyage home from New York in November 1839. Mailed in Toronto on November 25th,

it has clearly written 'per Steam Ship British Queen' and went overland to New York with the rate markings again applied in manuscript, and the official 'Paid' mark. The arrival date, below the 'Ship Letter Gravesend' mark, is unfortunately cut away so we do not know how long this letter took to arrive.

The President

The third ship owned by the B. & A.S.N.C. was the ill-fated *President* completed in 1840. From the beginning an unlucky ship, she made only two successful crossings before being lost without trace at sea, after sailing out of New York on 11th March, 1841 with 136 passengers and crew. The financial loss incurred by this disaster crippled the Company and enforced the sale of the *British Queen*. Mail carried by the *President* is extremely rare and I am fortunate in having a cover from Toronto, dated Oc. 26 1840, to London which was carried on the second and last successful voyage home. This is more than matched, however, by a letter carried on her maiden voyage which I understand is in the collection of J. J. Bonar.

Much can be gained by the collecting of these little known early ship letters. They are pre-adhesive and not often valued very highly whenever they can be found. Look for the name of the steamship written in manuscript on the fronts and you may find that a very ordinary-looking cover has a wealth of maritime history behind it.

Stolen Stamps

The B.P.A. Recovery Service

Over the past two years the British Philatelic Association has been working on a register of valuable stolen stamps with a view to ensuring their recognition whenever and wherever they may be subsequently offered for sale.

The key to the operation is an illustrated index maintained by Mr. Francis E. Baker, an experienced philatelist, who is collecting on behalf of the B.P.A. information on all identifiable stolen stamps.

Owners who suffer loss are asked to notify the B.P.A. immediately, sending detailed information to the Secretary at 446 Strand, London W.C.2 including where possible photographs on Expert Committee certificates or auction catalogue illustrations. These details will be recorded in duplicate on indexes maintained at Mr. Baker's home and at the B.P.A. Offices.

Whenever important stamps are offered in circumstances that seem in the least suspicious, the B.P.A. should be informed so that a check against the index can be made and quick action taken if stolen stamps are being offered or are recovered by the police.

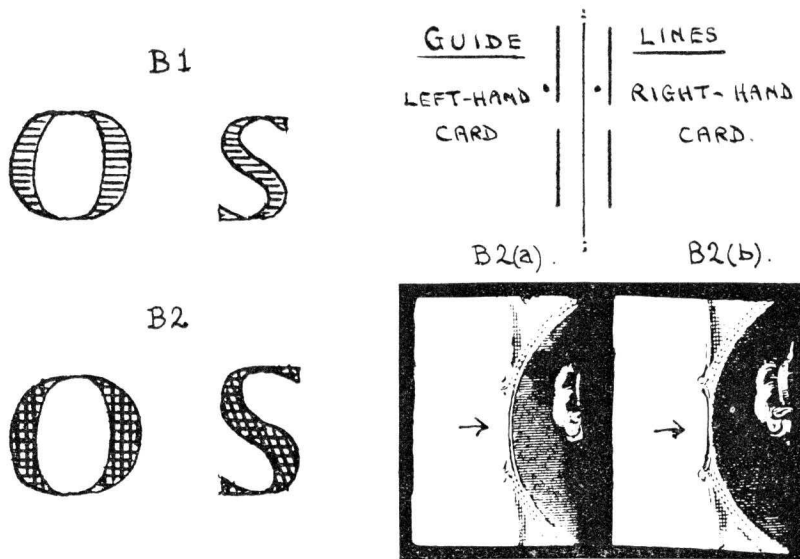
It is important that owners of valuable stamps should file any Expert Certificates separately from the Collection and that photostats be kept where certificates do not exist. Pictorial evidence of this kind can frequently provide absolute evidence of identification in the case of unused stamps. Even when blocks are divided before 'coming back' on to the market, identification is frequently possible and stamps removed from covers can also be checked by the cancellations remaining on them.

the study of Canadian postal stationery

Part V

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

Because of the delay in the publication of the February issue of *Maple Leaves* I am writing this article before my appeal to members for further information about cards with marginal numbers can produce any response and I can therefore only put forward evidence obtained from my own stock of these cards. The main points I am covering in this article are some characteristics of the various 'plates' mentioned last time and the way in which these may be used to reconstruct individual plates.



As mentioned in Part 3, cards in Group A differ from those in Group B in many respects, one of the most noticeable differences, apart from the imprint, being the way in which the words 'CANADA POST CARD' have been engraved. In Group A the letters are filled in with vertical or diagonal lines, in Group B with horizontal lines. In Group B, however, I have about 130 copies of which the horizontal lines have been strengthened by cross-hatching vertically or diagonally. These are dated from December, 1878 to August, 1882. The cross-hatching varies in detail throughout these cards, indicating that each

plate position was re-engraved separately, and I have identified over 20 plate positions in this batch so far. I shall refer to this batch as Group B2 to distinguish them from those without the re-engraving, which can then be designated Group B1.

