

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.

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Opinions expressed in the various articles in this journal are those of the writers and are not necessarily endorsed by the Society

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EDITORIAL

Overseas Members

Apart from the large number of overseas members of the society who live in North America, attention is occasionally drawn to those few members overseas, and particularly in Europe, who derive none of the advantages of personal contact with collectors who share their philatelic interests, who are sometimes isolated entirely and who rely upon correspondence alone to sustain their contacts with like-minded enthusiasts. Recently, and not for the first time, we have received a letter from a member in Europe who would very much like to correspond with and exchange material (cancellations) with fellow postmark collectors.

In the past we have usually been able to suggest membership of one of the study groups as a partial means of satisfying the needs of an isolated enthusiast who derives none of the other advantages which accrue to the fortunate home-based member, apart, of course, from receiving *Maple Leaves* six times a year. In the case we refer to, however, such a solution is not possible and we are appealing therefore to all our members who are interested in B.N.A. postmarks generally to consider very carefully whether or not they might care to help and if so to write to us. We would then put them in touch with the member concerned who would be very grateful.

Study Groups

The mention of study groups reminds us that about a year ago we circulated about fifty members known (or suspected!) to be interested in railway postmarks with the intention of reviving the dormant R.P.O. study group which we fathered many years ago. Six or seven members only expressed any interest in resuscitating a once very lively baby and as a consequence the infant remains in a state of suspended animation. All the preliminary work in connection with the rebirth of this remarkable infant prodigy has long since been completed and all that is required now is some indication from, say, ten or twelve R.P.O. enthusiasts that they would be willing to foster the child for some two or three weeks before passing this particular baby on to someone else for further nurturing. Delivery is long overdue but it will take very little to induce us to produce it.

Revenue Stamps

According to the rules of the Society one of its objects is 'to associate those interested in the study of the postal history and *POSTAGE STAMPS* of the Dominion (*sic*) of Canada etc. and to encourage such study *inter alia* by the holding of meetings . . . public displays and exhibitions.' We are prompted to restate this rule by a letter from one of our former members who has resigned from the Society at least until such time as 'more interest in the revenue stamps of Canada is indicated by some of the membership'. The fact that very few indeed of our members are interested in revenue stamps does not exclude this minority interest from receiving consideration, although, as the rule stands, it would appear that we are justified in excluding articles and information relevant to revenue stamps from *Maple Leaves*. As we see it, until such time as an amendment to the rules gains the support of members by the majority required by ballot at an annual general meeting there is nothing further that we can do, apart from adding a reminder that 'notice of proposed amendments shall be sent to the Secretary not less than three months prior to the A.G.M. and published in *Maple Leaves* in an issue preceding the meeting'.

Assistant Treasurer

We are sorry to report that Mr. McGregor has been in hospital again, but is now, we are thankful to say, much better. He wishes to apologise to members for any delay in correspondence arising from his absence from home.

convention '69

Auction. Please let Mr. Killingley have suitable lots by 1st July 1969 (for full details see page 299 of this issue).

Exhibition/Convention. Are you preparing an entry? An official entry form, with details of classes, etc., is enclosed with this issue of *Maple Leaves*.

Hotel Bookings. If you wish to attend Convention and have not yet booked, please submit your requirements as soon as possible—official booking form enclosed with this issue of *Maple Leaves*.

president's message

The annual Convention is now a little nearer, and a reminder appears in this issue of *Maple Leaves* of the Convention auction, exhibition/competition and booking arrangements for the Crown Hotel, Harrogate. I hope that you will all give some support to Convention in any way that you can.

I was pleased to see from the April issue of *Maple Leaves* that nine new members had joined the Society, and one had re-joined, bringing our total membership to 694. I have received letters from a number of these people, and am pleased to note the interest and enthusiasm they have for stamp collecting and in particular the issues of Canada.

May I congratulate those members who won awards at Stampex, and I hope that their successes in the competitive field will continue.

Mr. J. J. Bonar informs me that he attended the Scottish Congress on the 19th April 1969, as the delegate from this Society. I understand that a number of members also attended, and I hope that all had an enjoyable day.

I have not received any further information on the allocation of rooms for study circles at the Philatelic Congress of Great Britain to be held at the Grand Hotel, Bristol, from 24th to 27th June 1969, but it is hoped to hold Canadian Study Circles on the evenings of the 25th and 26th June. Any members able to attend, can bring along material, particularly small queens and cancellations.

You will remember that in my message in the April issue of *Maple Leaves*, I invited members to let me know of any displays they had given. I was pleased to hear from several members and their letters confirm that displays of Canada and B.N.A. material are popular with general societies. May I thank these members and others who give displays and help to promote interest and enjoyment in B.N.A. philately.

The holiday season is now approaching, and I would like to wish all members a happy holiday, and a safe journey home.

ERIC BIELBY

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The machine age

By Dr. G. W. Hollingsworth, F.C.P.S. & Dr. M. W. Carstairs

This is the first of a series of columns on Flag and other machine cancellations which will appear for as long as material is available, and readers demand and the Editor's permission continues. The terms of reference are the early machine cancels up to approximately 1920, all and any cancellations containing a flag, and any special types of machine cancels after 1920, such as 'Free' and 'This mail was carried by Travelling letter Box'. The ordinary machine cancellations, post 1920, will not be discussed and readers are referred to Ken Barlow, of Vancouver, who has published a booklet on modern machine cancellations. Similarly slogan postmarks will not in general be dealt with and the listings of the Slogan Postmark Group of the Society which began in *Maple Leaves* in 1956 should be consulted.

The original handbook on Canadian Flag cancellations was written by A. L. McCready, the Editor of *Popular Stamps*. It was based on a series of articles in that magazine by R. A. Odell. This booklet was first published in 1945 and reprinted in 1956, and was for many years the only guide to the subject. In 1960 and 1961 a series of articles appeared in our sister publication *B.N.A. Topics* under the editorship of Ed Richardson. Whilst this listing was more informative than McCready's handbook, Richardson stated that he hoped that the articles would stimulate further research into the subject, and as far as the authors of the present article are concerned it has certainly done so.

We have a number of subjects which we propose to deal with in future columns, but we hope that members with comments on what we write, on what we fail to write and with any queries or additions will come forward. Any material relevant to the subject will be published.

The numbers of the various Flag and machine types used in this article are those in Ed Richardson's listing in *B.N.A. Topics*, which although based on McCready's original numbers, differs in the later types of flag and machine cancellations owing to new types having been discovered

Any new information resulting from this column will be passed on to B.N.A.P.S. for incorporation in the proposed revised edition of the Flag Cancellations Handbook.



