

MAPLE LEAVES

Journal of

THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN

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Founder:

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

Edited by **L. F. Gillam, F.C.P.S.**

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EDITORIAL

Stamp Designs

Occasionally we take time off to read, rather than just scan, what our contemporaries in the philatelic world have to say about our hobby, and it is not an exaggeration to say that much that is adversely critical of modern stamp designs and printing methods can be found without too diligent a search. What used, invariably, to be called a spate of new issues, can also be relied upon to call down the wrath of the gods. The 'spate' of thirty years ago is now a flood and the denunciatory language which seeks, apparently, to stem the tide, as forthright as ever. We could also add, 'as futile as ever'. The designs, seemingly, get worse as the numbers of new issues increase.

'For over 25 years most Canadian issues', screams our contemporary *B.N.A. Topics*, 'have been stodgy, artless and crudely executed.' In support of this contention it publishes the result of a survey conducted by the Stanley Stamp Company of Vancouver which suggests that most collectors do not like 'symbolisms and abstracts' in stamp designs, lithographic printing processes or excessive numbers of new issues. All of which, we should have thought, was a fairly predictable reaction. So, too, was the overwhelming support received for the principle that 'a cross-section (no pun intended!) of the philatelic public should be consulted by the P.O. Department (Canadian) before a design is approved.'

On the last point the Stanley Stamp Company comments, 'the best artists are not necessarily philatelists'. Notwithstanding this profundity however, it goes on to say that collectors 'should have a say.' We have looked in vain for any suggestions as to *how* collectors are to be consulted. At the moment the Design Advisory Committee to the Canadian Post Office Department is charged with the responsibility for approving the designs of stamps and its members appear to be well qualified for the work. 'Philatelic opinion,' if any such can be said to exist, is represented in the person of Carl Mangold, a prominent Montreal philatelist who, of course, was nominated to the committee and not elected. It is difficult to see how things could be otherwise and in fairness to the Canadian Post Office Department it has to be said that it goes to quite extraordinary lengths, although not alone among Post Office Departments in this respect, to try to find 'acceptable' designs for its stamps.

On the *numbers* of new issues *B.N.A. Topics* leaves its readers in no doubt as to where it stands. 'Collectors generally,' it fulminates, 'will be appalled by the announcement that no less than 12 Christmas stamps will be issued.' Maybe, but the Canadian Post Office Department will be better persuaded to change its policy when its unsold stocks of stamps in the Philatelic Department reach embarrassing proportions. There is no evidence of sales resistance at the moment and until there is there can be little reason for present policies to be changed.

Our contemporary does not reserve all its brickbats for the Post Office Department, however. Keeping some in reserve for professional artists it scores a 'very palpable hit' by noting (apropos the latest Christmas issue) that: 'for the first time in Canadian history stamps are being issued that haven't been drawn by professionals.' Without mincing any matters it bluntly states, 'it's time they were given a rest.'

Looking around for more 'Aunt Sallies' on which to exhaust its supply of ammunition, the universal ones, 'civil servants and politicians who assign and later approve designs,' inevitably present themselves in the line of fire, or appear to do so. Here we have to record a miss, and not even a near miss. There are no politicians on the Design Advisory Committee and the only civil servant, the Director of Information and Public Relations for the Canadian Post Office alone, acting on the advice of his experts, all of whom are formidably qualified, makes final recommendations to the Postmaster General.

For good measure *B.N.A. Topics* then takes a final shy at the 'Ottawa printers,' whom we should have thought have served Canadian Governments well. 'For the first time', we are told, 'a printing firm whose *main business* is *quality* 'job' printing has been contracted to print a Canadian stamp'. All of this is good knock-about fun, we suppose; but whether it spells a 'knock-out' for the Canadian Bank Note Company or the British American Bank Note Company our readers and Ashton-Potter Limited of Toronto will have to wait and see.

A new squared circle discovery— Two hammers for Wolseley, Assa.

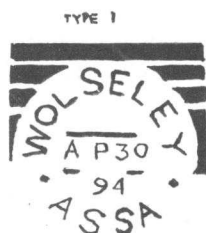
by
S. F. Cohen, FCPS

After more than ten years extensive study of Squared Circle postmarks by specialist collectors in Canada, U.S.A. and Britain, it is surprising that so important a discovery as a second distinctive Hammer for Wolseley, Assa., should only recently have been discovered.

Noted in the third and last edition of the Handbook (Squared Circle Postmarks by Alfred Whitehead, 1964) under this R.F.50 town, was the writer's unusual copy dated Ap.30, '94, some months before the date of the proofed copy. The stamp was again referred to in an article in *Maple Leaves* (Oct. '66 p.175) and a photograph of it shown.

The position of the letters relative to the bars and sidepiece are quite different when compared to a strike of a later date, and so the mystery of the pre-proof date copy is now solved. There was in existence an earlier Hammer than that proofed.

So far some 16 copies of Wolseley have now been carefully examined and 3 of these are Hammer I and 13 are Hammer II. This may indicate some relative rarity factor.



The Handbook information can now be corrected as detailed below. It should be realised that many more dated copies will have to be examined before we can know if there is any overlapping of dates of use of the two Hammers. The earliest and latest dates given in the Handbook could, of course, have been taken from either Hammer so should be ignored, particularly the earliest date.

Illustrated are accurate tracings showing the distinctive letters of the two Hammers for easy identification. Luckily all the letters differ so that even partial strikes can be correctly assigned. My thanks for these tracings go to member Dr. M. W. Carstairs who jointly made this discovery with me. (Continued on page 241.)

BRITISH AMERICA

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The 1897 Diamond Jubilee Issue

By Lorne Wm. Bentham

The beautiful Canadian 1897 Diamond Jubilee series, cherished by collectors the world over, marked one of the most important milestones in Canadian philately. Superseding the *Small Queen* series, which had been in continuous use for almost three decades, the Diamond Jubilees simultaneously commemorated Queen Victoria's 60 years on the throne, the 30th year of Confederation in Canada, and the 400th anniversary of John Cabot's discovery of the new world. The 1897 Diamond Jubilees also indirectly mirrored the advent of a great political change—the replacement of the old Conservative administration by the Liberal party a year earlier.

Many prominent Canadian specialists maintain that there can be little doubt that the 1893 Columbian issue of the United States was a major factor which helped influence Canada's postal authorities to release a Diamond Jubilee commemorative set, particularly in view of the fact that denominations of the U.S. Columbian set and the Diamond Jubilees are almost identical.