Included in the B2 Group are all the cards listed as Plate 14/24 and all those in the first and second of the inconclusive markings mentioned in the last article. I have not yet found any of these corner positions without the cross-hatching, which seems to indicate that it was done when the plates were being laid down and that at least three plates were treated in this way. This is not quite the full extent of the B2 Group however because this can be further divided into three sub-groups, the first being as already described and the other two having in addition two types of strong retouches at the left side of the stamp. (See illustration opposite.)

An interesting point about these is that one type of retouch is found on the first of the unidentified plates (dated from 9th September, 1879), the other type of retouch on the second unidentified plate (dated from 30th September, 1879) and that the Plate 14/24 cards have not been found with this additional retouching. Despite this, however, I have several cards from other plate positions (i.e. not corner cards) which are identical except that some have the additional retouches and some do not have them and this seems to indicate that it may be possible to obtain two states of all the plates involved. The earliest date I have for the additional retouches in this section is 25th April, 1879, which is only five months later than my earliest copy of the cross-hatched cards in the first state.

Distinctive differences between one card and another obviously provide a basis for plate identification but by themselves can only indicate plate positions in the case of some corner cards. Since blocks and pairs are not available full plating can only be achieved by means of features which link adjacent cards. These may often be found in the guide lines which were used for card separation. In some cases the cut is on one side of the line, in some cases on the other side, and it is therefore quite easy to find cards which can be paired because of distinctive features in the guide lines. (See illustration for a typical example.) The linking together of two or more pairs in order to build up a full sheet is not quite as easy because not all cards have guide lines and not all guide lines are sufficiently distinctive. Success therefore depends largely on the number of potential pairs available for each plate but I have managed to reconstruct most of several plates although only one is complete and this still depends on rather slender evidence until better copies come along.

(To be continued.)

LENDING LIBRARY

Please refer to the Library List and send your requests to: The Librarian, Mr. R. S. B. Greenhill, The Shielling, 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 postal charges both ways. Numerous catalogues, check lists and pamphlets are also available.

*precancels on the
admiral issue*

**R. B. Hetherington and
F. W. L. Keane part IV**

Readers who are interested in this subject are requested to check particularly their specimens of the 2 cents green *Admiral*, with city-type precancels. The remarks of Marler (page 33), and Reiche (page 56), indicate that specimens of this denomination, printed from the retouched die by the dry process, are not very common, having possibly originated from two plates only (Plates 170 and 194). However, we have found some such stamps in the precancels of Brockville, Edmonton, Galt, Kingston, Lindsay, London, Moncton, Niagara Falls, Paris, Red Deer, Regina, Saskatoon, Toronto, Vancouver and Winnipeg. In several of these cities we have seen a greater number of specimens of dry than of wet printings from the retouched die.

If our findings in this regard are confirmed by other collectors, it would seem to indicate that a rather large number of city-type precancels on the 2 cents green were overprinted at one particular period in 1924, or else that a stock of sheets, printed from the retouched die by the dry process, was laid aside for use as required in overprinting city-type precancels.

CALGARY

		Precancel		
		Type 1	Type 2	Type 3
1 cent green	Original die. 1912			
	Original die retouched. 1913	n a	n a	
1 cent yellow	Original die retouched, wet. 1920	n a		
	Original die retouched, dry. 1926			
	New die, dry. 1925	n		
2 cents red	Original die. 1912	n a		
	Original die retouched. 1913	a	a	
2 cents green	Original die retouched, wet. 1922			
	Original die retouched, dry. 1924	n a		
	Original die re-engraved, dry. 1925	n		
	Thin paper. 1924			
3 cents brown	Original die, wet. 1918		n	
	Original die retouched, dry. 1922	n a		
3 cents red	Original die retouched. 1923	n a		
	New die. 1924	n		
4 cents bistre	Wet. 1922	n a		
	Dry. 1925			
5 cents blue	Marler Type 1: Reiche Type 1. 1912			
	Marler Type 1A: Reiche Type 1a. 1913 (?)			
	Marler Type 2: Reiche Type 2. 1914			
	Marler Type 3: Reiche Type 3. 1916			
5 cents violet	Marler Type 4: Reiche Type 1. 1922			
	Marler Types 5 & 7: Reiche Types 2 & 4: 1922-24			
	Marler Type 6: Reiche Type 3. 1923		a	
	Marler Type 8: Reiche Type 5. 1925	n		
	Thin paper. 1924			

		Precancel		
		Type 1	Type 2	Type 3
7 cents red-brn.	Wet. 1924			
	Dry. 1926 (?)			
10 cents plum	Marler Type 1: Reiche Type 1. 1912			
	Marler Type 2: Reiche Type 2. 1920			
10 cents blue	Wet. 1922	n a		
	Dry. 1925 (?)			

