

MAPLE LEAVES

Journal of
THE CANADIAN PHILATELIC SOCIETY OF GREAT BRITAIN
INCORPORATED 1946

Founder:
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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

Contributions to Maple Leaves

In our files we have three articles which we intend to publish as soon as possible. Unfortunately these have been separated from the authors' accompanying letters and before publication we should naturally wish to ascertain who the authors are. The articles concerned are entitled: Quebec Tercentenary Issues $\frac{1}{2}$ cent, Through Thick and Thin, and Heraldry on B.N.A. Stamps. We should be grateful if the authors would be kind enough to get in touch with us and accept in advance our apologies.

Our last issue contained a reference (Page 206) to further contributions from David Sessions and Bill Williams which we had hoped to be able to publish at the same time. Pressure on space however precluded this, and the articles concerned appear in this issue. We apologise to both David and Bill, both of whom have exercised considerable forbearance by not writing to point out the omission. We apologise also to members who searched in vain through our last issue.

Unnecessary New Issues

A further letter from Mr. McCallum and the reply thereto from Frank Flatters, on behalf of the Canadian Post Office Department, will be found on page 240 *et seq.* Mr. McCallum in his covering letter to us says: 'I must admit that they (i.e. the Canadian Post Office) took my enquiries seriously . . .

(but) it seems to be very difficult to get stamp issuing authorities to understand the situation when they start killing the golden-egg goose.' In our correspondence columns we publish a letter from Mr. F. W. Pollock as evidence that in his opinion at least there is a reverse side to the coin.

Convention 1973

The usual hotel booking/competition entry forms are inset with this issue. Members who have already made up their minds to attend are urged to complete the former now and send it to Dr. Carstairs without delay. Competition entry forms should be sent to Mr. Grigson and in both instances the early receipt of these forms will help the organisers. The venue of this year's Convention (Queen's College, Oxford) has unique attractions quite apart from the modest charges for board and accommodation and there is no doubt that many more members than usual will find these attractions irresistible. It is more necessary than ever, therefore, to add our perennial warning, 'it is better to be early rather than sorry'. We realise that the title 'hotel booking form' is a misnomer. There is no intention to deceive, however, and with the Trades Description Act in mind we were tempted to change the title to 'Board and Accommodation Booking Form'. Our legal advisers assure us, however, that our President's modest appraisal of his *alma mater* in Whole No. 139, page 175, removes any suspicion of intention to deceive!

Convention Auction 1973

Members are asked to note that all lots should be sent to Mr. C. G. Banfield, 32 Coolgardie Avenue, Chigwell, Essex, IG7 5AY. Furthermore, ONLY B.N.A. material can be accepted and the closing date to guarantee inclusion in the catalogue is *23rd June 1973*. Lots *must be* accompanied by a brief description and estimated value or reserve. Single stamps and small lots must be securely mounted or housed on paper or card (preferably the latter) not more than 5ins. by 6ins. The commission on sales is 15 per cent and a stamped and addressed card must be enclosed if a receipt is required. *Again we would urge vendors to submit their lots as early as possible.* This will ease the work of Mr. Banfield considerably and avoid the last minute rush which would add so much to his burdens. The auction will be conducted by Mr. G. Manton of Cavendish Philatelic Auctions, but **LOTS MUST NOT BE SENT TO HIM.**

All correspondence regarding the Auction should be addressed to Mr. Banfield who will be preparing the catalogue. Full details as to the auction conditions of sale, postal bids and despatch of lots will appear in the catalogue.

Corrigenda

Corrigenda to article on Page 207 of February 1973 'Maple Leaves':—

The title should be 'Some notes on the two and three ring circular date stamps'.

Page 211. second line of table should read—'2. (Fig. 11)'.

Page 213. line 11 should read '14 . . . 8.6 per cent'.

Alcock and Brown showed the Way

by R. F. W. Sheraton F.R.P.S.L.

Of all the great pioneering flights that have marked man's conquest of the air, the first Transatlantic Flight by Alcock and Brown must rank as one of the most heroic.

On Saturday afternoon, 14th June 1919, Captain John Alcock, D.S.C., as pilot, and Lieut. Arthur Whitten Brown, as navigator, took off from Lester's Field, St. John's, Newfoundland, in a Vickers 'Vimy' biplane in their attempt to make the first Transatlantic Flight by aeroplane. They crashed on landing at 8.40 a.m., the following day on Derrygimlagh Bog, about five miles south-south-west of Clifden, Connemara, Ireland.

The background of these two intrepid men makes interesting reading. Alcock was born in Manchester in 1892. In his early days he interested himself in motor cars and later became an experienced pilot.

On the outbreak of war, Alcock joined the Royal Naval Air Service serving as a flying instructor, being later commissioned as Flight Sub-Lieutenant. In December 1916, he was posted to the Middle East front and was engaged in a number of daring raids, being awarded the Distinguished Service Cross. On one occasion his machine came under heavy anti-aircraft fire from Turkish batteries, as a result of which he was forced down and taken prisoner.

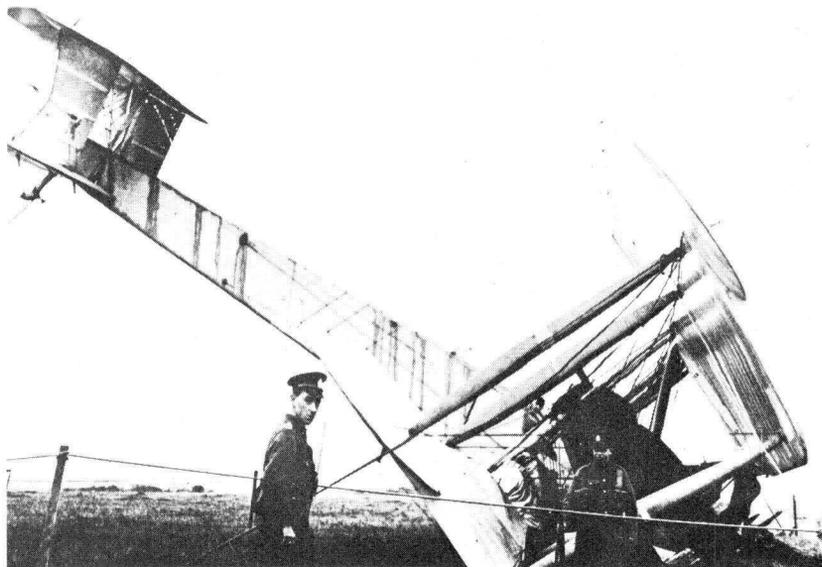
Brown was born in Glasgow in 1886 and also spent the early years of his life in Manchester. His ancestors were English but his parents were American, and he was the only son. After leaving school he entered the Westinghouse Company as an apprentice and, later, was engaged by that company as a qualified engineer and sent in 1912 to South Africa.