Early in 1897 it was rumoured that a special 3 cent stamp would be issued in honour of Queen Victoria's Diamond Jubilee. However, Canada's Postmaster-General, Sir William Mulock, announced on 20th May 1897, during a debate in Canada's House of Commons, that a long set would be issued.

The contract for printing the sixteen stamps of Canada's first commemorative set and a 1 cent post card was awarded to the American Bank Note Company of New York City. Work was performed in Ottawa in a branch plant of the United States firm and the stamps were released to the public on 19th June, 1897.

The entire set was superbly engraved on steel and printed on wove paper, perforated twelve throughout. Incidentally, the craftsmanship applied by the engravers and printers alike made this set second to none and so meticulously was the work done that the number of plate varieties, including a minimum of re-entries, is almost negligible. Imperforates of the Diamond Jubilee stamps have never been found and it can be safely assumed that they are non-existent, despite periodic reports to the contrary.

Minor differences in shade occur for several values of the Diamond Jubilees, but it is debatable whether they warrant separate listings. The Diamond Jubilees were enhanced by an exceedingly well-balanced colour scheme. The repetition of purple in the \$2 and \$4 values (with a marked intensity) was the only complaint of zealous critics.

The main design, uniform for all the sixteen values and the postcard, is very attractive. The portrait on the left depicts the Queen as she appeared at the time of her accession to the throne in 1837 and is based on the famous Chalon portrait, which also graces Canada's much-sought-after 12 pence black stamp of 1851. The portrait of the Queen which appears on the right, is adapted from a painting executed in 1886 by Professor von Angeli, of Vienna. As a matter of fact, the Tudor Crown which appears at the top centre on these Diamond Jubilee stamps is in contrast to the Imperial State Crown that is featured on Canada's 3 pence and 5 cents 'Beaver' stamps.

Unknown to many Canadian specialists is that the 1 cent of the Diamond Jubilee is known to exist bisected diagonally, which was used for ½ cent postage on 'Railway News', a newspaper that was printed in New Glasgow, Nova Scotia. Such specimens should be collected on part of the original newspaper and dated 5th, 6th or 8th of 1897.

A word of caution to collectors interested in purchasing dollar values of the Diamond Jubilees. Beware of forgeries. There are a number of forgeries of the dollar values in existence, which were produced by the steel-engraving process. These are mentioned briefly in Jarrett's *British North American Catalogue* and the origin is believed to have been in Italy.

For the benefit of readers who may not know how to distinguish between a forged and a genuine copy of the dollar values of the Diamond Jubilees, the following four characteristics can be of assistance:

Lettering (especially of the value) is noticeably thinner and less bold on forgeries.

The portrait of Queen Victoria, in later years, is obviously suffering from severe toothache, as her chin appears to be extremely swollen on a forged copy.

Paradoxically, the foliage detail in the spandrels is finer, sharper and clearer on the forgeries, than on the originals.

The forgeries were printed on somewhat coarser paper, having a slightly yellow tinge. Nevertheless, had Sperati forged Canadian stamps, this forgery could have easily been taken for one of his productions.

(With acknowledgements and thanks to 'The Stamp Lover'.) ••

Fellowships

On page 224 of our last issue we announced the award of fellowships to our former Treasurer, Alan McGregor and to Bob Woolley, our long-standing Contact Member in Ontario. That these awards are no more than their due and are overdue must be obvious to all who pause to consider the tremendous amount of work that both these honoured members have put in over the years. The Society is indebted to them both because each, in a different way, has always put the interests of the Society first in all their considerations. Bob Woolley has always been unflinching ready to promote the interests of the Society among his compatriots in Canada and his many friends in the U.S.A. Only he, and our Secretary, can know just exactly how many of our members in North America owe their introduction to our Society to his zeal and enthusiasm. Of Alan we can only say that for many years as Treasurer he did the work of two men, for such are now needed to cope with no greater volume of work than he undertook, uncomplainingly, single handed. As long as the Society continues to find men of this stature to serve its interests we shall have no need to fear for its future.

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Canadian Airmail Notes

By Major R. K. Malott Part X

This firm is a new entry into the Canadian field. The parent company, Brock and Weymouth Inc., of Philadelphia, have been active in the development of a system of mapping from vertical aerial photographs by the stereoscopic method; and, recognizing that there was a considerable field for this class of work in connection with new industrial developments, town planning, water-power projects and other similar work in Canada, have incorporated a Canadian company with headquarters in Montreal. Two major operations were carried out during the year.

The first was a survey of a railway location from O'Brien on the National Transcontinental line in northern Quebec, southward to the Rouyn gold fields, a distance of some 50 miles. Contour maps of the ground were furnished the railway engineers with the minimum of ground work for the control of their pictures. It is noteworthy that the first operation undertaken in Canada by this firm was carried out in early spring while the snow was still on the ground and the lakes frozen. Their Fokker C.II Aeroplane with 185 horse-power B.M.W. engine was shipped to O'Brien and operated from there on skis. It was not possible to make any preparations in advance and the aircraft was operated without a hangar or other shelter, which shows that winter work can be carried out successfully.

The Chief Engineer, Construction Department, Canadian National Railways, makes the following comments on this method:—

'On the whole we believe that the Brock method, when accurate control points are furnished, can be made to produce accurate maps so close that the error will be substantially within the plotting error on the ordinary scales we use, that is, four hundred feet to the inch horizontal and twenty feet to the inch vertical. One great advantage of a map made by the Brock method is that the contours would appear to be just as accurate in one part of the picture as any other part, whereas in a contour map prepared by a survey line this becomes more inaccurate, by the ordinary methods used the further away the contour is from the line run on the ground.

'As to the use and application of the Brock method for railway surveys, we believe it will take further trial to find under what conditions it would be best used. The fact of having to supply the control points at more or less frequent intervals necessitates some work being done on the ground in new country where there are no measurements already on the ground which could be seen in aerial photographs or where elevations of defined points were unknown.

'The cost of getting the aeroplane on the ground appears to limit the use to rather extensive work, but I believe that on a survey of any considerable extent in miles, if we had the aeroplane on the ground at the inception of the work, and along with it the appliances necessary to develop and read and plot the contours as fast as the photographs were taken that the Brock method can be used in certain kinds of country to great advantage.