EDMONTON

1 cent green	Original die. 1912			
	Original die retouched. 1913	n a		n a
1 cent yellow	Original die retouched, wet. 1920			n a
	Original die retouched, dry. 1926	n		
	New die, dry. 1925	n		n
2 cents red	Original die. 1912			
	Original die retouched. 1913	n a		n a
2 cents green	Original die retouched, wet. 1922	n		
	Original die retouched, dry. 1924			n a
	Original die re-engraved, dry. 1925	n		
	Thin paper. 1924			
3 cents brown	Original die, wet. 1918			
	Original die retouched, dry. 1922			n a
3 cents red	Original die retouched. 1923	n		n a
	New die. 1924			
4 cents bistre	Wet. 1922			n a
	Dry. 1925			
5 cents blue	Marler Type 1: Reiche Type 1. 1912			
	Marler Type 1A: Reiche Type 1a. 1913 (?)			
	Marler Type 2: Reiche Type 2. 1914			
	Marler Type 3: Reiche Type 3. 1916	a		
5 cents violet	Marler Type 4: Reiche Type 1. 1922			
	Marler Types 5 & 7: Reiche Types 2 & 4. 1922-24			
	Marler Type 6: Reiche Type 3. 1923			n a
	Marler Type 8: Reiche Type 5. 1925	n		n
	Thin paper. 1924			
7 cents red-brn.	Wet. 1924	n a		
	Dry. 1926 (?)			
10 cents plum	Marler Type 1: Reiche Type 1. 1912	n		
	Marler Type 2: Reiche Type 2. 1920			
10 cents blue	Wet. 1922			n a
	Dry. 1925 (?)	n		
20 cents olive	Marler Type 1: Reiche Type 1: wet. 1912			n
	Marler Type 1: Reiche Type 1: dry. 1924			
	Marler Type 2: Reiche Type 2: dry. 1925			

CANADA

S.G.2, fine used, good margins and sheet margin at foot ...	£58
S.G.3, fine used, good margins ...	£55
S.G.6, fine used, large margins ...	£24
S.G.6, fine used, clear margins ...	£15
S.G.7a, fine used, clear margins ...	£18
S.G.8, fine used, 3 large margins, 1 close, light pmk. ...	£54
S.G.11a, fine used, good margins ...	£19
S.G.18, fine used, good margins ...	£44
S.G.20a, MINT, trace of slightest thin. Very rare. Cat. £600 ...	£130
S.G.22a, SUPERB UNMOUNTED MINT, clear margins, with cert. and also x-ray. Good colour and of the greatest rarity ...	£600
S.G.23, MINT, large margins and N.P.S. cert. ...	£50
S.G.26, MINT, N.P.S. cert., clear margins ...	£55
S.G.51, fine used, slightly off centre. Cat. £35 ...	£15
S.G.64, MINT marginal pair. Scarce. Cat. £34 ...	£20
S.G.137, fine used, light roller cancel. Cat. £40 ...	£20
S.G.138, MINT, but off centre. Cat. £65 ...	£35
S.G.140, MINT, perfectly centered ...	£54
S.G.171a, MINT, corner marginal and very fine ...	£28

Strictly C.W.O. from all new clients please
Money refunded if not completely satisfied

DAVID BRANDON, P.T.S.

5-6-7 KESWICK BROADWAY, PUTNEY, LONDON, S.W.15

Telephone: 01-874 5921



AT AUCTION—CHOICE B.N. AMERICA

Many of our clients are B.N.A. collectors and specialists and through our catalogues will be able to obtain the fine properties which are scheduled for sale in the New Year. 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.

If you wish to SELL good quality Collections, Sets or Rarities of B.N.A., the Bond Street Auctions will ensure highest realisations. May we have your enquiry?

H. R. HARMER LTD. INTERNATIONAL
STAMP AUCTIONEERS

41 New Bond Street, London, W1A 4EH

Telephone No. 01-629 0218

Convention Auction

Saturday 4th October, 1969

All lots should be sent to: Mr. E. Killingley, 21 St. James Road, Bridlington, Yorkshire. 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 **1st July, 1969.**
- (c) Please send a brief description of each lot, **together with a note of the estimated value or reserve.** Mr. Killingley cannot undertake to do valuations or suggest reserves.
- (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 in. (horizontal) by 6 in. (vertical).
- (f) Commission on sales is 15 per cent.
- (g) A stamped and addressed card should be enclosed if a receipt is required. Catalogues will be available in August 1969.

Please support the Convention Auction and help the Society.

The auction will be conducted by Mr. G. Manton of Cavendish Philatelic Auctions. (**Lots for this auction must NOT be sent to him.**) He will be assisted by Mr. J. P. Macaskie, who will also deal with the lots after the auction, i.e. return of unsold lots to vendors, issue of invoices to purchasers with successful postal bids, and despatch of the lots following receipt of payment.

23rd Convention of the C.P.S. of G.B.