Brown accepted British nationality, and on the outbreak of war joined the Army, serving in France as an infantry officer. Later he was seconded to the Royal Flying Corps and served with No. 2 Squadron in France as an observer. In 1916 he and his pilot were shot down and taken prisoner, Brown sustaining a leg injury which left him permanently lame. He was repatriated in 1918, and posted to a training depot in Lincolnshire, where he served until demobilisation in August 1919.

At the time of their flight, Alcock and Brown were serving officers in the Royal Air Force and, as a flying officer just demobilised from that service, I was naturally very interested in their achievement.

The *Daily Mail* had offered a prize of £10,000 for the first Transatlantic crossing by air, and several experienced navigators became interested. These were men such as Hawker, Raynham and Morgan, in addition to Alcock and Brown.

Alcock and Brown received the backing of the Vickers Company who during the war had supplied many aircraft—including the 'Vimy' bomber—to the R.A.F. Vickers early in the 1919 sent to Newfoundland a converted 'Vimy' for the flight, with a team of mechanics to assemble it.



The Crashed 'VIMY'

The hazards which Alcock and Brown faced and overcame were almost incredible.

Soon after leaving the Newfoundland coast their radio transmitter failed completely and they were without communication from the aircraft. They become enveloped in fog so thick that they could not see the wing tips and when they flew above this an unbroken bank of cloud prevented Brown from seeing the stars and checking their bearings. The wind was bitterly cold with the temperatures below freezing, and in the open cockpit their goggles, the windscreen and instruments became covered with moisture. To add to their distress, their electrically-heated flying suits started to fail, and ultimately failed altogether.

Later they encountered, without warning, a towering mass of cloud which completely enveloped them. They were engulfed in a storm and the machine was tossed about like a feather. A sense of direction and balance was lost, the aircraft got out of control, with instruments useless and lightning flashing around.

Down plunged the 'Vimy' from several thousand feet until, less than 100 feet above the water, the machine left the storm. Alcock managed to right the machine, skimming the water so closely that the spray beat on the wings!

Later on, they encountered heavy rain which turned to hail, and soon afterwards snow fell heavily, causing clogging of the engine air-intakes. Brown climbed several times from the cockpit to each engine and cleared the air-intakes in the freezing cold. Later, having climbed to a high altitude, they sighted the peaks of Connemara and descended to about 500 feet. Thereupon they decided to land on what appeared to be a grassy field, but which was, in fact, a marshy bog. The wheels of the undercarriage became caught in the mire, the nose dug into the soft ground, the tail jerked upwards and only their safety-belts prevented their being thrown from the cockpit. (See illustration opposite.)

The next day Alcock and Brown arrived in London, and a few days later they were presented by Mr. Winston Churchill, then Secretary of State for War, with the *Daily Mail* £10,000 prize.

Later H.M. King George V bestowed upon each the honour of a Knight Commander of the British Empire. The 'Vimy' bi-plane has been preserved and can be seen in the Science Museum.

Sad indeed to relate, Sir John Alcock was killed accidentally whilst flying to Paris in December 1919, whilst Sir Arthur Whitten Brown died in 1948, heartbroken by the loss of his only son in the battle of Arnhem.

Recently, my wife and I visited Connemara and saw the landing place near Clifden. A short distance from the main road stands the memorial of dark limestone, in the shape of a rudder, erected in 1959.



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The First Men to Fly Non-Stop Across the Atlantic Ocean.

On the morning of the fifteenth day of June Nineteen Hundred and Nineteen they landed in their aircraft five hundred yards beyond the Cairn which can be seen one and a half miles south of this point having left St John's, Newfoundland, sixteen hours and twenty-seven minutes before. The Aircraft was a Vickers Vimy Biplane powered by Two Rolls-Royce Eagle VIII Engines of three hundred and fifty horse power each and the average speed during the flight was one hundred and fifteen miles per hour. Dedicated this the fifteenth day of June Nineteen hundred and fifty-nine.

The final sentence is in Erse and reads:

Their Exploit is engraved on the tablet of the sky.

On the other side of the main road is a cart track. After walking about one and a half miles down this track, we saw the white cairn standing about 15ft. high and marking the edge of the Derrygimlagh Bog where the landing took place.

One final word: eight years afterwards, Charles Lindbergh, on alighting at Paris on the termination of his great solo flight from New York, stated in reply to congratulations extended to him, 'Alcock and Brown showed me the way'.

They did indeed.

The stamps

On 9th June 1919, the Newfoundland Post Office issued a special stamp for use on this and other Transatlantic flights contemplated at that time. The stamp was the scarlet 15 cents of the 1897 issue and was surcharged:

Trans-Atlantic
AIR POST
1919
ONE DOLLAR

The stamps were printed in sheets of 100 divided into four panes of 25 each (5 by 5). The total number of stamps surcharged was 10,000. There are variations of the surcharge, the more important being no comma after POST and no stop after 1919.

I have one of the stamped covers carried on the flight bearing the St. John's postmark, 10th June, back stamped with the London postmark 17th June, and containing a letter endorsed 'Mail for the Vickers Vimy Rolls'.

(I should like to acknowledge the assistance given me by the following The Flight of Alcock and Brown, by Graham Wallace; Newfoundland Air Mails, by Dalwick and Harmer; Vickers Ltd., for the photograph of the crashed 'Vimy'; and Mrs. M. Bailey, Chief Information Officer, Western Ireland Tourism Organisation.)

(Reprinted with acknowledgements and thanks to the author and Stamp Collecting in which this article first appeared—Editor.)

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'Unnecessary New Issues'

(Readers are referred to our previous issue for the letter (Page 219) to which Mr. McCallum's reply appears below, dated 12th September 1972, together with a further reply from the Canadian Post Office, dated 14th December 1972—Editor.)

Dear Mr. McLeod:

Thank you very much for your courteous and detailed reply, dated 5th September 1972, to my letter to the Postmaster-General of 19th August. I realise that you are a busy man and I appreciate the trouble you took to answer me at such length. I have no intention to involve you in a protracted debate, but there are one or two further points which I would like to bring out.

Firstly, I would be the last to complain about booklets and other conveniences for the public. This sort of thing is highly commendable and no collector has a right to object. Similarly, tagging, as such, represents a much-needed effort to obtain efficiency. As an engineer and as a taxpayer, I can only applaud. My complaint is against the multiplicity of unnecessary issues, in multiple designs, gimmicked up with fancy sheet arrangements which can only be aimed at the collector's pocket.

There is one development which causes me and other philatelists to have much more serious misgivings. The so-called 'Ottawa tagging', according to experiments which I and others have made, migrates through paper, cardboard, a number of plastics and other substances. It has been found to travel through several pages of, for example, a stamp album. This causes damage to the other stamps in the album and drastically reduces their value. This is a further reason for me to stop collecting Canadian stamps.

More important than financial loss to philatelists, however, is the fact that unnecessary chemicals migrating through the environment are, by definition, undesirable. I do not know enough about rare old documents or works of art to know whether such or similar articles would be considered damaged by contamination from this source, but it seems likely. A number of fluorescent substances are believed to be carcinogens, and this substance is obviously getting into the gum on the stamps. Furthermore, letters which carry these stamps are contaminated and can spread the contamination.