Fig. 1

The Montreal Unlettered Flag Cancellations

Probably the most common of Canada's flag cancellations is type 3 from Montreal without any distinguishing die letters (Fig. 1). It is found with 1897 and 1898 dates. Whilst all copies of this flag used in Montreal are without a die letter, those examples of the same type from Hamilton have the letters A and B in the bottom left hand corner, and those from Toronto have the letters A to H. Examination of a number of copies of the Montreal flag showed differences in details of the design, and in fact six varieties of this unlettered flag may be distinguished. In some cases a single feature is sufficient to identify a particular die, whilst in others a combination of two or more features may be necessary.

The features of the design used in separating the six dies are found in three areas:

1. The lettering of 'Canada' in the centre of the flag.
2. The Union Jack.
3. The *right* hand furl of the flag below the letters 'ADA' of 'Canada'.

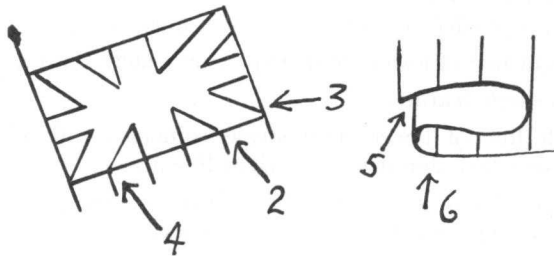


Fig. 2

These latter two areas are shown enlarged in Fig. 2 and the features numbered. Table 1 lists the six features and Table 2 their appearance in the six dies, whilst Table 3 lists one, or in some cases two, features which are sufficient to identify five of the dies without further reference.

Table 1. The six features.

1. Height of 'N' of Canada.
2. Does left line of lower right stripe coincide with upright?
3. Does right line of same stripe go exactly into lower right corner?
4. Does right line of lower left stripe coincide with upright?
5. Relation of line closing right furl to the lines in flag above.
6. Width of first segment of right furl.

Table 2. Identification of the six dies

Feature	Flag dies					
	1(A)	2(C)	3(D)	4(E)	5	6
1	3mm	3mm	2mm	Under 3mm	Under 3mm	3mm
2	No	Yes	Almost	No	Yes	No
3	Almost	Almost	Yes	No	No	No
4	No	No	Almost	No	No	Yes
5	Almost touches left	Just left of centre	Centre	Just left of centre	Almost touches right	Left of centre
6	2mm+	All less than 2 mm.				

Table 3. Single (or two) diagnostic features

- Die 1(A). The only one having width of first segment of right furl more than 2mm.
- Die 2(C). Left line of lower right stripe coincides with upright and line closing furl is just left of centre of the two lines above.
- Die 3(D). Right line of lower right stripe goes exactly into angle.
- Die 4(E). No single feature.
- Die 5. Left line of lower right stripe coincides with upright and line closing furl almost touches right line above.
- Die 6. Right line of lower left stripe coincides with upright and the lower right stripe is the narrowest of the six.

It has previously been pointed out (Carstairs, 1968) that the type 8 flag (Fig. 3) differs only from type 3 in having two thick horizontal bars added,



Fig. 3

and is in fact the type 3 strengthened by the addition of the two lines. The same six dies are found in this modification, again without an identifying letter. This modified type 8 flag also exists with the letters A, C, D, E, inserted in the bottom left hand corner below the Union Jack (Fig. 4). These four



Fig. 4

lettered dies are identical with four of the unlettered dies. Thus in four cases, the modification of the plain type 3 flag through the form with added horizontal bars to the final stage with identifying letters may be followed.

No copies of this flag with the letter 'B' have been reported and Richardson has pointed out that the machine type M.5 which exists only with letter 'B' was contemporary with the flag cancel which may explain this deficiency.

Table 4 gives the dates so far noted for the three types of flag.

Table 4.

Serial No.	Die letter	Type 3	Type 8 without letter	Type 8 with letter
1	A	23rd July 1897 to 20th March 1898	17th August 1898 to 13th February 1899	9th February 1900 to 7th March 1902
2	C	29th July 1897 to 26th February 1898	26th May 1898 to 7th July 1899	22nd March 1900 to 7th March 1902
3	D	14th December 1897 to 10th February 1898	3rd January 1899 to 20th July 1899	24th April 1900 to 4th December 1901
4	E	16th July 1897 to 7th April 1898	27th April 1898	17th April 1900 to 18th November 1901
5	—	27th July 1897 to 14th April 1898	19th May 1898 to 12th December 1900	—
6	—	21st July 1897 to 3rd March 1898	27th July 1898 to 19th April 1900	—

Readers are asked to submit any dates which will bring the above table to a state of greater completeness, preferably with the actual cancels for checking purposes. Any material sent will be returned within two or three days. Similarly any readers who find difficulty in separating the various dies are asked to send them for identification.

REFERENCES:

1. *Canadian Machine Cancellations* by Dr. M. W. Carstairs, *Maple Leaves*, April 1968.
2. *New Notes on Canadian Flag Cancellations* by Ed Richardson, *B.N.A. Topics* 1960 and 1961.
3. *Canadian Machine Cancellations, Part 4* by K. Barlow.
4. *Slogan Cancellations of Canada—Maple Leaves*, Vols. 6 to 9.