Wednesday, 1st October to Saturday, 4th October, 1969 to be held at the Crown Hotel, Harrogate.

Application for reservations should be made on the enclosed hotel booking form and sent to: Mr. J. E. Bielby, 194 Skipton Road, Harrogate, Yorkshire.

*Contributions urgently required for the
June issue*

book review

LIST OF THE POST OFFICES IN THE COUNTY OF SIMCOE, 1830-1967

This is a comprehensive listing of all the post offices in Simcoe County, Ontario from 1830, when the first office was opened at Penetanguishene, to 1967 when Sawlog Bay opened in 1967.

The list of offices is divided into two sections to facilitate reference. The first gives all the offices in alphabetical order, while the second lists them alphabetically under their respective townships and shows their location by lot and concession numbers. Where an office has had more than one location all are shown and are cross-referenced. This section will prove invaluable to those who wish to locate the origin of covers with postmarks (particularly early ones) emanating from offices which have long since closed, or which have changed their names and can no longer be traced on modern maps.

The authors, Larry Whitby and Michael Millar, are to be congratulated on a very fine piece of work which postal historians and 'cover' collectors will find invaluable. Priced at one dollar and obtainable from Michael Millar at 192 Shanty Bay Road, Barrie, Ontario, this is obviously value for money. Supplies are not inexhaustible, however, and early application is advised.

see page 273

for

important convention

announcement

Canadian R.P.Os.

ADDENDUM TO SHAW'S HANDBOOK

Serial No.	Route	Type	Direction	Period	Rarity Factor	Reported By
M-121A	Truro & Moncton	17		396	200	170A
-121B	Truro & Annapolis	17	N.	103	200	107A
-128A	Truro & Port Hawksbury Ry.	4G or 4H	A.M.	37	170	16
-136A	Woodstock Railway April 7, 1869 Passenger Train	3		25	200	121
				(May be ticket stamp used as cancel)		
Q-6A	Arthab. & 3 Riv. R.P.O.	18		105	200	107A
-17A	Gaspe & Mata R.P.O.	17H	P.M.	241	200	107A
-17B	Gaspe & Matapedia E. Bernes	15O		106	200	16
-43A	Levis & Montreal R.P.O.	7B		135	200	103
-43B	Levis & Montreal Hector L. - - -	7B		106	200	16
-46A	Levis & Mont. R.P.O. J. G. Boutin	17J		152	200	107
-50B	Levis & Riviere du Loup R.P.O. J. A. Dionne	21B		109	200	16
-55C	Matane & Ste. Flavie	17	E.	104	200	107A
-65E	District de Montreal Urgent	15E	A.M.	130	200	107A
-76B	J. M. Hall Fort Covington June 4, North N.Y. Montreal & Dundee Ry.	1M	North	41	150	119 107
-92A	Mont. Isl. Pond R.P.O. H. W. Laprise	7B		151	200	10
-102C	Mont. & King. M.C.	9E		37	170	16, 102
-109A	Montreal & Malone	17H	A.M. No	141	200	107A
-120C	Mont. & North Bay R.P.O.	17H	P.M.	359	200	107A
-120D	Montreal & North Bay	17H		420	150	105
-131A	Montreal & Rouse's Pt. Railway P.O. No. 1	6B		12	200	107
-132A	Montreal & Ste. Agathe	17	W.	104	200	107A
-133B	Montreal & St. Armand R.P.O. L. T. D. Rousseau	7B		141	170	103
-152B	Mont. & Three Riv. Ry.	10C	West	37	200	16
-164C	Mont. & Tor.	17H		394	100	107
-165D	Mont. & Toronto R.P.O. R. Hayeur	7B		400	150	105
-165E	Mont. & Tor. R.P.O. No.	18		105	200	107A
-165F	Mont. & Tor. R.P.O. J. C. Gignac	17J		420	100	116
-165G	Mont. & Tor. R.P.O. Tr. 27-9 8 Oct. 1965 F. Pontbriand	1E		420	100	116

(Continued from Whole No. 115.)

Note: Reporter's Number 107A refers to postmarks included in the Post Office Proof Book. There is no evidence that the postmarks have been brought into use although instances of actual usage on mail may subsequently be discovered.

Task Force on Stamp Design

The Postmaster General has announced the creation of a special Task Force on stamp design. The Task Force, which includes some of Canada's best-known artists and designers, will study all aspects of the design and production of both definitive and commemorative stamps issued by the Canada Post Office.

Chairman of the Task Force will be Gordon Cunningham, Director of Information and Public Relations, Canada Post Office. Its members will be: Alex Colville (painter), Sackville, N.B.; Allan Fleming (designer), Toronto; Yves Gaucher (painter), Montreal; Julien Hebert (designer), Montreal and David Silcox, Visual Arts Officer, Canada Council, Ottawa.

In making the announcement the P.M.G. noted that proposals for such a study, or for similar measures, have been made for many years. The decision to go ahead at this time was made on the basis of the complete re-examination of all phases of the Post Office that is already underway.