I have discussed this matter with the Society to Overcome Pollution (STOP), of which I am a member, and have agreed with them to try to obtain further information.

Can you tell me what fluorescent chemical is used on these stamps? What vehicle or other additives are used? What is positively known about the long-range effect on human health of these substances? Is any effort being made to overcome the migration problem?

The phosphorescent tagging used in Winnipeg causes no worry because it does not migrate. Neither do the materials used for similar purposes

by Great Britain, Australia and the United States, to name only a few. Could not Canada use something similar to these?

Please be assured that I am writing from a point of view of genuine concern and, I hope, helpfulness in the long run. Certainly I take no pleasure in carping, nor do I wish to create any unnecessary fuss. I would greatly appreciate your treating this with the same thoughtful consideration as you did my previous letter, especially if you can positively assure me that something is being done about it on a high priority basis.

Yours sincerely,

R. McCallum.

Mr. McCallum:

Mr. McLeod has referred your letter of 12th September to me for reply as it deals with subjects under my jurisdiction.

I apologise for my delay in replying, due to the pressure of other matters.

The number of our new stamp issues has been about one per month, or fewer, over several recent years. Our policy in this respect is not notably different from that of other leading postal administrations, quite likely for similar reasons. Through the medium of its postage stamps each country recognizes the opportunity of recognizing and honouring its history and accomplishments and of portraying these to its own citizens and abroad. Also in view of the particular role of the postal service during the Christmas season we issue appropriate stamps for use at that time. For each issue we endeavour to select denominations which will be relevant to general mailing requirements and to appropriate domestic or foreign mail rates.

The foregoing relates to the public at large who may send or receive mail during the period of sale which, for most commemorative issues, is about a week. The majority of correspondence we receive is in support of additional subjects of merit which are thought to warrant additional stamp issues. In fact, each year's programme must be selected, by elimination, from two to three hundred worthy subjects.

We acknowledge that the collector has a special interest and well qualified point of view. Also we recognize that some subjects are extremely difficult to portray, with justice, in a single stamp. With this in mind, as well as general public interest, the multiple designs do in fact serve a worthwhile purpose, including, for collectors, an interesting field of study in design and printing.

In connection with the phosphor tagging of postage stamps for operation of the facer canceller machine recently placed in service in Ottawa, I appreciate the concern you have expressed.

Actually, two very similar phosphors have been used for Ottawa tagging. One is used where the method of application (printing) is lithography: it has no tendency to migrate. The second has been used where the method of application is gravure and it was observed to migrate generally as you describe. The second phosphor was selected because of problems in formulating a practical gravure type ink from the first. Both of the phosphors are produced by the General Electric Company. They are identified respectively as : 'OP 2'—(for lithographic inks), and; 'OP 4'— (for gravure inks).

Since they are proprietary products we are not at liberty to release information concerning the chemical composition. However, if you wish to follow up your question in this respect, you may make a request to:

Mr. L. Voght,

General Electric Company Chemical Products Plant,
1099 Ivanhoe Road,
CLEVELAND, Ohio 44110.

Before using either of the materials in these applications we obtained specific clearance from the Department of National Health and Welfare.

The 'harmful' effect of migration is related to postage stamp collections, not to personal safety or health. This danger has been widely publicized in the philatelic press along with the suggestion that the acetate mounts used by many collectors will effectively prevent the migration.

The production of stamps with the offending OP 4 phosphor was suspended for this reason and intensive work was undertaken to develop tagging inks for gravure printing which will eliminate the fault. The work, and related tests, were recently completed successfully and a non-migrating gravure ink using the OP 2 phosphor is now being used.

In more general terms it should be noted that the transfer of some phosphors from one stamp to another, in a collection, may also occur by rub-off i.e. the phosphor may rub off onto fingers, tweezers, album pages or working surfaces when the stamps are being sorted and handled. This has been true of many of the phosphor tagging materials used by other postal administrations. It is true of the 'migrating' material we were using and yet we have received no complaints on this account. The non-migrating OP 2 based inks we use are not generally susceptible to rub-off in normal handling.

The vehicles used in formulating the tagging inks are those normally used in the related printing systems. The OP 4 (gravure) ink, which is no longer used, was formulated with acrylic resin. The OP 2 (lithographic) ink is formulated as described in the attached copy of a letter from Canadian Fine Colours Limited. The new OP 2 (gravure) ink is formulated with an acrylic resin, reduced with alcohol.

The tagging systems and materials used by other postal administrations as well as the one we have used for Winnipeg Tagging are well known and were considered at length in the course of our development work. The developments in each country have been subject to progressive change and the benefit of the experience of others has been freely available to us. Improvements have been required to correct deficiencies in shelf-life, effective signal strength, cost, printing and production methods and damage by abrasion to printing plates and perforating dies. It is in the sum of such considerations, and experience, that the other tagging materials are less effective for our use on a national basis.

I am anxious that, in the spirit of your enquiry, you will understand the nature of this problem and will appreciate that our activities are carried out with the fullest sense of responsibility and concern for our customers and the public at large.

Thank you for writing. We appreciate the opportunity of providing this information.

Yours sincerely,
F. G. FLATTERS.
for Director of Accounting.

The Early Rates

by O. H. Downing

During the 1972 Convention a Study Circle was held on the early Postal Rates and it was agreed that it would be helpful to have a summary of the known rates for easy reference and to supplement previous articles in *Maple Leaves* (see Vol. 12, p.321; Vol. 13, pp. 273, 312, 331).

At this period postal services in all British territories, including the 'American Colonies' now forming part of the United States, and which after 1763 included Canada, were under the direct control of the British Government in London. They were regulated first by the Post Office Act of 1765 which will be the starting point of this survey, covering Internal mail, and Transatlantic mail. The passage of mail between Canada and the United States will form the subject of another article, by Dr. Dorothy Sanderson.

Internal Mail

The rates for mail within Canada were then as follows:

- 4d sterling (4 $\frac{1}{2}$ d currency) per single sheet for up to 60 miles,
- 6d sterling (7d currency) per single sheet for 61–100 miles,
- 8d sterling (9d currency) per single sheet for 101–200 miles,
- and 2d sterling for each additional 100 miles or part thereof.

On 5th January 1844 the basis was changed from per sheet to per $\frac{1}{2}$ oz. These rates have been given in sterling, as set out in the official regulations, but internal mail was actually marked in currency (For an explanation of the difference between Sterling and Currency see *Maple Leaves* Vol. 12, p. 321. The relationship between them varied from time to time and place to place and inconsistencies will be found.)

The rate by sea between any two ports in British North America was the single rate of 4d Sterling per single sheet. (This included the Maritime Provinces and, until 1783, Boston and New York.)