'On the prairies, where generally the ease and speed of surveying is such that it allows a great many miles of line to be run in a day, and where its open character permits very extended visibility, I think there would be no particular advantage, if any at all, in using the Brock method for railway surveys.

'For the production of a general contour map of a district, I believe that this Brock method would prove not only less expensive than any method used to-day from the ground but that its accuracy would be far greater. In other words, I think this method should at least be tested very carefully for use in the production of the topographical maps now being made by the department.'

The second operation was the photographic survey of an area near Chicoutimi, where the great new water-power development on the Saguenay is now under construction. A notable flight was made on its completion direct from Chicoutimi to Ottawa, leaving at 7.30 in the morning and arriving in Ottawa about noon. After a stay of three hours to enable the pilot to refuel and transact some business with the department, the flight was continued to Toronto in the afternoon. This flight shows the possibilities of aerial transport in Canada. By train the journey would take at least 36 hours. The Company's flying time for the year was 47 hours 20 minutes; 167 square miles of vertical photography were successfully completed and from the pictures, accurate topographical maps were prepared.

(Continued from page 235).

New detail for HANDBOOK

Wolseley Assa.

First Hammer:— Left fork of Y points well below right side-piece. First L points to base of left first bar. Right fork of W points below left side-piece. ASSA round and neat.

Proofed: Unknown. Earliest: Ap.30. 94. Latest: Sep.23. 95.

Second Hammer:— Left fork of Y points to top of right side-piece. First L points to middle of first left bar. Right fork of W points to base of second bar at left. ASSA larger and elongated.

Proofed: MAY 29. 94. Earliest: Ap.3. 97. Latest: My.16. 99.

Precancel Essays

By A. F. Judd



Admiral specialists are indebted to Charles D. Blair for his interesting article in *BNA Topics* issue of August 1970 in which he refers to research he has made into the 10 cents blue Admiral Precancels with the assistance of material supplied by H. G. Walburn which reveals that this stamp exists on horizontal wove paper. All finds so far, however, are City-type precancels.

It would appear that Precancels are proving to be an interesting field for further study of this issue and it is well-known that hairlines are prolific on the first City-type Precancels Admiral 1 cent green of Brantford and Calgary.

Seldom seen are the Precancel essays which were released by the Canadian Post Office in the same way as plate proofs essays and specimen stamps. These found their way into circulation without any idea that such stamps would become of value.

In the casual way that such stamps do come on to the market, a few of this type of stamp became available.

It is not easy to identify the essays and reliance has to be placed on the description contained in Boggs; but the George V Admirals were the oldest stamps of this sort to be overprinted as essays of the modern overprint and naturally much more care was taken in the printing than the mass produced and subsequent precancels.

The type as illustrated is described by Boggs on pages 734-5 as follows:—

'Prior to the adoption of this method (uniform style between parallel bars) of cancelling stamps, essays were made on King George Admiral type 3 cents carmine stamp about 1928. The experimental electro differs from the issued type in that the numerals are slightly taller and the closely spaced double lines are 10 m.m. apart.'

This reference is followed by a description of the three types of cancellation as applied to George V later issues.

Precancel essays in my collection, of which one is illustrated, all appear as universal styles 213 as listed in the handbook, *Official Catalogue of Canada Precancels*, edited by H. G. Walburn.

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The First Decimal Issue of Canada

By Geoffrey Whitworth, F.R.P.S.L.

The postal rate to British Columbia during 1863

When Canada decimalised the currency on 1st July 1859 all postal rates were simply converted from pence to cents and the 9d. rate for ½oz. letters to British Columbia and Vancouver's Island was changed to 15 cents. The only cover I have from these early years is stamped with a 5 cents Beaver and was delivered to Vancouver's Island without collecting any postage due handstamps.

The *Canadian Postal Guide* issued in January 1863 quotes the rate of postage on letters to British Columbia and Vancouver's Island as 25 cents per ½oz., which must be prepaid. This Guide does not state when the rate was changed but the Jephcott collection contains a double rated cover dated 28th January 1863. My cover is addressed to New Westminster, B.C. and dated Au 27 1863. It was directed via New York from where it could have been sent by the slow overland route or by the quicker sea mail route to the Isthmus of Panama where it was transported to the Pacific Ocean and then by ship to San Francisco and Victoria. These are very rare covers as the 25 cents rate was in force for only a short period of time.

(We hope to illustrate this cover in our next issue—Editor.)

R.P.O. Jottings

As we told you last August, Canada is now short a couple more R.P.O. routes. On 3rd January 1970, Montreal and Toronto RPO Trs. 50 and 51 made their last runs. This leaves the R.P.O.s on Trains 58 and 59 as the last remaining service between Montreal and Toronto. On that same fateful morning the last R.P.O. car ran from Levis (across the St. Lawrence river from Quebec City) westward to Montreal. Thus the city of Montreal lost two different 'services' on the same day. As far as we have been able to ascertain these two sets of trains were the only ones to be taken off, ON THAT PARTICULAR DAY. However—the 'connection' has now been broken with the removal of the Levis and Montreal R.P.O. and the two remaining 'segments' can be discontinued without too much trouble, as they will no doubt be in the not-too-distant future. We understand that the Quebec and Senneterre R.P.O., which had been running from Quebec City westward to the meeting point of trains 75 and 74 near Fitzpatrick, Quebec, was further curtailed to run only to Hervey Junction.

The only 'bright spot' in all this gloom—of but incidental interest to R.P.O. postmark collectors, is the fact that (I am informed by reliable sources) no Railway Post Office Clerks were forced back into the Post Office. We are told that the clerks who made up the Levis and Montreal organization are now running on the Campbelltown and Levis RPO cars while the surplused Montreal District clerks from the Mont. and Tor. day trains now run to North Bay. The Toronto District clerks were absorbed into the M. and T. night mail trains and in the Toronto and Capreol RPO organization. (The Tor. and Cap. had to 'take up the slack' when the Tor. and North Bay line came off last October, also.)