A further consideration is that new equipment recently installed by the security printing companies under contract to the Canada Post Office has greatly expanded the available reproduction options. The security companies are now able to print by photogravure and lithography as well as by the well-established intaglio process, and in colour combinations of up to four.

The purpose of the Task Force, said the P.M.G., is to ensure that the stamps issued by the Canada Post Office meet the highest international standards of philatelic and artistic merit. It will examine all aspects of the design and printing of Canada Post Office stamps, including the choice and payment of artists, selection of designs, and production techniques.

Annually, the Canada Post Office issues 10 to 15 new commemorative stamps. The printing run for each commemorative issue is 26,000,000, an amount sufficient to meet the needs of philatelists and for a ten-day across-the-counter sale to the general public. Every four to seven years the Canada Post Office also prints a new definitive issue of stamps in denominations from 1 cent to \$1. The sale of commemorative and definitive stamps constitutes an important source of revenue for the Canada Post Office; annually the Postage Stamp Division at Ottawa records philatelic sales of over a million dollars, with additional sales being made through post offices. It is anticipated by improved design, marketing and promotion, to raise the annual philatelic sales of Canada postage stamps to more than \$2 million.

Revision of 1969 Stamp Programme

Revisions in the Canada Post Office 1969 stamp programme include the addition of a Canada Games issue to be placed on sale on 15th August, 1969.

The release of the Canada Games stamp will coincide with that of an issue marking the 200th anniversary of the Founding of Charlottetown, P.E.I. as capital; **the Charlottetown issue has been re-scheduled from the previously announced 19th August. A further revision will defer**

release of a First Non-stop Transatlantic Flight Commemoration from the previously announced 21st May until 13th June, 1969.

The Canada Games stamp will provide recognition of a concept rather than a specific event. Quebec City was the site of the First Canadian Winter Games in February 1967; the First Canadian Summer Games, to be held 15th–25th August, 1969 at Halifax and Dartmouth, Nova Scotia completes a cycle which will be repeated at similar intervals in the future. The Games, encouraging inter-provincial amateur participation in a wide range of sports, are sponsored by the Fitness and Amateur Sport programme of the Department of National Health and Welfare.

Suzor-Cote Commemorative Stamp



A completely new concept was evident in a Canada Post Office multi-colour 50 cents stamp released on 14th March, 1969 to mark the 100th anniversary of the year in which a native son, Aurèle de Foy Suzor-Côté, R.C.A., was born.

A major portion of the new issue, which has dimensions of 40mm × 24mm, is devoted to a reduced size process colour gravure reproduction of 'Return from the Harvest Field',

a 78½" × 67½" canvas executed by Suzor-Côté in 1903 and used on the stamp by special permission of the National Gallery, Ottawa. Avoiding superimposing design elements on the art reproduction, all wording has been included in a small vertical white panel to the extreme right of the stamp: 'Canada', '50' and 'Postes Postage' are placed on the upper three lines; below is 'Suzor-Côté', arranged on two lines, and '1869 1937', the years of the artist's birth and death.

The new issue, produced by a more costly process, differs from normal commemoratives in that it will remain on sale for an extended period. Six million of the new stamps have been printed by the Canadian Bank Note Company, Ltd., Ottawa. Customary First Day Cover Service was provided by the Postmaster, Ottawa 2, Ontario.

Suzor-Côté, an internationally recognised painter and sculptor, was born at Arthabaska, Quebec, on 6th April, 1869. Endowed with an excellent baritone voice he had early leanings to a musical career; a throat ailment terminated this ambition and his subsequent achievements in the artistic field ended in international recognition of his name. He is reputed to be one of the first native-born Canadians whose works, presumably as a result of associations with painters during European travels, were directly influenced by the Old World's Impressionism of the 1860s. Authoritative writers link his name with Monet, Whistler, Pissarro, Manet and others as a result of his light-filled interpretations

of Canadian landscapes high-lighted by touches of pure pigment. Evidence of his versatility, and a leaning to impressionism, is to be found in some forty or fifty beautifully executed small bronze figures and groups. The Suzor-Côté collection in the National Gallery, Ottawa, consists of eleven paintings, four sculptures and a number of drawings. 'Return from the Harvest Field', painted while the artist was in Europe, is one of his larger works in the gallery; it was acquired by the nation in 1904.

Suzor-Côté died at Daytona Beach, Florida, on 29th January, 1937.

Bying Inlet Squared Circle

The earliest known strike of the Byng Inlet North squared circle cancellation realised \$77.50 in the November sale of Middlesex Stamp Auctions of Hyde Park, Ontario. It was on a 3 cents small queen with the date, 25th July, 1893 clearly distinguishable. The previous 'earliest' strike as listed in Alfred Whitehead's, *The Squared Circle Postmarks of Canada*, was 21st December, 1893.