By the Post Office Act of 1849, effective 5th April 1851, administration of the Post Offices was transferred to the legislatures of the Provincial Governments; Canada and each of the Maritime Provinces each being given control of their own postal affairs.

Under this Act was established a uniform rate of 3d currency per $\frac{1}{2}$ oz. for any distance.

On 1st July 1859 decimal currency was introduced, when the rate became 5 cents per $\frac{1}{2}$ oz. if prepaid, or 7 cents per $\frac{1}{2}$ oz. unpaid (i.e. to be collected from the addressee).

The First Decimal Issue of Canada, 1859 to 1868

by GEOFFREY WHITWORTH, F.R.P.S.L., F.C.P.S.

This is the book which gives the complete information concerning this issue of Canada, including the postal rates of the period. It describes the production of the stamps and the proofs. The perforations and the colours are listed in chronological order. All the recorded Flaws and Re-entries are described and illustrated and guides to the plating of the 5, 12½ and 17 cents values are given in detail.

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Transatlantic Mail

There were two separate services:—

(i) Ship letters

These were conveyed by private vessels in the custody of the Master, to be handed by him to the British Post Office at the first port of call in the United Kingdom.

The rates were (all rates are expressed in Sterling):—

1711–1799 1d. to the Master, plus the Inland rate in U.K., to be collected from the addressee.

1799–1814 4d. plus 2d to the Master plus the Inland rate.

1814–1840 6d. plus 2d to the Master plus the Inland rate.

1840– 6d. plus 2d to the Master per ½ oz. anywhere in U.K., following introduction of uniform Penny Post, in U.K.

To these rates must be added the Canadian postage at normal internal rates, to the Port of despatch, plus the United States postage if sent through an American post.

ALL SHIP LETTERS were handstamped as such on arrival on being handed over to the British Post Office for delivery.

There was a swift decline in the use of SHIP LETTERS after the introduction of regular steamship services from 1840 onwards.

(ii) *Packet Letters conveyed in vessels owned by or under contract to the government.*

The rates were (all rates in sterling per $\frac{1}{2}$ oz. to U.K., via New York, Boston, or Halifax):—

1711–1805 1/– plus Inland rate in U.K.

1805–1813 1/1 plus Inland rate in U.K.

1813–1841 1/2 plus Inland rate in U.K.

1841–1854 1/2 anywhere in U.K.

1849–1854 11 $\frac{1}{2}$ d anywhere in U.K., if sent via Quebec and Halifax, and so directed on the cover.

From 1st March 1854 there was a choice of two routes:—

(a) Via New York ('British Packet').

(b) Via Quebec or Halifax ('Canadian Packet').

Differential rates were charged as under:

By British Packet

1854–1859 8d. Stg. (10d. Cy.)

1868–1869 15 cents.

1859–1868 8d. Stg. (17 cents).

1870–1875 8 cents.

By Canadian Packet

6d. Stg. (7 $\frac{1}{2}$ d. Cy).

12 $\frac{1}{2}$ cents.

6d. Stg. (12 $\frac{1}{2}$ cents).

6 cents.

During the Crimean War, when British ships were engaged in conveying troops, etc., the only regular route open was that via New York at the higher rate, per Collins Line.

The foregoing is no more than a summary of the principal rates operating in this early period; all are given in terms of single rates. Double and treble letters are usually straightforward multiples of the single rate except that letters over 1oz. were charged at FOUR TIMES the single rate per oz.

No attempt has been made to consider the rates relevant to the Maritime Provinces; these vary considerably from the Canadian rates and must be treated as a separate study, perhaps at a future Convention.

I would like to record the great assistance I have received in compiling this article from Dr. Sanderson, and Mr. Whitworth, and to express my thanks.

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D. and M. Patrick, *Canada's Postage Stamps.*

The Philatelist, Articles in June and July 1966 issues to be embodied in the forthcoming Vol. 5. of *The Robson Lowe Encyclopaedia.*

THE POSTAL HISTO-MINE

Welcoming a new philatelic publication is always a pleasant task, if only because it illustrates a continuing and developing interest in our hobby. When, however, it is concerned with Canada itself and the editor turns out to be a long-standing and well known member of our society, we are doubly pleased.

The Postal Histo-Mine published its first number in September 1972 following the establishment of the Postal History Society of Ontario, an event which we first reported in our Whole No. 134, page 41. This announcement heralded, amongst other things, a quarterly news letter. As things turn out, however, *The Postal Histo-Mine* is more than that; it is the Journal of the society and if the first issue is any guide it will deserve the support of many more Canadian postal historians than the 49 so far listed.

Stan Shantz describes himself as the temporary editor, and in congratulating him on the first issue we would add the warning that temporary appointments of this nature have a habit of being interpreted very elastically. As far as we are concerned, and I am sure as far as the members of his society are concerned, there will be no objections if he finds the term of his office being more than unduly stretched!

Not surprisingly we find that one of the articles (The Gore Bay Squared Circle Hammer) is written by a member of the C.P.S. of G.B., Michael Squirell, and if this is a foretaste of things to come, as it surely must be, the journal and the society deserve to flourish.

Applications for membership of the society should be sent to: Stan Shantz at 763 Green Lane, London 74, Ont., together with the annual subscription of \$3.

OTTAWA TAGGING

A new phosphor ink which was developed recently by the Canada Post Office is being used in the production of 'Ottawa Tagged' stamps.

The change comes as a result of properties in the phosphor which were found to be causing the phosphorescent chemical to migrate to and through other materials coming in contact with these stamps. Whilst this effect is not harmful to personal health or safety, it can alter the condition and value of stamps in a collection if they become impregnated with the migrating chemical.

Stamps tagged for use in Ottawa bear phosphorescent lines in the side margins which activate the automatic facing and cancelling machines used at the Ottawa Post Office. There were two types of phosphor used, one for lithographic inks and one for gravure inks. It was the latter type that displayed the migrating properties.

The department suspended further use of the gravure phosphor ink used. The new ink uses the same type of phosphor as has been used in the lithography inks.

N.B. The Ottawa 'Tagged' issues which 'migrate' are as follows: 8 cent definitive in sheets of 100, 8 cent World Health Day, 25 cent and 50 cent booklets, 8 cent 'Frontenac', 10, 15, 20, 25 and 50 cents definitives (current) and 8 cents Plains Indians, Costume and Graphic symbolism only.

The K.E. VII Definitive Series 1903-1912

A Postscript — Part II

Compiled by D. F. Sessions

Just as the dust was beginning to settle back on to these stamps, a letter arrived from Dr. J. Frank of Transvaal, S.A., raising one or two more interesting points, notably one of the 'part perf.' 2 cent value. Shortly afterwards a large package thumped onto the hall carpet, it contained a complete photostat record of the fantastic plate block KE V11 collection of Harry W. Lussey of Florida, U.S.A. When I mention that it runs to some 80 sheets, those who have tried to obtain plate material of this era will know what I mean by fantastic. As a result of perusal of the photostats, all carefully annotated, and subsequent correspondence with a most patient and helpful Mr. Lussey, several of the points raised in the previous articles have been clarified and one or two new items of information, which were a revelation to this writer, were brought to light.