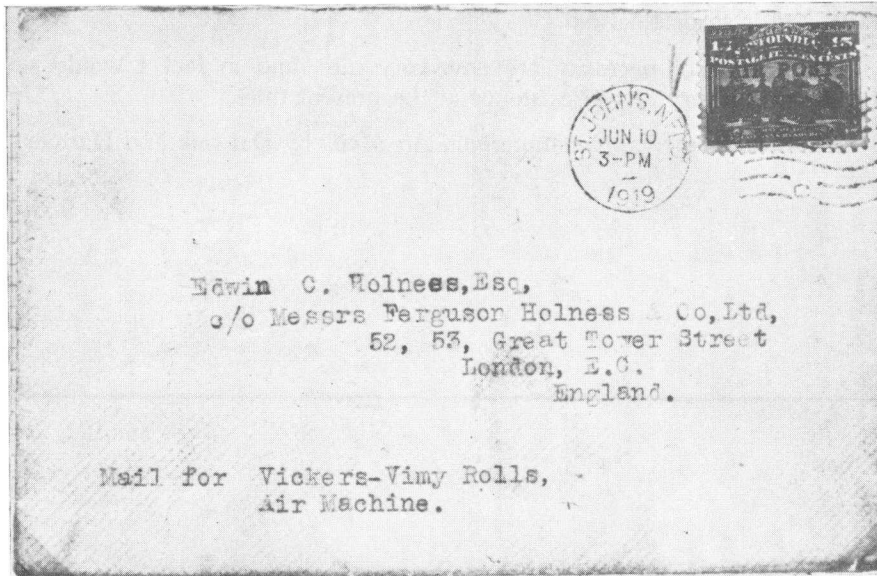
We are told that the Halifax and Liverpool R.P.O. still runs south-west out of Halifax—and is still using the old Halifax, Bridgewater and Yarmouth RPO datestamp. We do not expect to see it so running too much longer. (HX, BR. and YAR. R.P.O.)

Another route the rumours are getting stronger on is the long route out of Montreal to North Bay—Longlac—and on to Winnipeg. We understand the clerks on the route are very unsure of just how long they will be rail-borne. (This involves the Montreal and North Bay R.P.O.—the North Bay and Longlac R.P.O. and the Longlac and Winnipeg RPO).

(We are indebted to Mr. E. J. Maloney for this feature and for the report which appeared in our August issue on Page 153. Both this report and the previous one referred to first appeared in the *Transit Postmark Collector* (Not *Transit Postmark* as erroneously stated in our August issue—Editor.)

The First Transatlantic Flight

By R. F. W. Sheraton



When Alcock and Brown left Lesters Field, St. John's, Newfoundland on 14th June 1919 in their Vickers Vimi converted Bomber on what proved to be the first direct Trans-Atlantic flight, they carried with them in a very small mail-bag fewer than 200 letters, and the accompanying photograph is of one of those which were carried. The Newfoundland Post Office about that time had overprinted copies of the 15c scarlet value of the 1897 issue, and these were surcharged as follows:—

Trans-Atlantic
AIR POST,
1919.
ONE DOLLAR

The stamps were printed in Sheets of 100, and perforated 12 They were divided into four panes of 25 each (5 by 5). The total number of stamps surcharged was 10,000, but about 30 of these were destroyed as defective. There are variations in the surcharge, the more important being no comma after 'post' and no stop after '1919'.

The complete setting of 25 stamps shews that one has the comma after 'Post' small and indistinct, and the cover illustrated happens to have this. (4th row, stamp No. 20).

The covers carried on the Alcock and Brown flight were date-stamped June 10th-13th—that on the cover illustrated above bears the date June

10th. This particular cover carried a letter (which I possess) typewritten similar to that of the envelope.

Upon arrival at the London G.P.O. all mail for London was back-stamped June 17th with the small circular E.C. postmark, and the cover illustrated is so postmarked.

These covers of necessity are now very rare, and in fact I would say that there are very few in existence at the present time.

(Acknowledgements. *Newfoundland Air Mails* by Dalwick and Harmer).

*We regret that owing to the
recent postal strike it was not
possible to publish our normal
February Issue-Editor*

An Invitation

To Members of the Canadian Philatelic Society of Great Britain

*

If you are not already a member of The Royal Philatelic Society of Canada and would be interested in joining the 'Royal' please write to The Secretary, The Royal Philatelic Society of Canada, Box 3144, Station 'C', Ottawa, Canada, for membership application forms or information.

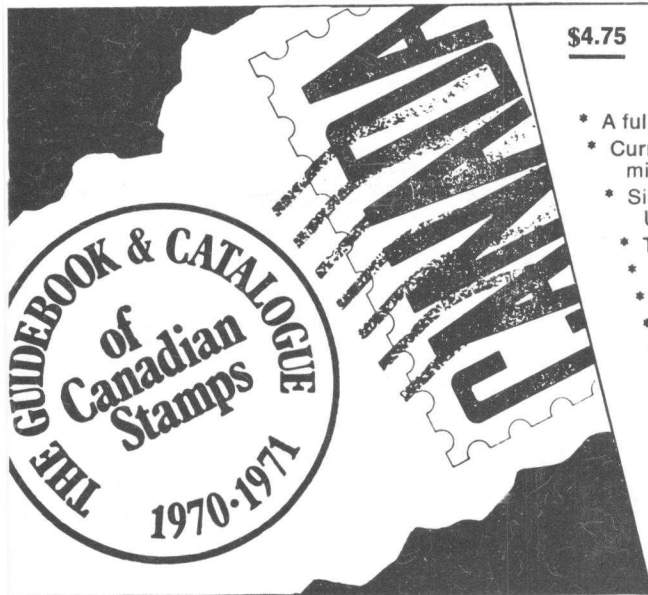
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- | | |
|--|--------|
| 1. 1870-78. 1c. orange yellow. Brilliant mint regular block of 25 in a fine fresh colour. S.G.78. | £125 |
| 2. 1878-88. 2c. pale grass green. Attractive mint block of six of this shade. Small thinning. S.G.82. | £20 |
| 3. 1870. 3c. indian red. perf. 12. Superb mint, very well centred copy of this stamp. Rare in this condition. S.G.83. | £90 |
| 4. 1870. 3c. pale rose red. Very attractive mint block of four of this stamp. Scarce multiple. S.G.83b. | £90 |
| 5. 1870. 3c. deep rose red. Superb mint right marginal block of four of this shade. Rare multiple. S.G.84. | £110 |
| 6. 1873-77. 1c. orange yellow. perf. $11\frac{1}{2} \times 12$. Superb mint left marginal block of six showing part of the imprint. Rare S.G.91. | £80 |
| 7. 1876-9. 5c. olive grey. perf. $11\frac{1}{2} \times 12$. Horizontal strip of three of this stamp in unused condition. Has no gum but is a rarity in a multiple. S.G.96. | £35 |
| 8. 1874-9. 10c. very pale lilac magenta. Attractive mint, slightly off-centre example of this stamp. S.G.98. | £40 |
| 9. 1888. 5c. brownish grey. Fine mint block of 10(5x2). Attractive item. S.G.107. | £20 |
| 10. 1888. 5c. brownish grey. Attractive mint corner block of six in IMPERFORATE condition. Slight creasing but very rare! S.G.107a. | £47.50 |
| 11. 1891. 10c. salmon pink. Attractive mint, slightly off-centre single of this stamp. S.G.110a. | £15 |
| 12. 1891. 10c. salmon pink. Brilliant mint marginal block of six with part imprint. S.G.110a. | £150 |
| 13. 1893. 8c. blackish purple. Fine mint block of four. S.G.120. | £20 |