Newfoundland Selected offers from our stock

- | | | |
|-----|---|------|
| 1. | 1857. 1d. brown purple. Fine used example of this stamp cancelled with c.d.s. of 1863. Scarce. S.G.1. | £20 |
| 2. | 1857. 1d. final die proof in black on sunken card. Very scarce ... | £85 |
| 3. | 1857. 3d. yellow green. Fine mint example of this stamp with B.P.A. certificate. S.G.3. | £35 |
| 4. | 1857. 3d. yellow green. Two fine singles on cover to Brigus from Harbour Grace. A great rarity. B.P.A. certificate. S.G.3. | £250 |
| 5. | 1857. 5d. brown purple. Fine mint block of four of this stamp. Slight vertical crease but a rare item. S.G.5. | £85 |
| 6. | 1860. 3d. green. Fine example of this stamp with black 'Specimen' overprint inverted. Scarce. S.G.11. | £75 |
| 7. | 1861. 2d. deep rose lake. Superb mint horizontal pair with large margins all round. S.G.18. | £55 |
| 8. | 1861. 4d. pale rose lake. Fine used horizontal strip of three. Good margins all round. Rare. S.G.23c. | £65 |
| 9. | 1861. 1s. deep rose lake. Attractive mint top right corner block of four with full selvage. Rare. S.G.23. | £160 |
| 10. | 1866. 5c. brown. Fine mint right marginal example of this stamp. Very fine centering, etc. S.G.26. Cat. £100 in this condition. ... | £75 |
| 11. | 1866. 12c. red brown. Attractive used horizontal strip of three of this stamp. Attractive. S.G.28. | £60 |
| 12. | 1876-79. 2c. bluish green. rouletted. Attractive mint horizontal pair of this stamp. Scarce in a multiple. S.G.41. | £30 |
| 13. | 1890. 3c. slate grey. Attractive mint vertical pair of this stamp with variety 'Imperf. between' S.G.56a. | £65 |
| 14. | 1897. 1c. provisional. Fine mint lower marginal block of four showing the three types. S.G.80, 81, 82. | £45 |
| 15. | 1897. 1c/3c. grey purple. Rare used block of six showing the three types, with two examples of the rare 3rd. S.G.80, 81, 82. | £90 |

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

HAMILTON

Precancel

		Type 1	Type 3	Type 4
1 cent green	Original die. 1912	n a		
	Original die retouched. 1913	n a	n a	n a
1 cent yellow	Original die retouched, wet. 1920	n		n a
	Original die retouched, dry. 1926	a		n
	New die, dry. 1925	n		n
2 cents red	Original die. 1912			
	Original die retouched. 1913	n a	n a	n a
2 cents green	Original die retouched, wet. 1922			n a
	Original die retouched, dry. 1924			
	Original die re-engraved, dry. 1925	n		n
	Thin paper. 1924			n
3 cents brown	Original die, wet. 1918	a		
	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		n
	Dry. 1925	n		
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	n		
5 cents violet	Marler Type 4: Reiche Type 1. 1922	n (?)		
	Marler Types 5 & 7: Reiche Types 2 & 4. 1922-24			n
	Marler Type 6: Reiche Type 3. 1923	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 blue	Wet. 1922	n a		
	Dry. 1925 (?)			
20 cents olive	Marler Type 1: Reiche Type 1: wet. 1912	n		n
	Marler Type 1: Reiche Type 1: dry. 1924	n		n
	Marler Type 2: Reiche Type 2: dry. 1925	n		
50 cents black	Original die, wet. 1912	n		n
	Retouched die, dry. 1925... ..	n		n
\$1 orange	Wet. 1923	n		n
	Dry. 1925 (?)			

Canadian Airmail Notes

PART VII

by Major R. K. Malott

Laurentide Air Service

The activities from which this company eventually sprang had their beginning in the summer of 1919 in the St. Maurice valley. Foresters had long thought that seaplanes would provide invaluable assistance in the patrol, for fire detection purposes, of the great forest areas in Quebec and Ontario. The province of Quebec voted a small subsidy for trial flights and the Dominion Government lent two of the H.S.2.L. flying boats then in store at Halifax and Sydney, which had been used for the anti-submarine patrol on the Atlantic coast during the previous summer. The Laurentide Company engaged a pilot and one or two experienced mechanics, and after a thorough overhaul, the two flying boats were flown to Lac à la Tortue, a short distance from Grand' mère. The first civil air harbour was thus established and the first practical use made of civil aviation in Canada. Many flights were carried out during the summer and the results justified the action taken by the company and the support given by both Governments. The patrols were again continued in 1920 and with increased forces during 1921. It was then found advisable to form a separate organisation to undertake the flying work rather than continue it as part of the Laurentide Company's activities. This was accordingly done, and the Laurentide Air Services Limited was incorporated, having no connection with the Laurentide Company. Under the new arrangement a considerable number of additional contracts for flying were arranged for. The growth of the business and the increased demand for flying has justified the purchase of more aircraft each year.

In 1922 a large contract was secured from the Provincial Government of Ontario for flying in connection with the preparation of a reconnaissance map showing the forest types in that part of northern Ontario lying north of the National Transcontinental railway, between the Ontario-Quebec boundary and the Abitibi river.

In 1923 the Government of Ontario contracted for a further programme of forest sketching in northern and western Ontario from a main base at Sudbury. Contracts for similar work were carried out for pulp and paper companies and for transportation in the remoter parts of the province. In Quebec several contracts for similar work were also obtained.

In the spring of 1924 the Government of Ontario having established their own air service, the company sold part of their equipment to the province. They retained one Vickers Viking Napier Lion engined amphibian, and three H.S.2.L. flying boats for their own work. Their most important operation was

an air mail, passenger and freight service from Haileybury, Ontario, into the Rouyn gold fields. This was the first regular line of its kind to be established in Canada. The service was continued uninterruptedly from the 1st of June until towards the end of November, when ice formed on the lakes in the interior. The company propose to continue the service throughout the winter months and for this purpose have purchased a Westland Limousine six-passenger aeroplane fitted with a Napier Lion engine, and a D.H.9 Siddeley Puma three-seater. These have been fitted with ski and will be put into operation when the lakes are sufficiently frozen to permit of their being used for landing grounds. A hangar had been lent this company by the Department of National Defence, for erection at Larder Lake, which will be the winter base, to assist the company in this difficult operation. This whole operation both summer and winter, is being watched with great interest. If it is successful there are other localities where similar services could be run. The traffic increased as the reliability of the service was proved, and the public gained confidence. Mining engineers, prospectors and others desiring to visit the new gold fields made use of it continually as it saved much time and trouble and made a shorter and more comfortable trip than the alternative steamboat, launch or canoe trip by lake and river. This will apply equally to the winter service to which the alternative will be a cold sleigh ride over rough winter roads.

A total of 1,004 passengers were carried on the service, of which 800 were paying. Express and freight carried by air weighed over 78,000 pounds, *while* 15,000 *letters and telegrams* were carried up to the end of the year.

Express delivery of telegrams was a feature of the service. These could be sent from outside points, delivered to the pilot at either Haileybury or Angliers, taken to the mining camps and a return message brought out to be telegraphed from either point to its destination all within a few hours. After operating for some months and proving its reliability, the service obtained recognition as a regular mail carrier by the Post Office Department and was authorised to carry mail bearing a special 25 cents stamp issued by the company.

Annual General Meeting

Members are reminded that in accordance with the Society's rules, nominations for Officers of the Society to be considered by the Annual General Meeting in October must be sent to the Secretary no later than 4th July 1969, The retiring Committee members are: Major W. F. Ellis, I. T. Pickering and J. J. Bonar.