The following items have been numbered to coincide with the numbered sections in the original series of articles.

3. The Dies

Approval dates for the 1 cent, 2 cent, and 5 cents were given as 6th May 1903. Lussey gives the date of approval for the initial *Plates* of the 1 cent, 2 cents and 5 cents as 1.5.03, 1.5.03 and 5.5.03 respectively; Boggs gives 6th May 1903 as the date of *issue* of the imperfs, so it would seem that the approval of the dies must have been a little earlier than 6th May.

There is evidence that the secondary dies for the 1 cent, 2 cents and 5 cents values were re-engraved and the matter is dealt with under the individual values.

4. The Plates

Lussey shows plate blocks from Plate 1 of the 1 cent with the 'thin' plate number; he has noted the existence of a block with 'thick' plate number in the Jephcott collection. The latter has been re-entered.

The Lussey collection has plates 1, 2, 5 and 6 of the 2 cents value with both 'thick' and 'thin' plate numbers. In each case the 'thick' number appears on a re-entered plate. As plates 5/6 of the 2 cents were approved on 29.11.03 and plates 7/8 ('thick' numbers) on 16.1.04, it seems that the 'thick' numbers were introduced at the beginning of 1904 and, by inference, plates 1, 2, 5 and 6 of the 2 cents and plate 1, at least, of the 1 cent were re-entered in 1904.

The 400 subject plates of the 1 cent and 2 cents values were plates 25 *et seq.* of the 1 cent and plates 53 *et seq.* of the 2 cents i.e. formerly early 1907.



Fig. 1



Fig. 2

Plate blocks of the 20 cents and 50 cents values in the Lussey collection show the 'thick' plate numbers that one would expect. This suggests that Boggs was incorrect in his assertion that the plate numbers for these values were 'thin' and satisfactorily solves the problem raised at the end of this section in the original series.

The Lussey collection indicates the dates of approval of practically all the plates used. Many of the dates were provided by the Hon. George Marler who is negotiating publication of a book on the Edwards in the foreseeable future. In the circumstances it would seem improper to list all the dates at this stage; I have therefore quoted dates only where they are relative to the text. Marler's handbook on the Admirals is well known and a companion work on the Edwards can only be awaited with eager impatience.

14(b) 1 cent

Boggs indicates that, in his opinion, plate 67-69 were not used. Lussey shows plate blocks from all of these plates and the printing order numbers in the upper margins show at least two printings from each plate. In his turn, Lussey doubts the use of plates 39-40 and 65-6.

There is evidence in the Lussey collection that the 1 cent secondary die was re-engraved from plate 7 onwards (approved 29.4.04). The evidence is difficult to illustrate by photograph, it is seen in the cross hatching at the top of the oval. On the first 6 plates the cross-hatching is blurred and ragged at the top, on the later plates it is crisper and the raggedness has been sealed off. (See Fig. 1 in which the former is superimposed on the latter for comparison.)

14(c) 2 cents

According to Boggs, plates 31, 34, 51-2 and 65-6 were not used; however, the Lussey collection contains blocks from plates 31 and 34. He agrees that plates 51-2 and 65-6 were probably never used.

There is evidence that the 2 cents secondary die was also re-engraved from plate 31 onwards (approved 3.10.05). The evidence ties in nicely with Ed. Richardson's observations referred to in 15(c) Booklets. The evidence

is similar to that for the 1 cent in that the first 30 plates show a blurred appearance in the cross-hatching at the top of the oval, whilst the later plates show a much crisper cross-hatching; the difference is well illustrated on page 68 of Vol. 14 No. 3.

14(d) 5 cents

Plate 3 was approved 18.12.07 and Lussey reports that all plate 3 material seen has been on vertical wove paper. As mentioned in 14(d), Dr. Hollingsworth reported his earliest copy on vertical wove paper to be 10.5.07; I have dates 29.5. and 11.11.07 on vertical wove. As these dates are prior to 18.12.07 one can only assume that the changeover to vertical wove took place late in the life of plates 1-2 and not plate 3. There are no blocks from plate 4 in either the Lussey or the Jephcott collections and none have yet been reported from elsewhere.

In the *Postscript* on page 136 of Vol. 14 No. 5 I drew attention to the possibility of the die having been re-worked and mentioned a May 1908 copy as the earliest date for the re-worked die. The Lussey collection indicates that the die was re-engraved before plates 3 and 4 were laid down, these plates were approved 18.12.07. N.B. The plates for the 1 cent, 2 cents and 5 cents values were approved in pairs. (See *Fig. 2* illustrating the 're-engraved' stamp superimposed upon an example of the 'original' die. Note the ragged appearance of the cross-hatching at the bottom of the oval on the latter compared with the clean edge on the former.)

The appearance of the plate 3 material indicates an intermediate stage in the re-engraving, the strong line closing the bottom of the oval on plates 5-6 suggests that further work took place before these two plates were laid down.

Lussey shows a copy of the major re-entry bearing the date 22.4.09 and notes that it has the appearance of plate 3. Both my copy and the copy reported by Dr. Frank are on vertical wove paper; the direction of weave and the date certainly tie the re-entry to plates 3 or 4.

The re-worked die suggests an answer to the question of why re-entries appear on the later plates and not the early ones. The thin plate numbers of plates 1 and 2 are the originals and no thick numbers have been reported, this suggests that plates 1 and 2 were not re-entered (see earlier note on 'thick' and 'thin' plate numbers). Presumably it was decided to re-engrave the die and lay new plates rather than re-enter the original plates 1 and 2.

14(e) 7 cents

Plate 2 was approved 7.4.09 so it seems likely that the first printing from plate 2 would be in 1909 rather than 1910 as indicated by Boggs. Lussey shows a block from plate 2, printing order 79, which is indicated as bistre and a block from printing order 88 or 93 which is slightly lighter and close to the 'straw' of the subsequent Admiral 7 cents. Printing order 79 was filled late in 1911; this, coupled with dated examples of the bistre shade in the Lussey collection, April 9, 1912 and March 20, 1912 on cover, suggests that the date of June 1912, given by Holmes and Gibbons for the second shade is a little late. Lussey points out that the June 1912 date stems from Jarrett's 1929 handbook.

14(f) 10 cents

Plate 2 was approved in April 1909 so, as with the 7 cents value, it is likely that the first printing from this plate would be in the latter part of 1909.

14(g) 20 cents

Lussey shows a retouch in the form of a 'blister' under the upper frame-line above 'O' of 'POSTAGE', apparently an effort to strengthen the frame-line. Dr. Frank also reports a retouch to the right upper frameline with strengthening of the right vertical line of the right numeral box.