Used singles and multiples

- | | |
|---|------|
| 14. 1870. 3c. indian red. perf. $12\frac{1}{2}$. Good used example of this stamp. Has good centring, but is missing a few perforations. Scarce stamp. S.G.83a. | £35 |
| 15. 1870. 3c. indian red. Fine used vertical block of six cancelled with unusual 'arrowhead' postmark in black. SG.83. | £75 |
| 16. 1871. 3c. deep rose red on thick soft paper. Very fine used, well centred example of this stamp. S.G.84a. | £25 |
| 17. 1871. 3c. deep rose red on thick soft paper. Fine used horizontal strip of three cancelled at Ingersoll, Ontario. Very rare in a used multiple and possibly unique. S.G.84a. | £150 |
| 18. 1873-77. 3c. orange red. perf. $11\frac{1}{2} \times 12$. Fine used block of four of this scarce stamp. Unusual in a used multiple. S.G.95. | £25 |
| 19. 1874-79. 10c. very pale lilac magenta. Fine used single, cancelled with straight line 'registered' cancel. S.G.98. | £12 |
| 20. 1891. 10c. salmon pink. Fine used, lightly cancelled single of this shade. S.G.110a. | £8 |
| 21. 1891. 10c. carmine pink. Attractive used block of four. S.G.111. | £12 |

Cancellations on singles

- | | |
|---|-------------|
| 22. The 'Bogey Head'. Various kinds of this cancellation struck on the 3c. value of 1870-1888. | £12.50 each |
| 23. The 'Masonic Arms' cancellations struck on the 3c. value of 1870-1888. Various types to D. and S. numbers. | £15 each |

W. E. LEA (Philatelists)

1 THE ADELPHI, JOHN ADAM STREET, STRAND, LONDON, W.C.2.

Telephone WHITEhall 1688/9

The Postage rates for letters from British North America to the United Kingdom 1813 to 1970 (part 1)

The Yorkshire group have spent the last season compiling a list of the single letter rates from B.N.A. to the U.K. in an endeavour to discover the actual dates upon which the rates were changed. This has not been an easy task as so much of the literature examined has only stated the year and this has not always proved to be correct. Work started with the year 1813 as this was the earliest cover in our possession and we have been fortunate in being able to complete a collection showing examples of the rates up to the present day. This was displayed at the 1970 Convention and the following notes are based on these covers.

1812 to 1814

During this period in time the residents of Lower Canada were at war with America. During the summer months mail for the U.K. was sent once a fortnight from Quebec to Halifax, N.S. by means of ships sailing down the St. Lawrence river. At Halifax it was put on board the first Packet boat for Falmouth. During the winter months mail was normally despatched once a month to New York there to be put on the Falmouth Packet. Because of the war this route was closed and the overland portage from Quebec to St. Johns and Halifax had to be opened. Our cover dated 22nd November 1813 is marked 'Quebec Ship Letter' and is addressed to Belfast. It carries no rate markings but is directed to be despatched 'Per Ann'. This was a ship not under contract to carry mail and the letter would be carried by the consent of the Master, a Captain Creighton, who would receive the recognised fee of 2 pence.

1817

The first cover we had to show a definite rating was dated 1817. This cover is postmarked PAID Halifax, N.S. 17 October 1817 and is addressed to Huddersfield, Yorkshire and directed to be despatched per steamer 'Grace'. This ship came into service in 1814 and was one of the Packets helping to maintain a fortnightly summer, and monthly winter, service from Falmouth to Halifax and on to New York and the West Indies. The rate is written in red ink as $2/3$ thus confirming that money has been paid to see the letter to its destination. Although not indicated on the face of the letter it appears to be only a single sheet of paper and would be rated as such.

1839

We had a number of covers dated 1837 to 1839 and all bear similar rate markings. At this time the inland Canadian postage rates were governed by the mileage to be travelled by the letter. The rates to the U.K.

appear to be calculated by the addition of a number of shorter sections each of which required the amount due to it to be credited to its account. All the covers bear manuscript ratings which appear confusing but it would appear that each Postmaster recorded on the cover the charge he was crediting to the Canadian account.

It was noticed that the colour of ink for the manuscript ratings varied between black and red. It was an order to Postmasters that they had to be very careful with the colours they used to mark or stamp letters. Postage could be prepaid either to the Frontier, or to New York, or to destination. When this occurred the rate paid had to be inscribed in RED INK and the envelope handstruck PAID in RED. Some of the covers were marked 'Paid to the Frontier' in which case the rate was $4\frac{1}{2}$ d and marked in red. With this was the red handstamp PAID. On these covers all other rate markings are in black.

It was also permissible to send a letter unpaid and have the recipient pay the postage. When this occurred the letter had to be handstamped UNPAID in BLACK ink in Sterling currency. The English Parliament fixed the rate of exchange in 1853 so that a common exchange rate would be known and from these covers it would appear that a similar basis was in use in 1838. The North American currency was fixed so that £1 sterling was equal to £1 4s. 0d. currency and equal to \$4.86 $\frac{2}{3}$ cents. When postage was prepaid the rate was in currency but when unpaid it was in sterling.