Nominations for Fellowship, which must be made on the appropriate form obtainable from the Secretary must be received by 4th August.

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Special Covers at the Royal Convention, Toronto

The 41st Annual Convention of the Royal Philatelic Society of Canada taking place in Toronto on 13th, 14th and 15th June coincides with the 50th Anniversary of the first non-stop Atlantic flight from St. John's, Newfoundland to Clifden, Ireland by Captain John Alcock and Lt. Arthur Whitten-Brown.

A special stamp is scheduled for issue by the Post Office Department of Canada to mark this historic event. The day of issue will take place on one of the Convention days, 13th June, and special covers are being prepared that will reflect both events. Exhibition covers with the exhibition's special postal die cancellation will also be available on 14th and 15th June. Covers will depict Alcock and Brown with appropriate details on the cover. A special card inside will read:

50th Anniversary of the First Non-stop Trans-Atlantic Flight

- Date: 14th-15th June, 1919.
- Times: Take-off 4.28 p.m. 14th June, 1919, at Lester's Field, St. John's, Newfoundland. Landed 8.40 a.m., 15th June, 1919 in a bog near Clifden, Ireland.
- Route: St. John's, Newfoundland to Clifden, Ireland. Approximately 1,800 miles.
- Flying Time: 16 hours and 12 minutes; 4.28 p.m., 14th June, 1919 to 8.40 a.m., 15th June, 1919.
- Crew: Captain John Alcock, D.S.O., Pilot. Born in Manchester, 1892; World War I R.F.C. fighter pilot and aerobatic instructor; knighted 21st June, 1919 for Trans-Atlantic flight. Killed in air crash at Cote d'Evrard, Rouen, France, 18th December, 1919. Lieutenant Arthur Whitten-Brown, Navigator. Born in Glasgow, 1886; trained for aerial navigation; in World War I served in the Manchester Regiment in 1915 and later in R.F.C. as an Observer. Worked as an engineer for Ministry of Munitions. Knighted 21st June, 1919, for Trans-Atlantic flight. Died in Swansea, Wales on 3rd October, 1948.
- Aircraft: Vickers-Vimy biplane. Two 375 h.p. Rolls-Royce Eagle VIII engines capable of 103 m.p.h. at 6,500 feet.
- Details: Carried 840 gallons of gasoline, 40 quarts of oil, two crew members, and one bag of mail composed of 196 envelopes and one parcel.

Philatelic: Postmaster General of Newfoundland, Dr. J. Alex Robinson authorised the surcharging of 10,000 15 cents stamps of the 1897 series with a black, four-line surcharge: 'Trans-Atlantic/Air Post/1919/One Dollar'. The 196 envelopes carried are post-marked 10th to 13th June, 1919, St. John's, Newfoundland.

A souvenir of the 41st Annual Convention of the Royal Philatelic Society of Canada, Westbury Hotel, Toronto, Ontario. 13th–15th June, 1969.'

Covers, available at two prices, will be mailed directly to the purchaser. The address on each cover will be put on by peelable label. Covers with the 15 cents Trans-Atlantic stamp will cost 50 cents, and covers with a 6 cents commemorative stamp will cost 40 cents. A combination of three covers is recommended: 13th June—15 cents stamp on cover at 50 cents; 14th June—6 cents commemorative stamp on cover at 40 cents; and 15th June—6 cents commemorative stamp on cover at 40 cents. The commemorative stamps used for the two days will be different. Those ordering the three envelopes and enclosing \$1.50 will also receive two 1967 Canadian Centennial souvenir pins. If payment is made by cheque please add 25 cents to cover Bank cheque handling charges. Orders should be sent to Major R. K. Malott, 16 Harwick Crescent, Ottawa 6, Ontario, Canada, as soon as possible to facilitate preparation.

For further details please contact Major Malott at the above address.

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.

Design Advisory Committee Appointed

Communications Minister Eric Kierans has announced the appointment of the members of a new Design Advisory Committee to the Canada Post Office, and of an increase in commissions paid to designers of Canadian stamps.

As recommended in the report of the Task Force on Canada's philatelic product which appears on page 309, the Design Advisory Committee will select the artist-designers for Canada's postage stamps, assign stamp subjects to them, assess their design submissions, and recommend final selection and printing methods for the stamps. It will be responsible for approving final art work and printing plate proofs. The Committee will also function as a judging panel for occasional national competitions, and as general adviser on design for the Canada Post Office.

The Committee members, two of whom will be replaced biennially, are: Mrs. Doris Shadbolt, Curator of the Vancouver Art Gallery; Charles Gagnon of Montreal, an expert on graphic design; Allan R. Fleming of Toronto, one of Canada's outstanding typographic designers; Carl Mangold, prominent Montreal philatelist; Christopher Pratt, painter, St. Catherines, St. Mary's Bay, Newfoundland; David Silcox, Visual Arts Officer of the Canada Council, and J. G. Cunningham, Director of Information and Public Relations for the Canada Post Office.



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EDINBURGH GROUP REPORT

During the winter we had four monthly meetings. J. J. Bonar showed pre-stamp material at the first. This included many of the covers which have been written about in *Maple Leaves*, from time to time. A great variety of interesting markings were shown, covering both internal and Transatlantic mail by the different routes.

For the December meeting Mr. David Simpson supplied sheets from the provinces before inclusion in the Dominion. Very fine copies of many of the seldom seen 'earlies' were shown and Newfoundland was carried right through to the modern issues. Some fine pence were included; also later varieties and scarce airmails. To finish off the evening, Bruce Auckland produced some of his choice G.B. postal history material. We hope this does not lead to any members being excommunicated from the C.P.S. of G.B.

Geoff. Whitworth kindly sent his study of postal rates of the 1859-68 period which had been shown at the Aberdeen Convention. This was greatly enjoyed by those who did not see it at Aberdeen, and perhaps even more by those who were seeing it again with more time to examine the sheets. Needless to say the covers are in wonderful condition and include many extremely scarce items.

To conclude the session in March, 'J.J.' again produced from his collection. This time we had a mixed bag starting with large heads and including shades, papers, perms., watermarks, covers, etc. These were followed by a selection of covers—we were back to postal rates again from about 1868 this time—dealing with internal, U.K., U.S. and foreign rates. The show concluded with a recent acquisition of considerable scarcity. This was a complete left-hand pane of the ½ cent Maple Leaves in the original arrangement *guillotined* down the right-hand side and with the imprint running across the top of the sheet so that the '1' would appear on the right hand pane. Several of the later panes with *perforation* in the central gutter, and with the complete imprint above left and right hand upper panes were shown for comparison.