14(h) 50 cents

It is immediately apparent from the Lussey collection that there were at least three printings of this value and not two as previously reported. Lussey shows a block from printing order 74 and a block from printing order 72 is reported in the Jephcott collection; as the punching of the printing order numbers onto the plate did not commence until 1911 (Printing order 69) it is apparent that *at least* one earlier printing must have been made as the plate was approved in May 1908.

Dr. Frank reports a pale violet copy dated 1911 and Harold Lussey shows a copy dated 17.7.11, described as 'sharp printing', whereas other copies are described as the 'usual dark blurred printings'.

Dr. Frank also reports the 'retouched 5' as the right hand copy of a pair.

16. The Imperforates

How wrong can you be? Neither I nor any other member of the Group was prepared to argue with Boggs who refused to believe that *new* plates numbered 13 and 14 were made for the 'regular' imperfs, but new plates *were* made and the evidence is all there in the Lussey collection. Both perf. and imperf. examples from plates 13 and 14 are shown and the plate inscriptions are differently positioned. Furthermore the perfed blocks show the 'fuzzy' printing characteristic of the original die (plates 1-30) whereas the imperfs. from plates 13 and 14 are characteristic of the 're-worked' die, i.e., post October 1905. Lussey shows an imperf. block from plate 2, certified by Fred Jarrett, with the characteristic 'fuzzy' printing of the early plates. It was interesting to note a block from the 'regular' imperfs. with private rouletting, outlined in colour.

Whilst on the subject of the imperfs., perhaps mention should be made of the part-perforated copies of the 2 cents value.

Dr. Frank reported a pair in his collection and a pair in Jim Sissons' August 1971 Auction, whilst John Lea of Manchester offered a pair for sale a while back. Sissons apparently examined the Frank item and pronounced it genuine but neither the B.P.A. nor the 'Royal' were prepared to issue a certificate in view of the fact that a fake from the regular imperfs would not be too difficult to produce. For the same reason I made no attempt to purchase the Lea item. Messrs. Bridger and Kay illustrated a pair in *Stamp*

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Collecting, the item apparently belongs to a client and inclusion, as a variety, in the next B and K catalogue was promised. I have not seen the most peculiarly perforated sheet or the existence of more than one partly perforated sheet. Such a thing is by no means impossible but as there seems to be no satisfactory method of proving that such items are genuine errors of perforation, I can only continue to view them with deep suspicion.

Peter Harris

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Small Queens Study Circle

Following our report in our last Circulation Sheet and *Maple Leaves*, letters have been received from Canadian members with regard to the *One Cent Small Queen—Thick Paper Variety* ('Shoemaker' variety)

John Siverts has now kindly sent his copy of the One Cent for inspection, stating 'Get a strong light passing through (the paper) which will show the great similarity between the two (i.e., the 3 cent Variety and his copy of the One Cent). In my mind they are identical or similar enough to be considered the same. . . .' This stamp was available for inspection at the Convention and the findings of 'the experts' attending will be made known in the Circle's next Circulation Sheet.

The Small $\frac{1}{2}$ Cent (1882-97) Single Rate on Cover

It would appear that during the past three years a large batch of the $\frac{1}{2}$ Cent on Cover has been sold at trade bourses and are now offered to collectors by various dealers. While most of the Covers have strips, blocks, or pairs, they also include covers showing the $\frac{1}{2}$ Cent as SINGLE RATE postage. Many of the covers inspected appear to be from the well-known Hechler 'Philatelic' Stock, but others appear to be of normal usage. Enquiries have been received as to the GENUINE POSTAL USE of the $\frac{1}{2}$ Cent, as a SINGLE RATE on envelope. The use of the single stamp as a Newspaper rate is known and the stamp was normally affixed to the Newspaper or wrapper. It also appears that articles sent to newspaper publishers qualified for the same postage rate (according to weight) as newspapers. A few years ago, an envelope bearing a single $\frac{1}{2}$ cent stamp, with a piece of newspaper attached to the gum flap, appeared in an auction, with a description that it was stated to be used as a label for mailing the newspaper.

The Covers recently inspected were unsealed with full gum on the flap—some stamps cancelled with BARS only, others with neat C.D.S. Local Covers bearing a pair of the $\frac{1}{2}$ cent are usually cancelled by one of the oval franks when posted at Main Post Offices.

It is possible that education papers (including religious papers qualifying as 'Education') which were sent through the Mails FREE OF POSTAGE may have attracted a Local Carriers' rate for delivery (at the period before free delivery).

If any member has a cover bearing the $\frac{1}{2}$ cent as a single rate WITH ENCLOSURE it would help to clarify the genuine use. Members having any additional information are requested to write to the Secretary of the Circle.

The 5 Cent Plates and Imprints

E. M. Blois (Halifax NS) writes: 'I find Boggs a little confusing on this value. On page 286 he illustrates a block of 7 x 3 and uses this as proof that the plate had no imprint. This block is (or seems to be) from the Ottawa Plate that had the Letter Imprint over positions 9-12, so it couldn't show on positions 1-7'.

Secretary's Note:— Possibly Boggs was basing his theory on the earlier Plates of 100 (10 x 10) which he states were similar to the layout for the

Large Queens. (These had a single imprint on each margin.) Reference to Boggs Vol. 2 shows the Plate Layout for the Ottawa Plate 1892 of 200 on one pane for 1 cent, 2 cents and 3 cents ONLY. I have a single 5 cent marginal copy (LEFT) with imprint (Ottawa).

There appears to be scope for research to clarify plates and imprints of the 5 cent value. Will members lucky enough to have marginal blocks with imprints kindly write with full details so that this matter can be clarified and a further report given.

The Study Circle is for the benefit of ALL MEMBERS—Please write to the Secretary, W. Williams, 53 Central Road, Wembley, Middlesex. HA0 2LQ, England.

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MAJOR RE-ENTRY ON 50 CENT TEXTILES

Plate 1 UL40. This re-entry was made about 1960/61. Some two-thirds of the design is clearly affected. Much of the Mill Wheel and cloth, and lower right of design shows very clear doubling. Especially note the base of the Mill immediately above TES, and date 1953 and surround.

Offered in LR corner positional blocks of 6 overprinted G, Type 0.4 (Flying G). This G was used on PLATE 1 ONLY.

State I without re-entry, and state II re-entered; two blocks of 6 for £14.

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NEW STAMP ISSUES

Centenary of the Royal Canadian Mounted Police

On 9th March 1973 the Canada Post Office issued three stamps, in denominations of 8 cents, 10 cents and 15 cents, to commemorate the 100th anniversary of the founding of the Royal Canadian Mounted Police.

Designs for the three stamps each recall a different aspect of the work and tradition of the R.C.M.P. Their initial trek across the western frontier in 1874 is featured on the 8 cents stamp. The 10 cents stamp symbolically portrays the spectograph, an identification device used by the Force in its crime detection laboratories, where the most advanced techniques of police science are employed. The world-famous Musical Ride of the R.C.M.P., which was first performed in 1876, is the subject of the 15 cents stamp.