The cover selected to illustrate these markings was posted in Montreal on 8th January 1839 and addressed to LONDON. It was handstamped PAID in red. It is not marked 'paid to the frontier' and the markings appear to show that it was prepaid to destination. In red ink there is a manuscript $4\frac{1}{2}$ d which was the currency rate from Montreal to the frontier en route for New York. In red ink there is a manuscript marking 18%. This is common to other covers but on those paid to the frontier it is in black. On double sheet letters it is 37 $\frac{1}{2}$. This is considered to be the amount owing to the American post office in American cents.

In red ink of the same nature as the $4\frac{1}{2}$ marking are two other ratings, $\frac{2}{10}$ and $\frac{3}{2}$. $\frac{2}{10}$ is the sterling rate paid for the letter and is equivalent to the $\frac{3}{2}$ currency rate for the total postage to destination and indicated the amount collected in Montreal.

In red ink there is also the manuscript marking which appears as 117 but which is described in The Postal History of New Brunswick and Nova Scotia as $\frac{1}{7}$. It occurs on a number of the covers examined and is the amount to be credited for transporting the cover from Halifax to London. It is made up of the following components:—

- 2d for the fee paid to the ship's master
- 6d for the rate to a British port (Liverpool in this case)
- 11d for the British post office rate from Liverpool to London

The cover is handstamped LIVERPOOL SHIP LETTER and bears the London receiving stamp dated 4 Feb 1839.

1840 to 14th April 1849

Boggs in Vol. 2 page 3B reproduces a departmental circular dated 11th August 1840 where it is stated that postage on PAID letters to England is to be marked in Red ink 1/2 sterling, 1/4 currency per ½ oz. letter. The postage on UNPAID letters is to be rated in Sterling in BLACK ink. There is no indication as to when this rate came into force but it confirms that the red 3/2 and 2/10 on the 1839 cover would be the two money systems for the same rate.

15th April 1849 to 5th April 1851

Boggs in Vol. 2 page 6B quotes an order reducing the rate to and from the U.K. to 1/1 currency or 11½ Sterling per ½ oz. for letters despatched by the Canadian Packet Steamers sailing from Quebec and Halifax.

6th April 1851 to 28th February 1854

On the 6th of April 1851 postal rates in Canada were made uniform at 3d. per ½ oz. for which postage stamps were issued. The postage rate to the U.K., via New York and the British Packets, remained the same at 1/4 Cy. on Paid letters or 1/2 Stg. on Unpaid letters. For letters despatched by Canadian Steamers from Quebec and Halifax the rate was altered to 1/1½ Cy. on Paid letters but remained at 1/2 Stg. on Unpaid letters. No single stamps were provided to fulfil these rates but a double rate letter could have carried two 12d. Cy. black stamps and a 3d. Beaver.

1st March 1854 to 30th June 1859

On the 1st March 1854 the postage rates to the U.K. were reduced from 1/4 Cy. to 10d. Cy. per ½ oz., when sent in closed mail through the United States, and from 1/1½ to 7½d Cy. when sent direct from a Provincial port, Quebec or Halifax. Blue stamps depicting Jacques Cartier were ordered in November 1854 with the two values 10d Cy. and 8d Stg. inscribed on the stamp. The cover in our display was posted in Toronto on 30th May 1859 and addressed to Manchester. At Liverpool it was handstamped LIVERPOOL BRITISH PACKET 11th June 1859.

Green stamps depicting Queen Victoria in her state robes, as painted by Edward Chalon, were ordered on 23rd March 1857 with the two values 7½d Cy. and 6d Stg. inscribed on the stamp. The cover shown is from Montreal to Haslingden and was forwarded to Ben Rhydding, Yorkshire. It was posted on 24th August 1860 and arrived in Haslingden on 6th September 1860. The Liverpool receiving stamp here states LIVERPOOL COLONIAL PACKET. It is interesting to note that even in Montreal one year after the Decimal currency stamps had been issued the earlier Pence stamps were still available.

1st July 1859 to 31st March 1868

On the 4th May 1859 an Act of Parliament amended the Canadian Post Office Laws establishing the postal rates to be charged from the 1st July 1859 when the new Decimal Currency was brought into use.

(To be continued)

The Large Heads of Canada

By Geo. R. G. Searles Part I

½ Cent March 1868

6,750,000 printed; OTTAWA printing. PERF.12. Thin hard transparent paper.

Black: Medium to stout wove paper.

Grey Black; Black; Intense Black; Grey Black; Perf. 12 x Imperf.

Watermarked large capitals.

Grey Black: Coarse Medium Wove with Yellowish tinge.

Grey Black.

Pale Grey Black: MONTREAL printing 1875 to 1878. Perf 11¼ x 12. Grey Black.

RE ENTRY

Right pane. Re entry in the foliage in the North-West corner.

VARIETIES

Unshaded Chignon:

1. Major No. 43.
2. Lesser degree of unshading 23. 33. 53. 63. 73. 83.
3. Black dot in E of Cent.
4. Black dot in 2 of ½.

GUIDE DOTS

S. W. corner. None on first vertical row.

PROOFS

Black die proof on India paper.

Black plate proof on Thin Card.

Green plate proof on Thin Card.

PAPERS

1. The first Thin, March 1868.
2. Medium Wove Faint horizontal mesh. May 1868.
3. Thicker and softer distinct horizontal mesh.
4. Thin soft white wove faint horizontal mesh.
5. Coarse wove with yellowish tinge.

(So very little has been published in *Maple Leaves* in recent years on the large heads that we welcome the present series, of which this is the first instalment, most warmly. It will, we are sure, prove of exceptional interest, especially to our new members—Editor.)

YORKSHIRE GROUP

AT our meeting on 2nd November we were entertained by one of our own members, Eric Killingley, who brought along some extremely interesting material from his extensive collection. A pot pourri of talking points

(Continued opposite.)

1971 Stamp Programme

In our last issue we outlined the subjects to be commemorated in the 1971 Programme. To these has now been added a special issue to honour Quebec's former Minister of Labour and Immigration, Pierre Laporte, who was assassinated in October, 1970. This stamp marking the 50th anniversary of the year of Mr. Laporte's birth, will be issued in October 1971.