We are still wanting additions to our numbers. Anyone in the area who may be able to attend will be made welcome and should contact J. J. Bonar or J. A. Grant. We will keep them advised of meeting nights when these are arranged next autumn.

*Contributions urgently required for the
August issue*

book reviews

CHECKLIST OF CANADIAN OFFICIAL STAMPLESS COVERS SINCE 1963

'Of making many books there is no end' we are reminded by that despondent sage Koheleth, who goes on to tell us that 'much study is a weariness of the flesh'. More than two thousand years have elapsed since then and an infinity of words have flowed from the pens of authors bent on supporting the first part of his contention and belying the rest.

'Much study' has certainly gone into the making of William Pekonen's book on what he calls 'a side-line interest.' It started off, the author tells us, 'as a bit of a joke' but it has certainly developed into something a little more serious, to say the least—an attempt to list and categorize the many hundreds of different items of official postal stationery that has flowed from Canadian printing presses since the findings of the Glassco Commission led to the abandonment of the use of official postage stamps on the correspondence of Canadian Government departments.

Sixty-five pages of information are included in this latest addition to the bibliography of *Canadians* which may be obtained (price \$2.00) from the author at P.O. Box 246, Cloverdale, B.C., Canada. For anyone interested in official Canadian stamps and wishing to continue along the byways which have opened out since the abandonment of their use this will be a great help and indeed the only help available until further information and (of course) 'much study' leads to a revised edition.

TECHNIQUES OF PHILATELY

L. N. and M. Williams, joint authors of *Techniques of Philately* (Heinemann, 30s. net) will need no introduction to our readers. Their latest work will be of interest to the 'medium collector anxious to graduate beyond the beginner stage' according to their publishers. This seems very fair. There is little, if anything new to attract experienced or specialist collectors in a work which appears to duplicate much of the information contained in other well-known general introductory guides to stamp collecting. Nevertheless, it remains eminently readable, and in this respect perhaps has the edge on other older and well known ventures of this nature.

**Please support this year's Convention,
Auction and Exhibition. See pages
286 and 299.**

Canadian R.P.Os.

ADDENDUM TO SHAW'S HANDBOOK

Serial No.	Route	Type	Direction	Period	Rarity Factor	Reported By
Q-167B	Mont. & Tor. G.T. Ry.	13		105	140	16
-167C	Mont. & Tor. J. R. Thompson	13G		237	200	107
-167D	Mont. & Tor.	7B		420	100	123
-167E	Mont. & Tor. G.T.R. No. 1	13B		108	200	16
-171E	M. & T./R.P.O./19/Aug. 4/1946/ F. Pontbriand	1E		268	200	16
-176E	Mont. Joli. & Levis	17H		390	130	113, 101
-171C	M-T, 27/9 Oct. 5 C. Gurney	22G		420	100	116
-171D	Mont. & Tor. Tr. 16. 16 Oct. 65. M. Millar	22B		420	100	116
-176F	De Mont Joli & Levis Tr. 59 3 Aout 63. J. N. Couture	22H		411	150	116
-184A	Port & Bdy. Line R.P.O. Nov. 26, 1959. Charles L. Grant	22H		380	150	10, 114
-184B	Port & Bdy. Line R.P.O. Guy F. Burnell	3C		355-380	140	10, 23
-187A	Quebec & Campbellton Local '20'	21C	E	37	200	32
-187B	Quebec & Camp. Local. Sep. 22. Ralph Gingras M.O.C.	1K		77	200	16
-195C	Que. & Campbellton Express	21H	E	41	170	16
-198A	Que. & Camp. M.C. Local No. -	91	E	90	200	101
-204C	Quebec District Emergency	15E	A.M.	114-271	170	16
-204D	District De Quebec Timbre Temporaire	15E		114	200	107A
-204E	District De Quebec Urgent	15E	A.M.	114	200	107A
-205A	Que. Drum. & Mont. R.P.O. J. A. Dionne	21B		108	200	16
-208A	Que. Garn. Jct. & Mont. West May 25, 1912. D. Rousseau	12A	West	90	200	16
-220C	Quebec & Natashquan	17H or 15	P.M.	233	200	16
-230B	J. E. Nolet Quebec & Richmond	15D		90	200	16
-241B	J. A. Trudel. Quebec, Roberval & Chicoutimi	51	South	90	200	16
-245A	Que. & Sherbrooke Quebec Central Nov. 9, North Alp. H. Gingras P.C.Q.D.	1L	North	No year	170	87

(Continued from Whole No. 118.)

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.