The buyer was a Hamilton (Ontario) collector, who outbid half a dozen mail bids which were above the \$50 mark.

An unhinged very fine copy of the 8 cents registration stamp, F-3, was knocked down to a London collector at \$45 by auctioneer Stan Shantz (C.P.S.G.B. 1285) who operates the Middlesex Stamp Auctions.

He is planning another auction in mid-April with two or three sales yearly, now that he has retired from his staff position with *The London (Canada) Free Press*. He will continue to write his wellknown stamp column for that paper on a contributory basis.

Interpex

A near first for the International Stamp Exhibition was the participation by the Canada Post Office in Interpex which was held at the Americana Hotel in New York City, from 14th to 16th March, 1969.

The Canada Post Office presented a comprehensive display of recent Canadian issues and also operated a sales booth where current issues including plate blocks and sheets at face value were available.

The display constituted a series of photographs showing the production of the 1967 Centennial stamp and a large number of development panels. Each panel was a historical record of the development of one stamp showing the original artwork, colour pulls, and colour separations. The panels were from the heritage collection of the Canada Post Office which is maintained as part of a Canadian history.

A special service was accorded visitors to the Canadian display. Cards and letters bearing Canadian postage were marked with a cachet indicating their origin at Interpex. They were then flown to Montreal, Canada, where they were postmarked and entered into the mail stream for true Post Office handling.

Montreal & Toronto

R.P.O.



Illustrated herewith is the postmark and cachet used on the occasion of the 112th Anniversary of the opening of the Montreal and Toronto Railway Post Office and sent by the Mail Clerk responsible, Michael Millar. Mr. Millar is a keen postal historian and joint author (with Larry Whitby) of the LIST OF THE POST OFFICES IN THE COUNTY OF SIMCOE, which is reviewed in this issue.



112 Years of Service

1856-October-1968

MONT. & TOR. R.P.O.

This exercise in public relations is, as far as is known, unique in Canadian postal history AND appropriately enough is concerned with what is undoubtedly the oldest Canadian R.P.O. With a continuous service to the public of more than 112 years it still remains the biggest R.P.O. and one of the busiest. It is certainly the most long-lived of all R.P.O.'s. on the North American continent and if there are others to rival it in longevity they can only be (we should think) in Great Britain.

Also illustrated above is the FIRST postmark to be used.

reminder

SUBSCRIPTIONS

Membership of the Society is open to all interested in the study of the postal 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.)

Letters

TO THE EDITOR

Major R. K. Malott writes:

50th Anniversary of 1919 Airmail Events

The philatelic observance of the 50th anniversary of significant 1918 airmail events in Canada proved most successful. Several hundred collectors obtained souvenir items of some or of all the envelopes prepared.

The arrangements for the 1969 events will be similar to those of 1968. Souvenir envelopes will be prepared for the following dates and mailed to one applicable address:

- (a) **17th February, 1969:** First airmail flown from Vancouver, B.C. to Seattle, Washington on 17th February, 1919 and return (two envelopes at 30 cents each);
- (b) **16th May, 1969:** First day of use of the special postal die re the Alcock and Brown flight from St. John's, Newfoundland (one envelope at 30 cents each);
- (c) **18th May, 1969:** The Hawker and Grieve attempt on 18th May, 1919 in the 'Sopwith' Atlantic (one envelope at 30 cents each);
- (d) **18th May, 1969:** The Raynham and Morgan attempt on 18th May, 1919 in the Martinsyde 'Raymor' (one envelope at 30 cents each);
- (e) **21st May, 1969:** First day of use of the new 15 cents stamp re Alcock and Brown's flight across the Atlantic, non-stop. A special cachet will be used on this envelope. (One envelope at 50 cents each);
- (f) **31st May, 1969:** First flight from Victoria to Vancouver on 31st May, 1919. (One envelope at 30 cents each);
- (g) **14th June, 1969:** Alcock and Brown's successful flight across the Atlantic, non-stop, from St. John's, Newfoundland to Clifden, Ireland on 14-15th June, 1919. A special cachet will be used on this envelope. (One envelope at 50 cents each);
- (h) **4th July, 1969:** Admiral Sir Mark Kerr and Major John Brackley's attempt to fly to New York on 4th July, 1919 from St. John's, Newfoundland. The aircraft was forced down at Parrsboro, N.S. (One envelope at 30 cents each);
- (i) **17th July, 1969:** The Raynham and Biddlescombe attempt in the Martinsyde 'Raymor' (one envelope at 30 cents each);
- (j) **7th to 9th August, 1969:** First flight across the Rockies by Captain C. C. Hoy, 7th to 9th August, 1919. Vancouver to Lethbridge and Calgary and return (six envelopes at 30 cents each);