The dates on which the 1971 special and commemorative stamps will be released are as follows:—

<i>Date</i>	<i>Subject</i>
12 February	100th Anniversary, Birth of Emily Carr
3 March	50th Anniversary, Discovery of Insulin
24 March	100th Anniversary, Birth of Sir Ernest Rutherford
14 April	Maple Leaf Four Seasons—Spring
7 May	100th Anniversary, Death of Louis Joseph Papineau
7 May	200th Anniversary, Samuel Hearne's Expedition to the Coppermine River
1 June	'100 Years of Measured Progress', Centennial of National Census Taking
1 June	'Speaking to the World', Opening of New Canadian Broadcasting Corporation International Service Transmitters
16 June	Maple Leaf in Four Seasons—Summer
20 July	100th Anniversary, British Columbia's entry into Confederation
18 August	100th Anniversary, Death of Paul Kane
15 September	Maple Leaf in Four Seasons—Autumn
6 October	Christmas
20 October	50th Anniversary, year of Birth of Pierre Laporte
12 November	Maple Leaf in Four Seasons—Winter

gave rise to much discussion, none more so than an extremely skilful fake of the 'Inverted Seaway'. It was clearly marked as such on the back, but its quality (as a fake) showed just what could be done and served as a warning to anyone who might be offered such a rarity, at a bargain price, in the future. It is pleasing to us, and a tribute to Eric's enthusiasm, that he regularly makes a round trip of almost 200 miles to be with us at each meeting.

Our last meeting, on 7th December, was held during the time of power cuts. An attempt to sabotage the meeting was, however, neatly foiled by a quick move to Frank Laycock's house where Geoffrey Whitworth explained the steps he took in plating the 5 cents Beaver and showed us the results—a most informative evening.

D. F. SESSIONS

The Large Heads

By Sir George Williamson

THIN CRISP PAPER

When I started trying to distinguish between the thin crisp paper and thin wove I used a micrometer, with the result that I got a far larger percentage of 12½ cents in the thin category, which was obviously wrong as the late Bill Lee assured me that the 12½ cents was quite easily the scarcest of the lot.

I had already managed to find the Clutha Mills paper when no water mark was showing, as it had a definite difference from either thin crisp and wove, whatever thickness, and it was vertical wove and must be an early printing.

I found what I called the heavier ink printing of the 1 cent red brown, 2 cents dark green and 6 cents dark brown are quite easily distinguished in the thin crisp paper, and then by accident I found that my easily identified thin crisp paper stamps were all vertical wove. When I tried my 12 copies of the 12½ cents to separate the horizontal and vertical wove paper this was reduced to 3 prints plus one I had bought from Mr. Lee. I now, on careful examination, find that the thin crisp paper has a slight gloss, looking at the back.

I have also discovered that in the later printings of the 15 cents you can find both horizontal and vertical wove papers in the same shades and in fact, of my 10 copies of the 11½ x 12 perf. four are vertical wove and six are horizontal.

I have not studied the ½ cent for paper varieties but of my 412 copies of the other values, the following table shows the result.

While examining all these large heads I found a 2 cents green with a watermark which was sideways. After examination by Mr. Lee and Mr. S. Cohen they decided the stamp has been backed and the watermark was a forgery!

	Total	Thin Crisp	Watermarked Paper		Others
			Showing Wmk.	No Wmk.	
1 cent	42	6	2	3	1 laid paper
(17 orange shade)					
2 cents	52	15	3	2	—
3 cents	76	7	2	2	2 laid paper
6	63	4	2	NIL	1 Stitch Wmk.
12½	67	4	4	6	1 Stitch Wmk.
15	102	10	1	7	—

+ 10, 15 cents 11½ x 12 all wove paper, 6 horizontal wove, 4 vertical.

For the financially inclined, one 6 cents with watermark (a real beauty) was expensive to buy as was the 12½ cents thin crisp from the late Bill Lee, but the rest in various lots over 10 years ago averaged a little under 7s. 6d. a stamp.

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LETTERS

TO THE EDITOR

Mr. J. F. Wilsdon writes:—

Ottawa Electric Railway

In the August 1969 issue, the illustration and account of mail conveyed in Ottawa trams in the 1890's reminded me that I had, somewhere, information regarding this service.

A year's search through my Fearless Filing system netted an article from *Railroad* magazine of September 1954, 'Streetcar Post Offices' by Bryant Alden Long, from which the following is extracted:

'The Canadians also experimented with electric post offices. In 1894, the Ottawa Electric Railway introduced a single-track trolley, the first of three, which it used apparently to carry mail pouches only between three central points in the city. Special sidings were set up for loading or unloading.

Ottawa cars had a majestic bearing as they travelled back and forth between their stations. Number 1, known as 'Victoria Regina', bore her majesty's VR insignia and royal crown on both sides and ends. The company, taking advantage of its contract, stenciled 'Royal Mail' on all sorts of equipment. Under Canadian law, any vehicle lettered 'Royal Mail' had the right of way over all others. This company was the first—and probably the only—electric line to relinquish its mail contract to horse-drawn wagons; the new mail carrier was a transfer company.'

(Mr. Wilsdon informs us that transfer companies are employed to transport mail from P.O.'s. to terminals and to collect mail from 'corner mail boxes', i.e. pillar boxes. They operate under contract to the Canadian Post Office—Editor.)

Mr. E. A. Smythies writes:—

Canadian Philatelic Literature

In your editorial notes in the October edition of *Maple Leaves* occurred the following sentence. 'For some reason or another sales of B.N.A. Handbooks in the U.S.A. and Canada are always considerably higher than in Great Britain. Our friends over the water have a better appreciation of the value of Canadian Philatelic literature in stimulating interest in their hobby. But why should this be so?'

While endorsing the fact that sales of Canadian Philatelic literature are much less in Britain than in U.S.A. or Canada, I venture to think the reason is not lack of appreciation of the value. The output and quality of research publications in Britain during the last decade—headed by the magnificent works of Argenti and Whitworth—compares favourably with anything published across the Atlantic. What is lacking is equal oppor-

there comes a time

When a specialised study or collection reaches a stage when it becomes increasingly difficult to continue, either because material is just not available or the outlay is too great.

to continue or to sell ? ? ?

Whatever the decision we are interested either in purchasing or helping to find the elusive items still required.

please contact***Stephen Walter***

P.T.S., A.S.D.A., B.P.A., A.P.S.,

WALTER HOUSE, 435/7 GREAT WEST ROAD,
HOUNSLOW, MIDDLESEX, ENGLAND.

Telephone: 01 570 2842.

tunity for the average collector to acquire the material to follow up the research. The following examples will illustrate my meaning.