The Force was established on 23rd May 1873 as the North-West Mounted Police. The Force's motto was 'Uphold the Right' and its task was to do it throughout the 300,000 square miles of wilderness that comprised Canada's western frontier.

'They were a unique body in an age when law and order followed rather than led the settlement of new frontiers', said Mr. Ouellet. 'When settlers came to the Canadian West they found in the North-West Mounted Police both an established law force to protect them and a knowledgeable ally to assist in the rigors of frontier survival.'

In 1904 the Force became the Royal North-West Mounted Police, and in 1920, when it absorbed a federal organisation known as the Dominion Police, the combined force was renamed the Royal Canadian Mounted Police. Today the R.C.M.P. is responsible for national security and the enforcement of all federal laws throughout Canada. In the Northwest and Yukon Territories it is the only police force and in all provinces except Ontario and Quebec it is charged with the enforcement of all provincial statutes as well.

The designs for the three stamps were created by Dallaire Morin DeVito Inc. Each stamp measures 40 mm by 24 mm in a horizontal format.

The stamps were printed by Ashton-Potter Limited of Toronto. Twenty-four million of the 8 cents value were printed in three-colour lithography. Twelve million each of the other two values were printed using five-colour lithography for the 10 cents stamp and four-colour lithography for the 15 cents stamp.

Marginal inscriptions, including the designers' names, appear on the four corners of each pane of fifty stamps available from the Philatelic Service. The total production of these stamps has been produced bearing the 'General (Ottawa) Tagging'. The stamps are not available in any other form.

8 Cents Algonkian Indians

Two 8 cents stamps, depicting the artifacts and the way of life of the Algonkian Indians, were issued by the Canada Post Office on 21st February 1973. The stamps are part of the continuing series begun in 1972 portraying the cultures of the early Indian tribes of Canada.

The stamp depicting the Algonkian way of life takes its design from the anonymous painting, 'Micmac Indians', which was reproduced through the courtesy of the National Gallery of Canada. The second stamp depicts Algonkian artifacts, photographed by Ray Webber, from the collections of the National Museum of Man, the Royal Ontario Museum and Mrs. Alike Podolinsky-Webber.

The term 'Algonkian' refers to the family of related languages spoken by a number of different Indian tribes whose territories ranged from the Maritime provinces in the east to the lakes and forests of Manitoba in the west.

The Algonkian Indians were comprised of six principal tribes. They were the Malecite and Micmac of the Maritimes; the Montagnais of northern Quebec; the Algonquin of the Ottawa Valley; the Ojibwa of the area north of Lakes Superior and Huron; and the Cree of Quebec, Ontario, Manitoba and Saskatchewan.

The most important cultural item of the Algonkian Indians was birchbark. It was used for the construction of canoes, wigwams and many types of containers. They relied primarily upon hunting and fishing for their main sources of food and supplemented their diets with berries and wild rice. Some tribes, such as the Ojibwa, the Malecite and the Micmacs, also grew corn.

The stamp depicting Algonkian artifacts includes, from left to right: a birchbark basket of the Tête-de-Boule (a division of the Ojibwa); an Ojibwa wooden papoose carrier; a pair of snow shoes for a Montagnais child; a Malecite birchbark basket; a Montagnais birchbark box; a Montagnais knife; and a Micmac birchbark basket decorated with porcupine quillwork.

Typography and layout for the two stamps were done by Georges Beaupré. The stamps each measure 36mm. by 30mm. in a horizontal format.

A total of 24,000,000 were printed se-tenant in four-colour lithography by the British American Bank Note Company of Ottawa. Marginal inscriptions, including the designers' names, appear on the four corners of each pane of fifty stamps available from the Philatelic Service.

The total production of these stamps has been produced bearing the 'General (Ottawa) Tagging'. The stamps are not available in any other form.

Jeanne Mance



Postmaster General André Ouellet has announced the Canada Post Office issue on 18th April 1973 of its 8 cent commemorative marking the 300th anniversary of the death of Jeanne Mance.

Jeanne Mance was the first secular nurse in North America and founder of the first hospital, Hôtel-Dieu, in the Montreal settlement of

Ville Marie. 'She was a pioneer Canadian woman of the highest calibre', said Mr. Ouellet. 'She dedicated herself wholly to the settlers of New France, enduring the same dangers and hardships as they to care for the sick and the wounded, without prejudice, for over three decades.'

With funds provided by Madame de Bullion for the establishment of a hospital on the island of Montreal, Jeanne Mance travelled to New France in 1641 with the company led by Paul de Chomedey, sieur de Maisonneuve and founder of the city of Montreal. They arrived in Ville-Marie in the spring of 1642 and by autumn of that year the Hôtel-Dieu was founded with the erection of its first, small building. By 1645 the hospital was housed in its permanent quarters—a newly constructed wooden building sixty feet long and twenty-four feet wide.

In addition to running the hospital, Jeanne Mance was also the treasurer and manager of the Montreal settlement. As such she made three long voyages back to France, recruiting staff for her hospital, obtaining reinforcements and capital for the settlement, and attending to its administration on both sides of the Atlantic.

Born on 12th November 1606 in Langres, France, Jeanne Mance died at the Hôtel-Dieu on 18th June 1673. It has been written that 'Her energy stimulated the lazy, her courage shamed the timid, her sweetness comforted the sick'.

Raymond Bellemare of Montreal has used as his design for this stamp a portrait in semi-profile of Jeanne Mance. The design is set in a horizontal format with the dimensions of the stamp being 40mm by 24mm.

Ashton-Potter Limited of Toronto is printing twenty-four million of the Jeanne Mance stamp in four colour lithography. Marginal inscriptions including the designer's name appear on the four corners of each pane of fifty stamps available from the Philatelic Service. Also available from the Philatelic Service are 'blank' sheets and corner blocks (less corner inscriptions) as delivered for sale in regular post offices.

The total production of this stamp has been produced bearing the 'General (Ottawa) Tagging'. This stamp will not be available in any other form.

Letters To the Editor

Major R. K. Malott writes:

Orapex '73

The 12th annual ORAPEX of the RA Stamp Club of Ottawa, with participation of the Ottawa Philatelic Society and other Stamp Clubs of the Ottawa Valley, will be held in the Curling Club Arena of the RA Centre, 2451 Riverside Drive, Ottawa, Ontario, K1H 7X7, on Saturday, 5th May and Sunday, 6th May 1973. ORAPEX '73, the 12th annual Orapex (Ottawa Recreation Association Philatelic Exhibition) will honour the 100th Anniversary of the founding of the RCMP and will also sponsor a special souvenir envelope for the occasion.

The exhibition will feature exhibits from the Canada Post Office, members' exhibits, and 18 bourse tables operated by stamp dealers from Canada and the USA. The stamp competition will be in the same classes as last year. Because of the lack of space only members of the RA Stamp Club, the Ottawa Philatelic Society and Ottawa Valley Stamp Clubs may compete.

Souvenir envelopes will be three for \$1.00—Canadian. Send payment by postal money order payable to RA Stamp Club—ORAPEX '73.