- (k) **16th August, 1969:** First flight from Victoria B.C., to Nanaimo, B.C. by Captain J. Gray and Lieutenant Gordon Cameron on 16th August, 1919. (One envelope at 30 cents each);
- (l) **25th August, 1969:** First flight from Toronto, Ontario to New York City, N.Y. by either Captain Billy Bishop or Captain W. G. Barker on 25th August, 1919 (one envelope at 30 cents each);
- (m) **24–29th September, 1969:** First flight from Truro to Charlottetown, P.E.I. by Lieutenant J. M. Stevenson and L. E. D. Stevens on 24th September, 1919 and return on 29th September, 1919 (two envelopes at 30 cents each);
- (n) **9th October, 1969:** Flight of the Handley–Page bomber ‘The Atlantic’, flown by Major H. Brackley and crew, from Parrsboro, N.S. to New York City, N.Y. The aircraft was forced down at Greenport, N.Y. (one envelope at 30 cents each).

There are a total of 20 different envelopes to be prepared with cachets and applicable postage—6 cents within Canada, and 10 cents to the U.S.A. These envelopes cost 30 cents each. There are also two different envelopes to be prepared with a special Alcock/Brown cachet and postal die slogan cancellation using the 15 cents Alcock/Brown stamp. These envelopes cost 50 cents each. All 22 envelopes will cost \$7.00.

The souvenir envelopes for each flight will be addressed to one applicable address and then returned to me. In early June the first batches of envelopes will be returned to those ordering them. The remaining envelopes will be sent out in early September and late October. Returned envelopes will be sent under the protection of a separate envelope.

No special arrangements for cover preparation other than those arrangements mentioned above can be entertained. All envelopes will bear a special cachet and applicable postage. Payment may be made by cheque or money order. For cheques, please add 25 cents for banking charges. Orders should be submitted prior to 1st February, 1969. Further details of these events may be obtained from the writer at 16 Harwick Crescent, Ottawa 6, Ontario, Canada.

Anyone having original data, photographs or philatelic envelopes from any of the above noted flights are requested to contact Major Malott. We regret that owing to late receipt of copy it was not possible to publish this before 1st February.—Editor.

Mr. H. Reiche writes:

Admiral Issues

The Random Notes on Admirals in *Maple Leaves* No. 7 contain some views which I have already discussed with Mr. Smythies, but I would like to repeat a few of them here.

The vertical perfed 8 coils were issued to the post offices in August 1912 but dated copies have not been found with such early dates. The earliest date is 8th October 1912. The question of the 3 cents brown vertical perfed 12 coil is interesting but the original order by the P.O. to the Bank Note Co. states only 500,000 stamps and no additional order was placed, as far as I can deter-

mine. It is astonishing though, that this stamp with its small quantity appears to be common.

The rather odd coil shown should be described a little more. The left stamp is not perforated 12×8 but only 8 and the left edge is a straight edge. Only the strip is perforated 12 and pasted on. The strip is not of the same paper as the usual end strips for such coils. This is the reason my doubts. Also there were no coils during the Admirals requiring end strips with perforation 12.

Sheet stamps with paste-ups may be found, although these are rather peculiar. The 1 cent War Tax exists with such paste-ups and I have so far assumed that a large mailing concern cut up sheets for making a roll to ease dispensing.

As far as Re-entries and Re-touches are concerned of the few working dies only very few rolls were made (less than 100!!) not hundreds or thousands, and there are about 350,000 total impressions including the War Tax stamps. Re-entries were not only 'accidental blemishes'. They were deliberate entries to correct faults in many cases and some were accidental misalignments. Of course it is not possible to distinguish them. As far as I know there were never any retouches made to a roll subject, but retouched working dies were transferred to rolls. Mr. Smythies is correct in that there are many more retouches and re-entries which are not listed in my book, but some of them are very minor and often difficult to describe and to distinguish.

Mr. H. W. Harrison writes:

C.P.R. View Cards

There has now been time enough for those interested to report on my list of C.P.R. View Cards which appeared in the December 1968 issue on pages 207, 208 and 209. To date, only one card, previously reported and not present in the five largest collections, has been reported. A member in the U.K. sent me No. 9, KG V 2 cents red, vertical and horizontal lines, Die B or II, Place Viger Hotel. The existence of this card leads me to believe that others previously reported may also exist and I would like to appeal to the membership to get out the December 1968 issue and review their holdings to make sure that they hold none on the lists. If they discover that they have one or more, and send to me by Registered Mail to Box 5780, Baltimore, Md. 21208, U.S.A. I will return the same way, reimbursing for the postage expenditure.

Mr. S. F. Cohen writes:

Postscript to Part XI (December 1968 *Maple Leaves*)

In my last article, on the 1868 2 Ring Numerals, my attention has been drawn by many members, for which thanks are due, to the fact that a cover with 2 Ring Numeral No. 22 exists and emanates from Galt. (See January 1953 *Maple Leaves*.) This cuts across my theory completely that Galt was not the official town designated with this numeral as I had written. The cover, which is probably the only one extant, was formerly in the collection of Mr. Leo Baresch and is now in the collection owned by Mr. Graham Fairbanks of Montreal.