post offices of

Saskatchewan

By Dr. J. G. Byth

- | | | |
|---------------------------|-------------------------------|--|
| 41. <i>Sawyer</i> | 98. <i>Snipe Lake</i> | 154. Stewart Valley |
| 42. <i>Saxby</i> | 99. Snowden | 155. <i>Stobart</i> |
| 43. <i>Saxon Hill</i> | 99a. Snowdrift | 156. Stockholm |
| 44. Sceptre | 100. <i>Socrates</i> | 157. <i>Stone</i> |
| 45. <i>Schmidt</i> | 101. <i>Sokal</i> | 158. <i>Stone Farm</i> |
| 46. <i>Schultz</i> | 102. Somme | 159. Stonehenge |
| 47. Scotsguard | 103. Sonningdale | 160. <i>Stony Royd</i> |
| 48. Scott | 104. <i>Sopoff</i> | 161. Stony Beach |
| 49. <i>Scottsburg</i> | 105. <i>Souris Valley</i> | 162. <i>Stony Brook</i> |
| 50. Scout Lake | 106. South Allan | 163. <i>Stony Lake</i> |
| 51. Scrip | 107. Southey | 164. Stony Rapids |
| 52. Secretan | 108. Southend | 165. <i>Stony View</i> |
| 53. Sedley | 109. South Fork | 166. Stornoway |
| 54. Semans | 110. South Holliwod | 167. <i>Stornoway Station</i> |
| 55. Senate | 111. <i>South Melfort</i> | 168. Storthoaks |
| 56. Senlac | 112. <i>South Star</i> | 169. Stoughton |
| 57. <i>Serath</i> | 113. <i>South Makwa</i> | 170. Stove Creek |
| 58. Shackleton | 114. <i>South Qu' Appelle</i> | 171. <i>Stowlea</i> |
| 59. <i>Shady Grove</i> | 115. <i>South Touchwood</i> | 172. <i>Strand</i> |
| 60. Shamrock | 116. <i>South Valley</i> | 173. Stranraer |
| 61. <i>Shand</i> | 117. <i>Southview</i> | 174. Strasbourg |
| 62. <i>Shand Creek</i> | 118. <i>Southminster</i> | 175. Strasbourg Station |
| 63. Shaunavon | 119. Sovereign | 176. <i>Strassburg Station</i> } |
| 64. <i>Shay</i> | 120. Spalding | 177. Strathallen |
| 65. Sheho | 121. <i>Speedwell</i> | 178. <i>Stringer</i> |
| 66. Shellbrook | 122. Speers | 179. Strongfield |
| 67. Shell Lake | 123. <i>Speddington</i> | 180. Strong Pine |
| 68. <i>Shell River</i> | 124. <i>Speyer</i> | 181. Struan |
| 69. Sherrard | 125. Spinney Hill | 182. Stump Lake |
| 70. Shipman | 126. Spirit Lake | 183. <i>Sturdee</i> |
| 71. <i>Shooter Hill</i> | 127. Spiritwood | 184. <i>Sturgeon Landing</i> |
| 72. <i>Sidewood</i> | 128. Spooner | 185. <i>Sturgeon River</i> |
| 73. <i>Sikip</i> | 129. <i>Sporran</i> | 186. Sturgeon Valley |
| 74. Silton | 130. <i>Springbourne</i> | 187. Sturgis |
| 75. <i>Silver Grove</i> | 131. <i>Spring Creek</i> | 188. <i>Subrosa</i> |
| 76. Silver Park | 132. <i>Spring Grove</i> | 189. Success |
| 77. <i>Silver Springs</i> | 133. Springside | 190. Summerberry |
| 78. <i>Silver Stream</i> | 134. Spring Valley | 191. Summercove |
| 79. <i>Silverwood</i> | 135. Springwater | 192. <i>Sunkist</i> |
| 80. Simmic | 136. Spruce Home | 193. <i>Sunny Isle</i> |
| 81. Simpson | 137. Spruce Lake | 194. <i>Sunnyside Beach</i> |
| 82. Sinnett | 138. Spy Hill | 195. <i>Sunset</i> |
| 83. Sinaluta | 139. <i>Square Hill</i> | 196. <i>Sunset Lake</i> |
| 84. <i>Sister Putte</i> | 140. Squaw Rapids | 197. Superb |
| 85. Skull Creek | 141. Stalwart | 198. Surbiton |
| 86. <i>Skibereen</i> | 142. <i>Standard Hill</i> | 199. <i>Surprise</i> |
| 87. <i>Skipton</i> | 143. Stanley Mission | 200. <i>Sutherland</i> |
| 88. <i>Sletten</i> | 144. <i>Starblanket</i> | 200a. Sutherland—Saskatoon |
| 89. <i>Sluggell</i> | 145. Star City | 201. <i>Swannell</i> |
| 90. Smeaton | 146. <i>Starview</i> | 202. Swan Plain |
| 91. Smiley | 147. <i>Staynor Hall</i> | 203. Swanson |
| 92. <i>Smithburg</i> | 148. <i>Steeledale</i> | 204. <i>Swarthmore</i> |
| 93. <i>Smoking Tent</i> | 149. Steelman | 205. Swift Current |
| 94. Smoky Burn | 150. Steen | Sub. No. 1 |
| 95. <i>Smoky Ridge</i> | 151. Steep Creek | 206. <i>Sybouts</i> |
| 96. Smuts | 152. <i>Stelcam</i> | 207. Sylvania |
| 97. <i>Snake Lake</i> | 153. Stenen | <i>N.B. Italics indicate 'office closed'</i> |

new stamp issues

50th ANNIVERSARY, I.L.O.



ated by a distinguished Montreal designer, Julien Hebert, whose Expo 67 'Man and His World' symbol became familiar to millions of people in Canada and abroad during Centennial celebrations in 1967. Predominant feature of the design, in white, is an elliptical globe superimposed on which is an assemblage of tools and instruments representing diverse trades; dark olive green is used for the overall background. Wording, arranged on four sides and printed in a 15 per cent value of the same green, in each instance faces towards the central design. The longer dimension has, on respective sides, 'International Labour Organisation' and 'Organisation internationale du Travail'. The shorter dimension has on one end 'Canada 1969' arranged in two lines; at the opposite end is 'Canada 1919'. Two denominative 6's face inward in diametrically opposed corners, in each instance to the right of Canada.

Thirty million I.L.O. stamps were printed by the British American Bank Note Company, Ottawa; customary First Day Cover service was provided by the Postmaster, Ottawa 2.

A universal lasting peace based on social justice is the avowed objective of the International Labour Organisation which emerged as an intergovernmental cooperative structure as part of the Treaty of Versailles in 1919. Canada, one of the 45 founding member countries and a staunch supporter through five decades, was the seat of the I.L.O. through the years 1940-1947 when refuge was sought from war-ravaged Europe; the year 1947 saw removal from Montreal for re-establishment at the permanent Headquarters in Geneva, Switzerland.

Meeting annually, the International Labour Conference, supreme authority of the I.L.O., provides eligibility for four delegates from each participating

A Canada Post Office 6 cents stamp to commemorate the 50th Anniversary of the International Labour Organisation, and released on 21st May, 1969, has a unique format which makes it usable in any position.

The new steel engraved 40 by 24 mm issue is the first Canadian stamp cre-

nation, two as Government representatives and one each from Employers and Workers; representatives of Employers and Workers are not obliged to present a united front with representatives of their own Governments. Deliberations set international labour standards and provide a forum for the discussion of social and labour questions. The Governing Body, an executive group of 48, normally meeting four times a year, is composed of 24 representatives of Government, 12 Employers and 12 Workers. The tripartite structure, providing for Government, Employer and Worker delegates, proved to be a basis of strength which enabled the organisation to survive, even when the League of Nations dissolved after World War II. In 1946, the I.L.O. became the first major specialised agency to come under a new world body, the United Nations.

This year, in keeping with the I.L.O. motto 'Poverty anywhere constitutes a danger to prosperity everywhere' and as part of a year-long 50th anniversary celebration, the 118 member states have embarked upon the development of a World Employment Programme.