For further details, write to the Chairman, Major R. K. Malott, 16 Harwick Crescent, Ottawa, Ontario, K2H 6R1.

Mr. G. H. Churley writes:

World Health Day Stamp

The Canadian World Health Day Stamp was not only issued Ottawa tagged, but was on dull and semi-hibrite paper. I have samples of both papers, regular and Ottawa tagged. Further I have inscribed plate blocks, regular mint, both on dull and semi-hibrite paper.

Mr. J. A. Pike writes:

B.C. Numerals

Mr. Cohen's article on British Columbia and Vancouver Island (and don't forget the Island) numerals makes the allocation of the numerals to various towns more difficult than I think it really is. G. E. Wellburn's paper 'The Handstruck Postage Stamps of British Columbia and Vancouver Island' published in Postal History Society Bulletin No. 46, page 95, December 1948, in allocating the numerals, places 17 definitely and 4 as 'believed' out of the 36 numerals issued.

In addition to the Cariboo oval handstamp shown on cover, Cariboo c.d.s. also occur on cover. The Post Office at Ottawa has no record of Cariboo, B.C. A reasonable explanation is that at the time of Confederation in July 1871 an attempt was made to change the name of Williams

Creek to Cariboo and the post office was called Cariboo for about a year. The local residents, however, preferred their name of Barkerville and this is what it became. So there is nothing wrong with the 10 numeral being on the same cover as a Cariboo handstamp.

Mr. Cohen has sent the following reply: It is a very interesting theory of Mr. Pike's that Barkerville, B.C., was formerly named Cariboo, and before that Williams Creek. Surely there must be some historian in Barkerville who could confirm this, or otherwise? Another theory I have heard is that Cariboo was in fact a whole district embracing several of the small townships including Williams Creek, which was so small that it did not have its own post office or mark. It seems there is scope here for one of our British Columbian members to do a spot of research in the local archives and solve the mystery. If Barkerville, B.C., was in fact Williams Creek, and then for a year only, Cariboo, what a wonderful town for a postal historian to work on!

Mr. F. W. Pollock writes:

Canadian P.O. Department

In *Maple Leaves* for December 1972, on page 176, it is stated, in terms obviously meant to be complimentary, that 'Canada issues stamps primarily for postage', and that the third (and last) priority is the philatelist.

But on page 196, the Canadian postal department is subjected to abuse because it failed to mention a tagged variety in connection with the World Health stamp. It threw a curve, and delivered a below-the-belt blow, etc.

The Canada P.O.D. has gone out of its way to favour collectors in the matter of minor varieties. It would serve us right if the department said 'to hell with it', and declined to go beyond the information needed by the general public. Frankly, the author is entitled to his own opinion, but when it is published in *Maple Leaves*, without a by line and thus appearing to represent the feelings of the membership, I, for one, am 'agin' it.

(Mr. Pollock overlooks the fact that opinions expressed in Maple Leaves are essentially those of the writers. They may, or may not, represent the feelings of the membership. Vide: 1st page of every issue of Maple Leaves—Editor.)

Mr. N. A. Pelletier writes:

Peterborough Squared Circle

In the Peterborough cancel illustrated in the October issue of *Maple Leaves* the 'N' seems correct. It lines up with the '4' and '97'. That would leave only 2 letters before the 'N' and 3 letters on the other side. The bar pointing to '7' in the first 'A' could also be correct. We saw a note by Stanley Cohen on the back of a photo of the cancel with the words: 'It isn't Kosher'. I agree.

Doug. Crawford from Peterborough has made, over the years, a specialized collection of the town. 'Canada' for the city had never been seen.

Amendments to Membership to 4th March 1973

New Members

1895. WIEDERMANN, P. J., P.O. Box 303, Stratford, Ontario, Canada.
SC, RPO, RO, PC
1896. SCOTT, E. A. F., 11 Riverside Drive, Winnipeg, Manitoba, R3T, OE9,
Canada. CQ—CGE
1897. NATIONAL LIBRARY, Acquisitions Division, 395 Wellington Street,
Ottawa, Ontario, Canada. KIA ON4
1898. ADILMAN, P. L., Box 1660, Wetaskiwin, Alberta, T9A, 1Y5, Canada.
C, FDC
1899. JOHNSON, B. H. 55 Cricketfield Grove, Leigh on Sea, Essex.
CE—CGE
1900. NORMAN, K. A., 3 Vine Close, St. Ives, Hunts, P.E. 17 4HQ
C
1901. CAMBRIDGE, J. D., 55 Owen Blvd., Willowdale M2P 1G2, Ontario,
Canada. RLS, RPO
1902. ROYLE, P. 5 Lanville Road, Liverpool 119 7NJ PH
1903. FLEMING, R., 'Kilandrist' 7 Roadside, Cumbernauld, Glasgow G67
2SS C
1904. WETTLAUFER H. G. Box 222, Mitchell, Ontario, Canada RPO CS
1905. KERZNER, T. 80 St. Clair, Avenue E., Apt. 2112, Toronto, Ontario,
Canada.
1906. PLEWS, Mrs. M. M. Beulah House Hotel, 31 Beulah Road, Thornton
Heath CR4 8JH.
1907. St. HILAIRE, J. 456 rue Alneau, St. Boniface 6, Manitoba, Canada

Deaths

1691. LONG, G. C. J. 105. McLAREN, R. H. G.
274. BREWER, J. W. 94. DUNCAN, R. J.

Change of address

167. CARN, L. D. add postal code BN22 8LT
1774. CLARK, S. A., 924 North Drive, Winnipeg, Manitoba, Canada R3T
OA8
1648. DUTTON, J., 16 Manston Drive, Cheadle Hume, Cheshire, S.K.8,
5DH
1868. GIBSON, R. F., 1111 Eastmoor Boulevard, Columbus, Ohio, 43209,
U.S.A.
1554. GROSS, J., Laubova, 2—Vinohrady, 130 00 Praha 3, Czechoslovakia.
857. LAMB, R. M., add postal code N2G 4A2
1222. PIKE, J. A., 5805 Balsame St., Apt. 801, Vancouver 13, B.C., Canada
1547. PAWLUK, W. S., Apt. 1509, 2181 Navaho Drive, Ottawa K2C, 3K3,
Canada
1659. PLEWS, G. N., Beulah House Hotel, 31 Beulah Road, Thornton Heath,
CR4 8JH
1006. SALTER, T. H., 15 Milton Crescent, Brixham, Devon
1426. SIMMONDS, W. E., c/o Data Draft Corp., John Hancock Centre,
Chicago, 111 60611 U.S.A.
1822. SINGER, P., Box 6256, Vancouver B.C., Canada
1759. THORNE, L. B., Top Flat, 28 Clarence Street, Dartmouth, Devon
TQ6 9NW
574. WILLINGTON, K., add postal code NOR 9GN

Net Change: Plus 9

New Total: 807

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