Many handbooks have been published about Canadian cancellation, Squared Circles, Fancy Cancels, Precancels, Duplex, Register cancels, R.P.Os, Flags, Slogans, Rollers etc., etc., and supplies of most of these are frequently available at auctions, in dealers stocks, club packets, etc., in Canada and U.S.A. Where are they available in Britain? If there was a source of supply of—say—Rollers in Britain, I wish I could discover it. Three of my correspondents in Canada and U.S. who have sent me lists of new Rollers not previously recorded, mentioned they had searched through 88,000, 50,000, and 35,000 wholesale lots of used Canadians to obtain these new Rollers. Where are such stocks of unsorted Canadian cancels available in Britain? If you cannot acquire Rollers (or any other types of cancellation) there is not much point in acquiring the handbooks dealing with them.

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

precancels on the

admiral issue By R. B. Hetherington and F. W. Keane

Lindsay		Precancel
		Type 1
1 cent yellow	Original die retouched, wet. 1920 ...	
	Original die retouched, dry. 1926 ...	n
	New die, dry. 1925	n 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 red	Original die retouched. 1923	n
	New die. 1924	n a
4 cents bistre	Wet 1922	
	Dry. 1925	n
5 cents violet	Marler Type 4; Reiche Type 1. 1922	n
	Marler Types 5 and 7; Reiche Types 2 and 4. 1922-24	
	Marler Type 6; Reiche Type 3. 1923	
	Marler Type 8; Reiche Type 5. 1925	n a
	Thin paper. 1924	
7 cents red-brown	Wet. 1924	
	Dry. 1926(?)	
20 cents olive	Marler Type 1. Reiche Type 1: wet. 1912	
	Marler Type 1; Reiche Type 1: dry 1924	n
	Marler Type 2; Reiche Type 2: dry. 1925	n
50 cents black	Original die, wet. 1912	
	Retouched die, dry. 1925	

Amendments to Membership to 2nd January 1971

New Members

1769. NAPIER, G. H. C., Warren Hill Cottage, 9 Beachy Head Road, Eastbourne, Sussex
1770. STOKOE, B., 429 Fulbridge Road, Werrington, Peterborough, PEH 6SD. C
1771. STADBIBLIOTHEK MUNCHEN Philatelicische Bibliothek, D-8000 Munchen 2, Sparkassenstr 5, Germany
1772. SENEAL, J. L., St. Georges Bks., Minden, BFPO 29. C,N,B
1773. COX, M. F., M.P.S., 111 Staple Hill Road, Fishponds, Bristol, BS16 5AD. RPO
1774. CLARK, S. A., 924 North Drive, Winnipeg 19, Man., Canada. C
1775. WEST, M. R., 30 Linnell Road, Rugby, Warwickshire. C

Resignations

1217. DOBBIE, G. H.
 304. HILL, H. E.
 1679. LOVE, J. A.
 20. MEREDITH, C. W.
 1116. YOUNG, J. H. M.

Deaths

505. BURR, R.
 345. RUSSELL, E. C.
 499. King, A. E.
 1041. WEBB, R. H.

Removed from Membership under Rule 6 Reinstated

1260. DANE, Lt. Cdr., P. P. R.
 254. WELLBURN, G. E.
 872. BARNA, E., R.R.2. Leamington,
 Ontario, Canada

Change of Address

902. CHAMBERS, J. E., 41 Stanwell Lea, Middleton, Cheney, Banbury, Oxon.
 723. DAVENPORT, L. A., 7 Jaches Avenue, Apt 308, Toronto 190, Canada
 1660. EDWARDS, R., 96 Woodlands Drive, Newton, Chester, Cheshire
 1310. FRASER, A. G. J., 3 Caldy Court, Willowdale, Ontario, Canada
 607. GREY, P. R., 'Coridon', Steppeshill, Langton Maltravers, Swanage,
 Dorset, BH19 3ET
 1108. KIRBY, A. E., 146 Glenforest Road, Toronto 319, Ontario, Canada
 1669. KERR, D. J. M., P.O. Box 621, Kitwe, Zambia
 1458. McCOMBE, Dr. B. H., add code PE3 6LB
 390. SARGEANT, K. S., 5 Ashburnham Gardens, Eastbourne
 1687. SPENCER, A., 24A Perry Hill Road, Oldbury, Warley, Worcester
 1507. STEPHENSON, Miss A. E., Cragview, Colinsburgh, Fife, Scotland
 1754. THOMPSON, J., 6 Ten Acre Wood, Margam, Port Talbot, Glamorgan
 1671. VERITY, D. M., Apt 1501, 477 Elizabeth Street, Burlington, Ontario, Canada
 909. SARA, S. E., 12 Ravens Croft, Mount Road, Eastbourne, Sussex

Corrections to Year Book Listing

- ANDERTON, Mrs. S., number should be 1719, not 1769
 1520. GILVARY, Miss A., delete whole entry
 179. CAMPBELL, F., code number should be 48073
 1472. COLE, Rev. N., address should be Apt. 201-230 Platts Lane
 625. COX, D. G., add town name—Newcastle
 94. DUNCAN, R. J., should be P.O. Box 32
 FERGUSON, Dr. L., number should be 1722
 1747. HAWKINS, Rev. R. D. W., should be Locks Lane
 1133. KILPIN, R. M., town should be Nollamara
 1695. LAWLER, D. R., should be 214 Manor Way
 1723. MAYEROVITCH, should be 5205 Beaconsfield Avenue
 837. NARATH, Prof. A., should be Konto Bln.
 1574. PERKINS, C. M., Royal Exchange Assurance, 6 Lyons Range, Calcutta 1, India

add complete entry of

1767. GRAHOLM, E., 404-1110 Cardero Street, Vancouver 5, B.C. Canada
 1768. CHIN, J., 5424, West 95th Street, Oak Lawn, Illinois 60453, U.S.A.

Information required of new address (copies of 'Maple Leaves' returned)

758. WRIGHT, G. H., 29a Harcourt Road, Boscombe, Hants.
 1376. BOOTHE, G. B., 3202 W. Concord Way, Apt. 465, Mercer Island, Washington,
 U.S.A.
 808. SMITH, J. R., Sunrise, Granville Street, Winsford, Cheshire
 1763. GRIMSDELL, P. H., Homebourne, Denham Lane, Barrow, Bury St. Edmunds,
 Suffolk

Net Change: Minus 2**New Total: 691**

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