50th ANNIVERSARY OF FIRST NON-STOP TRANSATLANTIC FLIGHT



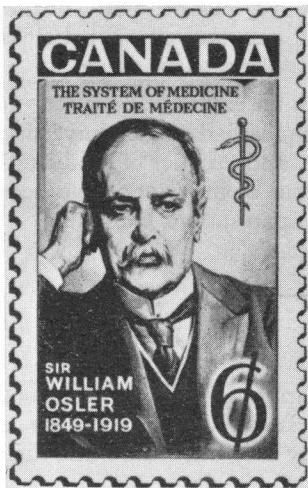
A Canada Post Office stamp commemorating the first non-stop transatlantic flight, scheduled for release on 13th June 1969, will recall the epic crossing by Alcock and Brown who took-off in a twin-engined Vickers Vimy on 14th June 1919 from what for twenty years has been Canadian soil. Newfoundland, scene of the take-off, became Canada's 10th province in 1949.

A 15 cents denomination, suitable for transatlantic air mail, has been chosen for the new issue which will have a large horizontal format with dimensions of 40 mm x 24 mm. The first stamp created by Robert W. Bradford of Ottawa, it will have as its principal design element a steel engraved brown illustration of the historic Vickers Vimy which, 50 years ago, became the first craft piloted by man to complete a non-stop aerial crossing of the ocean. The picture of the plane is superimposed on a photogravure map of the blue Atlantic and a green rendition of Canada's east coast, Great Britain and the European coastline; the tail is near the St. John's lift-off area and the nose near the landing point in Ireland. A white denominative '15' appears in the upper right corner; white also is used for '1919' over the extreme left of two brown colour engraved lines 'First Non-stop Transatlantic Flight' and 'Le Premier Vol Transatlantique Sans Escalé' which appears at the base of the design. 'Canada', also in brown engraved letters, facing inward on the stamp, is inserted vertically in a narrow white panel to the extreme left.

Fifteen million of the new issue will be printed by the British American Bank Note Company, Ottawa; customary First Day Cover Service will be provided by the Postmaster, Ottawa 2, Ontario.

An Historic Sites and Monuments Board of Canada bronze plaque in Newfoundland records that the flyers ' . . . took off nearby on the first non-stop Transatlantic flight in a Vickers Vimy aeroplane at 12.58 p.m. Newfoundland time. Sixteen hours and twelve minutes later they landed at Clifden, Ireland, a distance of 1,800 miles'. The crew, John Alcock, a native of Manchester, England, born in 1892, and Arthur Whitten Brown, born in Glasgow, Scotland, in 1886, persevered through near calamitous weather conditions over the North Atlantic to achieve their goal. A comparatively short time had elapsed whence dense fog necessitated navigation by dead reckoning; already flying blind, the crew's communications were silenced and their electrically heated suits rendered useless when blades of a wind-driven generator sheared off. White hot metal from a split exhaust was another of many hazards overcome. Rain and sleet changed to snow whereupon Brown clambered from his open cockpit to edge along the fuselage wielding a knife to chop the gathering ice. Passing the coast of Ireland at 8.25 a.m., a decision was made to set down in what appeared to be a grassy meadow; the meadow proved to be an Irish bog in Co. Galway where the plane came to rest, tail-up and nose buried in the wet earth. Uninjured, Alcock and Brown had completed their crossing at an average speed of about 112 m.p.h.

Alcock and Brown, both later knighted by King George V, received a newspaper prize of 10,000 pounds and sundry other awards from the hands of Winston Churchill, then Secretary of State for War and Air. Alcock died in an air accident on 18th December of the same year; Brown died in 1948 at his home in Wales. The Vickers Vimy remains on display at the Science Museum in South Kensington, England.



SIR WILLIAM OSLER

Sir William Osler, Bart, M.D., a native of Bond Head Ontario, who achieved world recognition as a medical teacher and as one of the finest diagnosticians of his day, will be commemorated on a 6 cent Canada Post Office stamp to be issued on 23rd June, 1969.

The new stamp, vertical in format and having dimensions of 24 x 40 mm, marks the 50th anniversary of the year in which Osler died. His commemoration coincides with a world meeting of nurses at the XIV Quadrennial Congress of the International Council of Nurses to be held in Montreal where he took his M.D. at McGill in 1872. A brown, steel engraved portrait of Osler occupies the lower three-quarters of the stamp; a denominative

6, also steel engraved and printed in brown, appears in the lower right corner. To the lower left, arranged on three lines in white letters, is 'Sir William Osler 1849-1919'. In two lines, above the portrait, the same brown and printing process is used for 'The System of Medicine' and 'Traité de Médecine', the English and French titles of a seven-volume medical encyclopedia edited by the late doctor. Two photographic blues are used, a dark tone for an encircling border and as a background for a white 'Canada' at the top margin; the dark photogravure blue is also used to the right of Osler's forehead for a rendition of the symbol of medicine, the serpent entwined staff of Asclepius, Greek god of medicine.

Thirty-five million Osler stamps will be printed by the British American Bank Note Company, Ottawa, originators of the design. Customary First Day Cover service will be provided by the Postmaster, Ottawa 2.

The son of a pioneer missionary at Bond Head, William Osler was born on 12th July 1849. From Trinity College, Toronto, where he had enrolled in 1867 with a short-lived purpose of entering the ministry, he transferred to the Toronto Medical School; later he studied at McGill where he took his M.D. Returning in 1874 from a study of advanced medical practices in London, Berlin and Vienna, he established himself in private practice for a short period at Dundas, Ontario; an offer of an appointment as lecturer on physiology and pathology at McGill was promptly accepted and, at the age of 25, he was named a full professor at the same institution. It is said that Osler, looking back during a long medical teaching career, was fond of pointing out the initial entry in his private practice account book: 'Speck in cornea . . . 50 cents'.

Dr. Osler, who excelled as a medical teacher and as an inspirer of young men, played prominent roles in the founding of the Rockefeller Institute for Medical Research, New York City, and the John Hopkins Medical School, Baltimore; he continued his teaching career at the University of Pennsylvania, Philadelphia, where he taught from 1884 to 1889; Johns Hopkins, 1889-1904 and Oxford University, England, 1904-1919. Created a baronet in 1911, Sir William Osler was to succumb to pneumonia on 20th December 1919; he had readily recognised the symptoms against which he had battled on behalf of others for many years.

The Osler Library at McGill in Montreal houses an extensive collection of Sir William's medical and rare books which were bequeathed to the University. One of the best known writings by Osler is 'Principles and Practice of Medicine', first published in New York in 1892; sixteen editions of this work have been published with translations into French, German, Spanish and Chinese.