Amendments to Membership to 4th March, 1969**New Members**

1679. LOVE, J. A., 34 Shaftesbury Avenue, Holderness High Road, Hull, Yorkshire.
PS, FDC, SP, P
1680. MITCHENER, R. D., 1253 Sherman Drive, Ottawa, 5, Ontario, Canada C, P, PH
1681. McGREGOR, R. A., 99 Inglethorpe Street, London S.W.6. C
1682. DONALDSON, J., 23 Lingen Avenue, Hereford. C
1683. WAGNER, Dr. N. E., 314 Batavia Place, Waterloo, Ontario, Canada.
PC, PER, RPO, C, CS
1684. SANDERSON, Dr. D., 103 Rochester Road, Earlsdon, Coventry CV5 6AF. C
1685. MASON, D. S., Three Tuns Inn, St. Keverne, Helston, Cornwall. C
1686. WASSELL, P. R., 223 Highcliffe Road, Sheffield S.11, 7 LQ. C, PH
1687. SPENCER, A., 103 Coplow Street, Ladywood, Birmingham 16. CG

Rejoined

89. ANDERTON, J., 43 Foxhill Court, Weetwood, Leeds 16. C

Death

1104. KEMP, C. A.

Resignation

1651. SEWELL, K. C.

Amendments to Year Book

1650. HOUSER, J., P.O. Box should be 825 (not 625). Interests. —B, Cov, P, PH
1553. CHESHIRE, R. S., should be Box 13 (not 54).
877. WOOLEY, R. J., should be Apartment 206 (not 405).

Delete

1172. TARDIFF, Dr. G.
1131. WILSON, F. L.

Insert

1623. PETTIFER, S. H., 'Verona', Crudwell, Malmesbury, Wiltshire.
1639. HORNE, D. E., 95 Beech Road, Harrogate, Yorkshire.

Change of address

1646. MOLNAU, M., Agricultural Engineering Department, University of Idaho, Moscow, Idaho 83843.
739. HARRIS, E. A., 620-75 Avenue, N.W., Calgary, Alta, Canada.
1337. DEVLIN, M., 5912, Dalton Drive, N.W., Calgary 49, Alta, Canada.
1557. O'NEILL, G. F., 2 Oxford Drive, Thornton Hough, Wirral, Cheshire L.63 1 JQ.

Information required of new address (latest known address given)

1654. ADAMS, C. J., Apartment 3, 14 Novawood Drive, Dartmouth, N.S., Canada.
1376. BOOTHE, G. B., 3202 Concord Way, Apartment 465, Mercer Island, Washington, U.S.A.
1547. PAWLUK, W. S., 1b Hemlock Crescent, S.W., Calgary, Alta, Canada.
758. WRIGHT, G. H., 29a Harcourt Road, Boscombe, Hampshire.

Net change plus 8. New total 694

ALL of CANADA Service

FROM

NORMAN TODD

**74, LINDEN RD.
BOGNOR REGIS**

NEW

PRECANCEL Cat 8th Edn. 1968 17/6 post paid

HOLMES B.N.A. Cat 11th Edn. 1968 99/- post paid

CLASSIFIED ANNOUNCEMENTS

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

WANTED

NEWFOUNDLAND Postage Due on cover.—P. G. Walker, Long Spirriey, Huby, near Leeds.

NEWFOUNDLAND. Private collector will purchase pre 1900 covers including rate markings also S.G. Nos. 244b, 265b, 266b fine used.—Write please to N. Clifford-Jones, Shoes Farm, Ockley, Surrey.

PERIODICALS

"THE MAGPIE'S NEST" contains items of all countries, but always includes good sections of B.N.A. and Arctic postal history offers. Specimen free. Woodall, Holtwood, Wimborne, Dorset.

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN—1968-69

President:

J. E. Bielby, 'Ailsa Craig,' 194 Skipton Road, Harrogate, Yorks.

Secretary:

Dr. C. W. Hollingsworth, F.C.P.S., 17 Mellish Road, Walsall, Staffs.

Treasurer:

J. A. Grant, 11, Gordon Road, Edinburgh, 12

Assistant Treasurer:

A. F. L. McGregor, 339, North Deeside Road, Cults, Aberdeen

Librarian:

R. S. B. Greenhill, F.C.P.S., The Shielling, Village Way, Little Chalfont, Amersham, Bucks.

Exchange Secretary:

Dr. M. W. Carstairs, 5, Tennyson Road, High Wycombe, Bucks.

Editor of Journal:

L. F. Gillam, F.C.P.S., 66 East Bawtry Road, Rotherham, Yorkshire

Publicity and Advertising Manager:

G. F. George, 'Woodbury', Trevone, Padstow, Cornwall

Handbooks

S. F. Cohen, F.C.P.S., 51, Westfield Road, Birmingham 15