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.

Task force report on postage stamp design tabled

Formation of a permanent Design Advisory Committee made up of artists, designers and philatelists, and a substantial increase in commissions paid by the Post Office to designers of Canadian stamps are the principal recommendations of a Special Task Force on Stamp Design (*See page 300*).

The Task Force, established in January, was chaired by Gordon Cunningham, Director, Information and Public Relations for the Post Office Department. Its members were: Allan Fleming, Toronto; Yves Gauthier and Julien Hébert, Montreal; Alex Colville, Sackville, N.B., and David Silcox of the Canada Council, Ottawa.

In its 30-page report the Task Force concluded that 'no professional artist/designer can be expected to design stamps for the Canada Post Office for the present fee'. It recommended an increase in these fees from the present \$400 to \$2,000.

The Task Force also concluded that under the present system 'Artist/designers have little or no communication with the security companies that reproduce their designs', that 'Final reproduction of a postage-stamp design often leaves much to be desired' and that 'The Canada Post Office has little contact with the professional artist/designer community in Canada'. It recommended the immediate formation of a Design Advisory Committee to assist the Canada Post Office by selecting potential stamp designers, assigning contracts, assessing design submissions, recommending reproduction methods and by approval of the final artwork and printing plate proofs. The Committee, with a rotating membership, would be made up of artists, designers and philatelists.

Other observations by the Task Force were: greater flexibility in the choice of size and shape of stamps; consideration of the possibility of a more rapid change in definitive issues, from three to five years; 'improvement in the appearance of air-mail forms, stamp booklet covers, and postage-due stamps; consideration of the use of stamps as visible ambassadors of Canada including greater attention to the cultural, scientific and humanitarian achievements of Canadians. In releasing the report, Mr. Kierans, the Communications Minister, stated that the Task Force had fulfilled its purpose, which was 'to provide the Post Office with the candid and unrestricted opinions of professional Canadian artists and designers'. He planned, 'shortly' to take action on the principal recommendations of the report.

At the same time, Mr. Kierans took issue with some of the observations of the Task Force, in particular its observation that 'most Canadian stamps are amateurish in design and, with the exception of a few intaglio designs, tasteless in execution'. Mr. Kierans commented: 'There is unquestionably room for improvement, and the principal recommendations of the Task Force, once enacted, will enable us to achieve it. However, many Canadian stamps have received wide acclaim and philatelic writers have lauded the high quality of the steel engraved process used in the production of the majority of Canadian stamps. The Task Force's comment, in my opinion, is too severe'.

Letters

TO THE EDITOR

Mr. N. A. Pelletier writes:

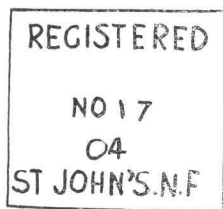
Small Queens, Cancellations

During the Small Queen period, some stamps with cancellations bearing an asterisk or star shaped mark(*) above the date are found. We have tried to make a small collection of such items, and being unable to find published information, are now wondering if other collectors have been able to add to the following list: Canning; Canning (squared circle); Eganville; Marmora; Plevna; Petitcodiac; Riviere du Loup Station; Stouffville and Welland.

We might add that Stouffville was known to have used the above marking for a time during the numeral period.

Mr. T. R. Hutton writes:

Newfoundland Postmarks



I had thought that every possible Newfoundland postmark had been illustrated and described in *Maple Leaves* or *B.N.A. Topics* during the last 25 years.

However, I have never seen a reference to 'Registered St. John's' strike, a copy of which I enclose, and it occurs to me that it might be of interest to the Society's many Newfoundland collectors.

LENDING LIBRARY

Please refer to the Library List and send your requests to: The Librarian, Mr. R. S. B. Greenhill, The Shieling, Village Way, Little Chalfont, Amersham, Bucks. A comprehensive range of books on all branches of B.N.A. philately and postal history is available to members, free of charge, with the exception of postal charges both ways. Numerous catalogues, check lists and pamphlets are also available.

Amendments to Membership to 3rd May 1969

New Members

1688. CREW, S. A., F.C.A., Welcombe Cottage, 11 Southdown Road, Harpenden, Herts. C
 1689. TINDALE, W. A., 116 South Oval, Hamilton, Ont., Canada. C, SC, Map
 1690. BAKER, D.J. A., 23 Brook Crescent, Chingford, London E.4 CQ, CG
 1691. LONG, G. C. J., 7 Bryanston Avenue, Whitton, Twickenham, Middlesex CGA-CGE
 1692. THOMPSON, D. P., 4902-121 Avenue, Edmonton 21, Alta, Canada C, CG, SC
 1693. STULBERG, F. G., 674 Kingston Road, Toronto 13, Canada PH, SC
 1694. KITE, J. L., 2 Firgrove Crescent, Yate, Bristol BS17, 5AQ C, N, B
 1695. LAWLER, D. R., 214 Ramsay Way, Crewe, Cheshire CG-CGC
 1696. LEGGETT, A. W., 1945 Lawrence Avenue, W., Weston, Ont., Canada C, CQ
 1697. HEBERT, Dr. F., 37 Upper Trafalgar Place, Montreal, Canada
 1698. CROSS, I. F., 1086 Dorchester Avenue, Winnipeg 9, Man, Canada
 1699. STEELE, I. M., Box 484, Awali, Bahrain, Arabian Gulf C

Death

1070. SHARPE, L. W., Q.C.

Resignation

373. EVEREST, A. E.
 417. JACOB, L. G.

Change of Address

1469. AITKEN, H. D., 22 Whitewood Road, Toronto 7, Canada.
 430. GAMMIE, J. I., 26 Wellsmoor Gardens, The Elms, Bickley, Kent BR1, 2HT.
 1508. HASTIE, Lieut. J., R.N. (Retired), Flat 24, Hayes Court, Victoria Road North, Southsea, Hants.
 1590. HOARE, SQ MS, R. J., W.O.'s and Sgt.'s Mess, 17/21st Lancers, Lisenally Camp, Omagh, Co. Tyrone, N. Ireland.
 1315. ROSENBLAT, D. G., 999 Green Street, Apt. 2704, San Francisco, Calif. 94133, U.S.A.
 1666. PHILLIPS, J. G., 206 Arcturas Road, Greendale, Salisbury NE 76, Rhodesia.
 808. SMITH, J. R., 'Sunrise', Granville Street, Winsford, Cheshire.
 75. STUDD, M. A., Brig. Arbourne, Copsem Lane, Esher, Surrey.

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